

TRANSIT DEFINITIONS

Accrual Accounting: A method of financial accounting where revenues are recorded when earned; the revenue does not have to be received in the same reporting period. Similarly, expenditures are recorded as soon as they result in liabilities for benefits received; the payment of the expenditure does not have to be made in the same reporting period.

Active Vehicles: The vehicles available to operate in revenue service, including spares and vehicles temporarily out of service for routine maintenance and minor repairs.

Actual Vehicle Revenue Miles (VRM): The miles that vehicles travel while in revenue service. VRM includes layover/recovery time, but excludes deadhead, operator training and maintenance testing and school bus and charter services.

Advertising Revenues: The revenue earned from displaying advertising materials on transit agency vehicles and property. The amounts should be net of any fees paid to advertising agencies, which place the advertisement with the transit agency.

Americans with Disabilities Act (ADA): Public Law 336 of the 101st Congress, enacted July 26, 1990. The ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities and transportation.

Americans with Disabilities Act of 1990 (ADA): The legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

Americans with Disabilities Act of 1990 (ADA) Accessible vehicles with Lifts: Public transportation revenue vehicles, which do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs, and which are accessible using lifts. Refer to 49 CFR Part 38.

Americans with Disabilities Act of 1990 (ADA) Accessible vehicles with Ramps/Low Floor: Public transportation revenue vehicles, which do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs, and which are accessible using ramps. Refer to 49 CFR Part 38.

Annual Passenger Trips: The number of passenger boardings counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Trips should be counted regardless of whether an individual fare is collected for each leg of travel. It includes passenger trips on volunteer vehicles. A passenger traveling to the hospital, then receiving a return trip home constitutes two passenger trips.

“Body-On-Chassis” Minibus: A specially-made body placed on a Ford or Chevy “cut-away” truck (not van) chassis. The chassis is made by Ford or Chevy, but the bodies are manufactured by companies such as Champion, Collins, Diamond, El Dorado and Supreme. These vehicles are wider and taller than standard vans. Like van conversions, they have walk-in, front entry doors and a center aisle, but they are wider and higher than van conversions, with interiors tall enough to allow a person to stand and four across seating. Minibuses are made with various wheelbases, designed to accommodate 16, 20, 24 or 28 ambulatory passengers (excluding the driver). When equipped to handle 24 or more passengers, an extra rear axle, referred to as a “tag axle,” is usually added by the manufacturer.

When minibuses are equipped to handle wheelchairs, four seats are removed for the wheelchair lift assembly and four seats for each wheelchair tie-down. Therefore, a mini-bus designed to handle 20 ambulatory passengers would convert to a vehicle holding 12 ambulatory passengers and one wheelchair tie-down.

Bus Miles: The miles that a bus is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service.

Capital Costs: The expenses incurred within the year related to the purchase of facilities, vehicles and equipment.

Capital Expense: The expenses related to the purchase of equipment. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of the capitalization level established by the government unit for financial statement purposes, or \$5,000. Capital expenses do not include operating expenses that are eligible to use capital funds.

Charter Service: A vehicle hired for exclusive use that does not operate over a regular route, on a regular schedule and is not available to the public.

Communication Systems: Systems for exchanging information including two-way radio systems for communications between dispatchers and vehicle operators, automatic vehicle locator systems, automated dispatching systems, vehicle guidance systems, telephones, facsimile machines and public address systems.

Complementary Paratransit Services: Transportation service required by the ADA for individuals with disabilities who are unable to use fixed route transportation systems. This service must be comparable to the level of service provided to individuals without disabilities who use the fixed route system and meet the requirements specified in Sections 37.123-137.133 of Transportation Services for Individuals with Disabilities (Part 37), CFR 49, Volume 1. The complementary services must be origin-to-destination service (demand response or on-call demand response service to an accessible fixed route where such service enables the individual to use the fixed route bus system for their trip.

Contract Revenues: Reimbursement by any organization, government, agency or company, because of a formal contractual agreement with the transit service operator, for trips provided to a specific passenger or group of passengers.

Contractor: An individual who is compensated by the transit agency for directly operated services, the labor expense for the individual is reported in object class 501 labor, or for purchased transportation service, the labor expense for the individual meets the same criteria as object class 501 labor.

Coordinated Plan: See “Locally Derived Coordinated Human Services Transportation Plan.”

Cost per Passenger - Trip: The total operating expense (including administration and maintenance) divided by the total annual number of passengers.

Deadhead (Miles and Hours): The miles and hours that a vehicle travels when out of revenue service. Deadhead includes (1) leaving or returning to the garage or yard facility; (2) changing routes; and (3) when there is no expectation of carrying revenue passengers. Deadhead does not include charter service, school bus service, operator training or maintenance training.

Demand Response: A transit mode comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.

A demand response operation is characterized by the following:

- The vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a special need, and
- Typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. The vehicle may even be interrupted en route to these destinations to pick up other passengers.

The following types of operations fall under the above definitions provided they are not on a scheduled fixed route basis:

- Many origins—many destinations
- Many origins—one destination
- One origin—many destinations, and
- One origin—one destination.

Demand Response Vehicles

Standard Van: A factory-built 12 or 15-passenger vehicle (including the driver) manufactured by Ford, GM, or Chrysler. Vans can be retrofitted with wheelchair lifts or ramps and extended roofs, but the buyer must ensure the retrofit meets ADA requirements.

Depreciation: The charges that reflect the loss in service value of the agency's assets. Depreciated items have a high initial cost and a useful life of more than one accounting period. To account for the reduction in value (usefulness) of this type of asset, a portion of the cost is expensed each year of the asset's life. Depreciation and amortization include the depreciation of the physical facilities such as: tracks and roadbeds; elevated structures; passenger stations and parking facilities; revenue vehicles, operating stations; facilities (including buildings, equipment, and furnishings) for power generation and distribution; revenue vehicle movement control; data processing; revenue collection and processing and so forth. FTA funds will not pay for depreciation charges.

Department: The Wyoming Department of Transportation (WYDOT).

Deviated Fixed Route Service: Transit service that operates along a fixed alignment or path at generally fixed times, but may deviate from the route alignment to collect or drop off passengers who have requested it.

Direct Cost: An object class (e.g., labor, services, materials and supplies) that is incurred exclusively for a particular function, mode and type of service. For example, an operator whose time is spent solely in driving a bus or a mechanic who works only on directly operated buses.

Elderly Individuals: Persons 60 years of age or older.

Eligible Low-Income Individual: Refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2)), including any revision required by that section) for a family of the size involved (see www.uscode.house.gov. Search for Title 42, Section 9902).

Employee(s): An individual who is compensated by the transit agency as follows:

- For directly operated services, the labor expense for the individual is reported in object class (501) labor.
- For purchased transportation service, the labor expense for the individual meets the same criteria as object class (501) labor.
- Applies to transit employees and contractors.

Employee Work Hours: Employee labor hours, not including fringe benefit hours such as sick leave, holidays and vacations. Work hours include only labor hours for employees of the transit agency, full and part-time, permanent and temporary.

Fare Revenues: All income received directly from passengers, either paid in cash or through pre-paid tickets, passes, etc. It includes donations from those passengers who donate money for the ride.

Federal Capital Assistance: Financial assistance from the Federal Transit Administration to assist in paying the capital costs of providing transit service.

Federal Operating Assistance: Financial assistance from the Federal Transit Administration to assist in paying the operating and administrative costs of providing transit service.

Federal Transit Administration (FTA): Agency under the U.S. Department of Transportation that provides financial assistance to develop new transit systems and improve, maintain and operate existing systems.

Fixed Route Services: Services 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, such as rail and bus; unlike demand responsive and vanpool services.

FTA Non-Urbanized Area Formula Program (Section 5311): Financial assistance from Section 5311 of the Federal Transit Act. This program provides formula funding to States and Indian Tribes for the purpose of supporting public transportation in areas with a population of less than 50,000. Funding may be used for capital, operating, State administration, and project administration expenses. Under Section 5311 SAFETEA-LU also includes provisions from Growing States and High Density States Factors.

Full Time Employees: Employees of the transit agency meeting the local definition of full time hours. Normally, these persons are entitled to receive the full benefits package (e.g., sick leave, vacation and insurance benefits).

Grantee: Also referred to as a sub-recipient, a grantee is an organization that has applied for funds, has been awarded funds and has an executed agreement with the Department.

High Risk Grantee: A grantee is considered to be a “high risk” if the Department determines, or has adequate reason to believe, that an organization has or may experience difficulty in carrying out the responsibilities associated with grant management.

A high risk designation would apply if the Department determines any of the following conditions apply: there is a history of unsatisfactory performance; there is evidence of financial instability; an organization has a management system that does not comply with the standards of the Common Rule 49 CFR/Chapter 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments or the organization has otherwise failed to demonstrate its ability to carry out its responsibilities.

Hybrid Vehicle: A vehicle that combines two or more sources of power that can directly or indirectly provide propulsion power, so as to increase efficiency and thereby reduce emissions. A hybrid vehicle uses a mixture of technologies such as internal combustion engines, electric motors, gasoline and batteries.

Individual with a Disability: An individual who, because of illness, injury, age, congenital malfunction or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning or design, public transportation service or a public transportation facility (49 U.S.C. 5302(a) (5), Definitions).

In-Kind Contributions: In-kind contributions are goods and services donated from outside your agency. The value of noncash charges for real property and equipment, and the value of goods and services must directly benefit and be specifically identifiable to the project. To be eligible as match, the monetary value of the in-kind contributions must be documented and have prior approval from the Department.

Information Systems: Systems for processing data including computers, monitors, printers, scanners, data storage devices and associated software that support transit operations such as general office, accounting, scheduling, planning, vehicle maintenance, non-vehicle maintenance and customer service functions.

Insurance Premiums: Administration: Insurance premiums related to the administrative portion of your transit system operation. Generally, general liability, office space and office equipment related insurance premiums, as long as they are related to the transit program's operation, are eligible for FTA participation. Vehicle and bus maintenance/storage facility insurance premiums are both eligible for FTA participation.

Intercity Bus: (Also referred to as an over-the-road coach.) A bus with front door only, separate luggage compartments and usually with restroom facilities and high-backed seats for use in high-speed long-distance service. Usually 40-foot or longer, with only forward-facing, reclining seats. Most noted for being the vehicles of choice for the intercity bus industry. They usually hold about 40 passengers. These buses usually are not wheelchair accessible; this, according to the private sector, is largely due to the cost of retrofitting, the loss of seats and luggage space and the space required for restroom facilities. However, while the ADA granted an exemption to the private sector, this exemption is now expiring.

Intercity Bus Service (ICB): Regularly scheduled bus service for the general public, using an over-the-road bus, that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity or connecting one or more rural communities with an urban area not in close proximity, has the capacity for transporting baggage carried by passengers and makes meaningful connections with scheduled intercity bus service to more distant points.

Local Capital Funds: Financial assistance from local entities to assist in paying capital. They include:

- Tax levies—a specific amount from local tax levies that is dedicated to supporting the capital costs of the public transit system.
- General funds — Transfers from the general fund of local governments to cover the local share portion of transit system capital costs.
- Specified contributions — Contributions from the local government towards the local share portion of transit system capital costs.
- Reserve funds — Transfers from a capital reserve fund of local governments expressly established to be used to cover the local share portion of transit system capital costs.
- Donations — Donations from individuals or organizations to help cover the transit system capital costs.

Local Governmental Entity: This term includes:

- A political subdivision of the State of Wyoming – a municipality or county government.
- A Joint Powers Board or Transit Authority established per Wyoming authorizing Statutes. *An example is the Sweetwater County Transit Authority.*
- A collaborative organization formed by two or more political subdivisions of the State of Wyoming. *An example is the START Bus program which operates under a contractual agreement between the Town of Jackson and Teton County.*
- The University of Wyoming.

- A transit agency operating under the direct supervision of a political subdivision. *Examples are the Casper Area Transportation Coalition and Cheyenne Transit Agency, and*
- An Indian tribe.

Local Government Funds: Financial assistance from local governments (below the state level) to help cover the costs of providing transit services.

Local Match: Local match is a resource commitment, beyond the grant amount, made by the sub-grantee and/or other local agencies to help implement the project as part of the grant agreement between WYDOT Transit and the grant recipient. Local match can include the value of contributed project specific salary/labor, materials, equipment, office and/or meeting space, surveys, appraisals and/or easements. Match contributions may be in the form of cash or in-kind services. A predetermined percentage of the total project dollar amount is required by the FTA to be contributed by the sponsor as the local match. Each Transit Program Section will have its own Local Match requirements.

Local Operating Funds: Financial assistance from local entities that support the operation of the transit system. They include, but are not limited to:

- Tax levies — Specified amount from local levies that is dedicated to supporting public transit system operating costs.
- General funds — Transfers from the general fund of local governments to cover the local share portion of the transit system budget.
- Specified contributions — Contributions from city, county or other municipal government towards the local share portion of the transit system budget.
- Donations — Donations from individuals or organizations to help cover the costs of providing transit service but which are not related to specific passengers or trips.
- Other — Other revenues such as advertising.

Locally Derived Coordinated Human Services Transportation Plan: A plan that identifies the transportation needs of individuals with disabilities, older adults and people with low incomes, provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation.

MAP 21: Moving Ahead for Progress in the 21st Century is the recently enacted (October 1, 2012) two-year transportation funding authorization. With respect to transit programs, MAP-21 furthers several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. The act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements. In addition, it establishes performance-based planning requirements that align Federal funding with key goals and tracks progress towards these goals. Finally, MAP-21 improves the efficiency of administering grant programs by consolidating several programs and streamlining the major capital investment grant program known as “New Starts.”

Minivan: A factory-built vehicle designed to be something between a car and a van. An example is the Dodge Caravan. They hold seven passengers, including the driver. A wheelchair minivan is one which has gone through an extensive after-factory conversion. The firms performing this after-factory work raise the roofs and literally drop the floor of the minivans about six inches, enabling them to use short wheelchair ramps, rather than wheelchair lifts. These vehicles usually hold two wheelchairs and one ambulatory passenger, in addition to the driver.

Miscellaneous Expenses: The expenses that cannot be attributed to any of the other major expense categories e.g. labor, fringe benefits, services, materials and supplies, utilities, casualty and liability costs, taxes and purchased transportation.

Mobility Management: Eligible capital expenses consisting of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or sub-recipient through an agreement entered into with a person, including a government entity, under Chapter 53 (other than Section 5309). Mobility management does not include operating public transportation services.

Mode: A system for carrying transit passengers described by specific right-of-way (ROW), technology and operational features.

Monthly Capital Costs: The expense incurred within the month related to the purchase of facilities, vehicles, and equipment.

Monthly Operating and Administrative Expenses: The recurring costs of providing public transportation service. They include: all employees' wages and salaries; fringe benefits; operating supplies such as fuel and oil; contractors' charges for services; taxes; repair and maintenance services, parts, and supplies; equipment leases and rentals; marketing; lease or rental costs; and insurance. Operating costs exclude fixed costs such as depreciation on plant and equipment, costs of providing transportation services not available to the general public, and interest paid on loans on capital equipment.

National Transit Database – N.T.D.: FTA's database for transit data input. WYDOT is required to annually input ridership data into the electronic transit database. Grantees are required to report monthly ridership data to WYDOT for NTD reporting.

Non-Profit Organization: A corporation or association determined by the Secretary of State to be an organization described by 26 U.S.C. 501(c), List of Exempt Organizations, which is exempt from taxation under 26 U.S.C. 501(a), Exemption From Taxation, or one which has been determined under state law to be non-profit and for which WYDOT has received documentation certifying the status of the non-profit organization. See also private nonprofit organization.

Number of Active Vehicles in Fleet: The total number of operational revenue vehicles in the fleet available for general public transit service, including spare or back-up revenue vehicles. The total should also include any operational revenue vehicles used by contractors in general public transit service. Non-revenue service vehicles and personal vehicles should not be included.

One-Way Passenger Trips: A trip made by one person from one origin to one destination. A "round-trip" is considered two trips.

Operating Assistance: Financial funding to help cover the operating costs of providing public transit services. Operating costs are classified by function or activity and the goods and services purchased. The basic functions and object classes are detailed in the Operating Expenses form (F-30) and are defined in Section 5.2 and 6.2 of the Uniform System of Accounts (USOA).

Operating Costs: Operating costs are considered those expenses necessary to operate, maintain and manage a public transit system. Operating expenses usually include such costs as driver salaries, fuel and oil and items having a useful life of less than one year.

Operating Deficit: The difference between operating expenses and operating revenues.

Operating Revenues: Revenues derived through the operation of a public transportation program, which includes fares, passes, rider donations and advertising placed inside or outside a service vehicle.

Over-the-Road Bus or Coach: A bus characterized by an elevated passenger deck located over a baggage compartment.

Paratransit: Types of passenger transportation which are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand response transportation services, shared-ride taxis, car pooling and vanpooling. Most often refers to wheelchair-accessible and demand response service.

Part-Time Employees: Employees of the transit agency who work less than the local definition of full time. Normally, these persons are not provided the full benefits package (e.g., sick leave, vacation and insurance benefits) associated with full time employment. Full time employees working part of their time in a function or mode are not part time employees.

Passenger Fares: The revenue earned from carrying passengers in regularly scheduled and demand response services. Passenger fares include base fare, zone or distance premiums, express service premiums, extra cost transfers, quantity purchase discounts applicable to the passenger's ride and special transit fares.

Passenger Trips per Capita: The total number of boardings divided by the service area population.

Passenger Trips per Service Hour: The ratio of passenger trips to revenue hours of service.

Preventive Maintenance: All the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such asset. These capital maintenance expenses are eligible to use FTA formula funding programs for Vehicle maintenance functions and Non-vehicle maintenance functions.

Vehicle Maintenance

All activities associated with revenue and non-revenue (service) vehicle maintenance, including administration, inspection and maintenance, and servicing (cleaning, etc.) vehicles. In addition, vehicle maintenance includes repairs due to vandalism and accident repairs of revenue vehicles.

Non-Vehicle Maintenance

All activities associated with transit facility maintenance, including:

- Administration
- Repair of buildings, grounds and equipment as a result of accidents or vandalism
- Maintenance of:
 - ✓ **Vehicle movement control systems;**
 - ✓ **Fare collection and counting equipment:** Any equipment used in collecting passenger fares including turnstiles, fare boxes (drop), automated fare boxes and related software, money changers and fare dispensing machines (tickets, tokens, passes);
 - ✓ **Structures:** bus stops, etc.;
 - ✓ **Passenger stations, operating station buildings, grounds and equipment ;**

- ✓ **Communication systems;** and
- ✓ **General administration buildings, grounds and equipment:** the portion of the maintenance required for areas related to the operation of the Transit Program

Private-For-Profit Provider: A nonpublic entity that provides public transportation services. For-profit entities exist primarily to generate a profit, (i.e., a surplus of revenues over expenditures).

Private Nonprofit Provider: A nonpublic entity with a tax-free status that provides transit services. Nonprofit entities exist to provide a particular service (e.g., public transportation) to the community. Nonprofit refers to a type of business—one that is organized under rules that forbid the distribution of profits to owners. Profit refers to a surplus of revenues over expenditures.

Project/Project Request: Public transportation services or public transportation alternatives proposed in an application.

Property Damage: The dollar amount required to repair or replace all vehicles (transit and non-transit) and all property/facilities damaged during an incident to a state equivalent which existed prior to the incident.

Public Transportation: As defined in the Federal Transit Act, “transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter or intercity bus transportation or intercity passenger rail transportation provided by the entity described in Chapter 243 or a successor to such entity.”

Purchased Transportation: Transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract. The provider is obligated in advance to operate public transportation services for a public transit agency or governmental unit for a specific monetary consideration, using its own employees to operate revenue vehicles. Purchased transportation does not include franchising, licensing operations, management services, cooperative agreements or private conventional bus service.

Reverse Commute Project: A public transportation project designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities.

Rolling Stock: Transit vehicles such as buses, vans, cars and trolley buses as well as vehicles used for support services.

Route Deviation: A type of transit service that operates as conventional fixed route bus service along a fixed alignment or path with scheduled time points at each terminal point and key intermediate locations. Route deviation service is different than conventional fixed route bus service in that the bus may deviate from the route alignment to serve destinations within a prescribed distance (e.g., ¾ mile) of the route. Following an off route deviation, the bus must return to the point on the route it left.

SAFETEA-LU: The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, signed on August 10, 2005, authorizes the federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005–2009.

Service Area: A measure of access to transit service in terms of population served and area coverage (square miles). The reporting transit agency determines the service area boundaries and population for most transit services using the definitions contained in the Americans with Disabilities Act of 1990 (ADA). Transit agency reporters are required to submit service area information on the Identification form (B-10).

- **Service Area — Demand Response:** As Demand Response does not operate over a fixed route, but rather serves a broad area, the service area cannot be measured by corridors. Therefore, the service area for demand response is the area encompassing the origin to destination points wherever people can be picked up and dropped off.

Service Vehicle (Support Vehicle): The vehicles used to support revenue vehicle operations and that are not used to carry transit passengers. Types of service vehicles include tow trucks, supervisor vans, transit police cars and staff cars.

Social Service Agency: A public or private non-profit organization providing specialized programs and transportation service to a specific clientele such as the elderly and persons with disabilities.

State Capital Assistance: Financial assistance from any state agency to assist in paying capital costs.

State Management Plan: The document developed by WYDOT and submitted to the FTA on a periodic basis that details the Department's policies and procedures for administering FTA grant programs.

State Operating Assistance: Financial assistance from any state agency that supports the operation of the transit system. It includes but is not limited to:

- Tax levies – A specified amount from state levies that is deducted to supporting public transit system operating costs.
- General funds – Transfers from the general fund of state governments to cover the Local Share portion of the transit system budget.
- Specified contributions – Contributed from the state towards the Local Share portion of the transit system budget.

Sub-recipient: Refers to a state or local governmental authority, non-profit organization, or operator of public transportation services that receives an FTA grant indirectly through a recipient, such as WYDOT. WYDOT also refers to sub-recipients as “grantees.”

Subscription Service: Shared use transit service operating in response to on-going reservations made by passengers to the transit operator, who can schedule in advance a consistent trip to pick up the passenger and transport them to their destination.

Temporary Employees: Employees of the transit agency working full time or part time hours, but only for a limited period of time for the completion of a set task. These persons are usually not entitled to receive any benefits and do not have any job security rights. Persons employed through a temporary employment agency are not temporary employees of the transit agency.

Transit Bus (or Transit Coach): 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. This is found most typically on fixed route systems. A 40-foot coach is the common type bus used in larger systems. This vehicle can usually hold about 42 ambulatory passengers when two wheelchair tie-downs are provided. A 35-foot coach will hold about 35 ambulatory passengers. The average service life of transit coach chassis is about 12 years. It is common for the engine and other equipment to be rebuilt a number of times.

Transit Staff: The Department staff that oversees Federal Transit Administration grant funds in WYDOT. The staff is within WYDOT's Office of Local Government Coordination.

The Transit Award Management System – TrAMS: The FTA’s electronic grant management system. WYDOT utilizes TrAMS to input grant application data and administer previously approved grants.

Travel Training: Travel training is short-term, comprehensive, intensive instruction designed to teach students with disabilities how to travel safely and independently on public transportation. The goal is to train students to travel independently to a regularly visited destination and back. Specially trained personnel provide the travel training on a one-to-one basis.

Trolley Replica Bus: A bus with an exterior (and usually an interior) designed to look like a streetcar from the early 1900s. They usually hold 20 to 40 passengers. The cost varies greatly, depending on quality of construction materials (pine vs. walnut), type of suspension (spring vs. air), etc.

Urbanized Areas, Small: Areas with populations between 50,000 and 200,000. There are two small urbanized areas in Wyoming: Casper and Cheyenne.

Utilities: The payments made to various utilities for utilization of their resources (e.g., electric, gas, water, telephone, etc.). Utilities include propulsion power purchased from an outside utility company and used for propelling electrically driven vehicles, and other utilities such as electrical power for purposes other than for electrically driven vehicles, water and sewer, gas, garbage collection and telephone.

Van Conversion: A standard factory-built van that has been significantly altered by a specialty retrofitter after leaving the van maker’s factory. These retrofitters remove the seats and the top half of the van. Among the features are an extended height roof, a specific wheelchair entry door, a front entry door with a convenient low step for ambulatory passengers and new seating with a center aisle. The conversion van has three-across seating: two-person seats on the driver’s side and one-person seats on the other. The usual configuration is eight ambulatory seats and one wheelchair tie-down.

Vanpool Service: Transit service operating as a ride sharing arrangement, providing transportation to a group of individuals traveling directly between their homes and a regular destination within the same geographical area. The vehicles shall have a minimum seating capacity of seven persons, including the driver. Vanpool(s) must also be open to the public and that availability must be made known. Does not include ridesharing coordination.

Vans, Vehicle Type: Vehicles with a typical seating capacity of 5–15 passengers and classified as a van by vehicle manufacturers. A modified van is a standard van that has undergone some structural changes, usually made to increase its size and particularly its height. The seating capacity of modified vans is approximately 9–18 passengers.

Vehicle Hours (Miles): The hours (miles) that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service. Does not include non-revenue hours.

Vehicle Revenue Hours: The hours that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue hours include layover/recovery time but excludes deadhead, operator training and vehicle maintenance testing, as well as school bus and charter services.

Vehicle Revenue Miles: The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles include layover/recovery time but excludes deadhead, operator training and vehicle maintenance testing, as well as school bus and charter services.

Welfare Recipient: An individual who has received assistance under a state or tribal program funded under part A of Title IV of the Social Security Act at any time during the three-year period before the date on which the applicant applies for a grant under JARC.

Wyoming Public Transit Association (WYTRANS): A professional association dedicated to improving mobility in Wyoming. WYTRANS provides leadership, transit training, resources, support and technical assistance to locally based, fixed route, and/or demand responsive transit agencies in Wyoming.

