



B

Appendix B: Glossary

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Term	Definition
Breda light rail vehicle	Light rail vehicles used by MUNI Metro (e.g., the N-Judah)
BRT Bus Rapid Transit	Bus rapid transit. BRT is not a precisely defined technical term. It commonly means dramatically upgraded bus service that operates in its own right-of-way (i.e., separated from other traffic), has stations instead of stops, has level boarding (like subways), and prepaid boarding.
Bulb-out	An extension of the sidewalk into the street, creating a larger area for transit shelters and wider sidewalks. These improve pedestrian access around transit stops, shorten the distance pedestrians have to walk between corners, tend to reduce traffic speeds near intersections, and allow buses to load passengers without pulling off the road.
Cost effectiveness	Cost effectiveness is the cost per passenger trip. More precisely, it is the amount of money a transit agency spends to provide its service (either as a system or a particular mode of travel, such as bus or rail) divided by the total number of passenger trips. This only takes into account what it costs to provide the service, and does not deduct fare revenues from the cost of providing the service.

Term	Definition
Cost efficiency	Cost efficiency is the cost to provide one hour of transit service.
CEQA	California Environmental Quality Act. CEQA is a California law that sets forth a process for public agencies to make informed decisions on discretionary project approvals. The process aids decision makers in determining whether any environmental impacts are associated with a proposed project. It requires environmental impacts associated with a proposed project to be eliminated or reduced, and that air quality mitigation measures have been implemented. (www.energy.ca.gov/lng/glossary.html)
CMA	Congestion Management Agency. A countywide agency responsible for preparing and implementing a county’s Congestion Management Program. In San Francisco, the CMA is the San Francisco County Transportation Authority.
DPT	Department of Parking and Traffic, a part of the MTA.
DPW	Department of Public Works – the DPW provides services ranging from cleaning, repairing, and maintaining city streets and sewers, to greening the City’s urban landscape, to designing and managing construction of public facilities.
Fare box recovery ratio	The proportion of operating expenses covered by passenger fares. This is calculated by dividing fare box revenue by total operating expenses. It can be calculated for an entire transit system, or for each mode (e.g., bus, rail, cable car) that it operates.
Fast Pass	The monthly pass for riders of Muni
Headway	The scheduled time interval between any two revenue vehicles (buses, LRVs, trolleys, etc.) operating in the same direction on a route.
Lifeline service	The Lifeline Transportation Program, funded by the MTC and administered by County CMAs, supports community-based transportation projects to improve mobility for low-income residents of the nine San Francisco Bay Area counties.

Term	Definition
Lifeline Fast Pass	A \$35 discounted monthly pass available to low income individuals who are also eligible for a variety of programs including SSI, Food Stamps, etc.
Low floor	A term describing vehicles such as buses, trolleys, and trams where the passenger compartment floor is considerably lower than that of traditional models. Vehicles of this type have a stepless entry and usually have an area without seating next to at least one of the doors where wheelchairs can be parked. In addition to improving accessibility, low floors also allow fully-mobile passengers to board more quickly, and can improve overall travel speeds.
LRT/LRV Light Rail Transit Light Rail Vehicle	Lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way not separated from other traffic for much of the way. Typical LRT includes streetcars; in San Francisco, the streetcars and the Muni Metro are light rail. Light rail vehicles are driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph. The vehicles used to operate this service are called Light Rail Vehicles (LRV)
Mode split	The proportion of all trips that are made on the various modes of transportation, whether walking, biking, public transit, car, and so on.
MTA	Municipal Transportation Agency. The MTA Board of Directors governs the Municipal Transportation Agency, which oversees the San Francisco Municipal Railway (Muni) and the Department of Parking and Traffic (DPT).
MTC	Metropolitan Transportation Commission. The MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area.
NextBus	A commercial computer system that tracks the location of transit vehicles, and transmits information about the predicted arrival time of the next few vehicles at a particular stop. This information can be accessed via the internet, cell phone, or displayed at transit stops/stations.
Productivity	For transit systems, productivity is the number of passengers carried for every bus-hour of service provided (i.e., every hour a transit vehicle operates to pick up passengers).

Term	Definition
Proposition E	Approved by voters in 1999, Proposition E added Article VIII A to the San Francisco Charter. Proposition E established the MTA, prescribed its powers and duties, and mandated performance goals and measurements for MUNI. See the Appendix for the full text.
Pulsed hubs	A transit hub serving two or more services, where service is timed to allow efficient timed transfers. These are typically used for transit systems that have relatively low service frequency (e.g., Golden Gate Transit).
Queue jump	Elevated ramps or at-grade lanes that can be used by transit vehicles to bypass congestion at traffic signal and, in some cases, receive more effective signal priority at signals.
SFCTA	San Francisco County Transportation Authority. The SFCTA administers and oversees the delivery of the Proposition K (Prop K) half-cent local transportation sales tax program and New Expenditure Plan, which identifies transportation improvements to be funded from the extension of the existing half-cent transportation sales tax.
TIDF	Transit Impact Development Fee. Enacted in 1981, the TIDF attempts to recover the cost of carrying additional employees into downtown via public transit by capturing fees on office development on a square foot basis at the time the development is occupied. TIDF does not apply to the many other land uses that operate downtown, including hotels, entertainment venues, and retail space.
Transit First Policy	Article XVI of the San Francisco Charter, the Transit First Policy articulates the City’s commitment to promoting and prioritizing transit, walking, and bicycling as an attractive alternative to travel by private automobile. See the Appendix for the full text.
Transit mode share	The percent of all trips within a designated area made on transit. In other words, public transit’s share of the <i>mode split</i> .