

# Attachment A

## Glossary

2-1-1	The Federal Communications Commission (FCC) assigned 2-1-1 on July 21, 2000, to be used for access to community information and referral services. The Washington State Legislature passed ESHB 1787 and the Governor signed comprehensive 2-1-1 enabling legislation that went into effect on July 1, 2003. The legislation creates 2-1-1 as the official state number for people to call for information and referral for health and human services and to get information about accessing services after a natural or non-natural disaster. This is a similar concept to 9-1-1 emergency and 4-1-1 information numbers. <a href="https://win211.org/">https://win211.org/</a>
5-1-1	On March 8, 1999, the U.S. Department of Transportation (USDOT) petitioned the Federal Communications Commission (FCC) to designate a nationwide three-digit telephone number for traveler information. On July 21, 2000, the FCC designated 5-1-1 as the national traveler information number. The FCC ruling leaves nearly all implementation issues and schedules to state and local agencies and telecommunications carriers. Consistent with the national designation of 5-1-1, the FCC expects that the transportation industry will provide the traveling public with a quality service that has a degree of uniformity across the country. 5-1-1 began operations in Washington State in 2003. <a href="http://www.wsdot.wa.gov/Traffic/511/">http://www.wsdot.wa.gov/Traffic/511/</a>
<b>Accessibility</b>	The extent to which facilities, including transit vehicles are barrier-free and can be used by people who have disabilities, including wheelchair users.
<b>Americans with Disability Act (ADA)</b>	Passed by Congress in 1990, this Act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Under this Act, most transportation providers are obliged to purchase lift-equipped vehicles for their fixed-route services and must assure system-wide accessibility of their demand-responsive services to persons with disabilities. Public transit providers also must supplement their fixed-routes services with complementary paratransit services for those persons unable to use fixed-route service because of their disability. <a href="https://www.ada.gov/2010ADASTandards_index.htm">https://www.ada.gov/2010ADASTandards_index.htm</a>
<b>Agency Council on Coordinated Transportation (ACCT)</b>	Established by the Washington State Legislature in 1998, ACCT is a partnership of state agencies, transportation providers, and consumer advocates. The mission of the Council is to coordinate affordable and accessible transportation choices for people with special needs in collaboration with state and local agencies and organizations. <a href="http://www.wsdot.wa.gov/acct/">http://www.wsdot.wa.gov/acct/</a>
<b>Bike-Sharing</b>	A bicycle rental service that makes bicycles available to individuals on a shared-use basis, typically only for the short term, while providing various options for where to pick up and drop off the bicycles. Bikesharing services in central Puget Sound include Limebike, Ofo and Spin as of 2017.
<b>Boardings/Passenger Trips</b>	The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Boardings for transit is usually “unlinked,” meaning if you use two buses to get to your destination, it counts as two trips.
<b>Bus Rapid Transit (BRT)</b>	BRT is a term applied to a variety of public transportation systems that use buses to provide a service that is of a higher speed than an ordinary bus line. The goal is to approach the service quality of rail transit but with the cost savings of bus transit.
<b>Cabulance</b>	An accessible vehicle generally operated by a for-profit organization. The term can be used interchangeably with paratransit services. Cabulance transportation involves a higher level of passenger assistance.

<b>Community Transportation</b>	Transportation services that address the transit needs of an entire community, including the needs of both the general public and special populations, including seniors and people with disabilities.
<b>Complementary Paratransit</b>	The Americans with Disabilities Act (ADA) requires public transit agencies that provide fixed-route service to provide “complementary paratransit” services to people with disabilities who cannot use the fixed-route bus or rail service because of a disability. The regulations specifically define a population of customers who are entitled to this service as a civil right. The regulations also define minimum service characteristics that must be met for this service to be considered equivalent to the fixed-route service it is intended to complement. ADA complementary paratransit service must be provided within 3/4 of a mile of a bus route or rail station, at the same hours and days, service level for no more than twice the regular fixed-route fare.
<b>Coordinated Special Needs Transportation</b>	Enhanced mobility options for persons with special transportation needs that is developed through a collaborative process involving transportation providers; human service programs and agencies; consumers; social, educational, and health service providers; employer and business representatives; employees and employee representatives; and other affected parties in order to improve the efficiency and effectiveness of these services.
<b>Coordinating Council on Access and Mobility (CCAM)</b>	The Coordinating Council on Access and Mobility, jointly staffed by the U.S. Department of Transportation and the Department of Health and Human Services, was first established in 1986. The Council's goals include increasing the cost-effectiveness of resources used for specialized and human service transportation, and increasing access to these services. Membership includes all the federal programs that fund transportation. <a href="https://www.transit.dot.gov/ccam">https://www.transit.dot.gov/ccam</a>
<b>Coordination</b>	A cooperative arrangement between transportation providers and organizations needing transportation services. Coordination models can range in scope from shared use of facilities, training, or maintenance to integrated brokerages or consolidated transportation service providers.
<b>Dial-A-Ride Transit (DART)</b>	Dial-A-Ride-Transportation (DART) is the complementary paratransit service provided by Community Transit. DART is designed for people whose disability or health condition prevents them from using regular fixed-route bus service. DART drivers are able to safely assist guests aboard clean, air-conditioned, wheelchair equipped vehicles. Trips can be made for any reason, such as health care, employment, shopping, senior centers, schools, recreation, social activities and more.  DART also assists people with transportation needs outside the area by making travel plans with other transportation providers including ACCESS Paratransit (in King County), Everett Paratransit, the Transportation Assistance Program (TAP), Community Transit, King County Metro, Sound Transit and Washington State Ferries.
<b>Demand Response</b>	The type of transportation service where individual passengers can request transportation from a specific location to another specific location at a certain time. Vehicles providing demand-response service do not follow a fixed-route, but travel throughout the community transporting passengers according to their specific requests. This service can also be called “Dial-A-Ride.” These services usually, but not always, require advance reservations.
<b>Deviated Fixed-Route</b>	This type of transit is a hybrid of fixed-route and demand-response services. While a bus or van passes along fixed stops and keeps to a timetable, the bus or van can deviate its course between two stops to go to a specific location for a pre-scheduled request.
<b>Direct Recipient</b>	An entity designated, in accordance with the planning process under sections 5303 and 5304 of title 49, United States Code, by the governor of a state, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under 49 U.S.C. 5336 to urbanized areas of 200,000 or more in population; or a state or regional authority, if the authority is responsible under the laws of a state for a capital project and for financing and directly providing public transportation.
<b>Disability</b>	The ADA has a three-part definition of "disability." This definition is based on the definition under the Rehabilitation Act of 1973, which prohibits discrimination on the basis of disability in programs conducted by federal agencies or receiving federal

	<p>assistance, among other things. This definition reflects the specific types of discrimination experienced by people with disabilities. Accordingly, it is not the same as the definition of disability in other laws, such as state workers' compensation laws or other federal or state laws that provide benefits for people with disabilities and disabled veterans. Under the ADA, an individual with a disability is a person who: has a physical or mental impairment that substantially limits one or more major life activities; has a record of such an impairment; or is regarded as having such an impairment.</p>
<b>Door-to-Door Service</b>	<p>A form of paratransit service, which includes passenger assistance between the vehicle and the door of his or her home or destination. A higher level of service than curb-to-curb, yet not as specialized as “door-through-door” service (where the driver actually provides assistance within the origin or destination).</p>
<b>Door-through-Door Service</b>	<p>A form of paratransit service for those who have significant mobility limitations in which the driver also provides assistance within the origin or destination. It can allow frail and disabled individuals to continue living in their own homes and still stay connected to essential services and activities.</p>
<b>Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program</b>	<p>Under the FAST Act, Enhanced Mobility of Seniors and Individuals with Disabilities funds are allocated to “designated recipients” in urbanized areas and states to select competitive projects within their respective boundaries. Apportionments for the Enhanced Mobility of Seniors and Individuals with Disabilities programs are allocated to the designated recipients according to a formula based on the number of seniors and individuals with disabilities residing in either urbanized areas (UZAs) or non-urbanized areas within a state. <a href="https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310">https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310</a></p>
<b>Fixing America’s Surface Transportation (FAST) Act</b>	<p>On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.</p>
<b>Fixed-Route Service</b>	<p>Transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight, and the use of larger transit vehicles.</p>
<b>Federal Transit Administration (FTA)</b>	<p>The FTA is one of the eleven modal administrations within the U.S. Department of Transportation. FTA headquarters, located in Washington, D.C., administers 10 regional offices that assist state and local transit agencies with public transportation, which includes buses, subways, light rail, commuter rail, monorail, passenger ferry boat, trolley, inclined railways, and people movers. FTA provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems.</p>
<b>Health Care Authority (HCA)</b>	<p>The Washington State HCA oversees the state’s two top health care purchasers – Medicaid and the Public Employees Benefits Board (PEBB) Program, as well as other programs. <a href="https://www.hca.wa.gov/">https://www.hca.wa.gov/</a></p>
<b>High Capacity Transit</b>	<p>High capacity transit includes any form of public transit that has an exclusive right of way, a non-exclusive right of way or a possible combination of both which provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.</p>
<b>Human Service Transportation</b>	<p>Transportation services provided by or on behalf of a human service agency to provide access to agency services and/or to meet the basic, day-to-day mobility needs of transportation-disadvantaged populations, especially individuals with disabilities, seniors, and people with low incomes.</p>
<b>Intelligent Transportation System (ITS)</b>	<p>Intelligent Transportation System (ITS) is a set of tools that facilitates a connected, integrated, and automated transportation system that is information-intensive to better serve the interests of users and be responsive to the needs of travelers and system operators. <a href="https://www.its.dot.gov/">https://www.its.dot.gov/</a></p>

<b>Job Access and Reverse Commute (JARC) Program (5316)</b>	<p>On May 22, 1998, the U.S. Congress passed H.R. 2400, the <i>Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)</i>, which included funding for <i>Access to Jobs</i> projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The JARC program (Section 5316) was continued through SAFETEA-LU federal surface transportation legislation as a separate program dedicated to providing access to jobs and related activities for low-income individuals. MAP-21, signed into law on July 6, 2012, repealed the JARC program. However, JARC activities are eligible for funding under FTA's Urbanized Area Formula Grants (Section 5307) and the Formula Grants for Rural Areas (Section 5311) programs.</p>
<b>King County Metro ACCESS Transportation</b>	<p>ACCESS is King County Metro's ADA paratransit program. Eligibility is based on whether a person's disability prevents them from performing the tasks needed to ride regular bus service some or all of the time. A person must apply and be found eligible ahead of time to use this program.  <a href="http://metro.kingcounty.gov/tops/accessible/programs/access.html">http://metro.kingcounty.gov/tops/accessible/programs/access.html</a></p>
<b>Kitsap Transit ACCESS Transportation</b>	<p>Kitsap Transit ACCESS buses provide transportation for seniors and people with disabilities who are unable to use Kitsap Transit regular routed buses some or all of the time. It is a shared ride paratransit service within Kitsap County, in compliance with the American's with Disabilities Act. The service is open to qualified riders and eligible visitors.  <a href="http://www.kitsaptransit.com/access-and-vanlink/access">http://www.kitsaptransit.com/access-and-vanlink/access</a></p>
<b>Limited English Proficient (LEP) Populations</b>	<p>For the majority of people living in the United States, English is their native language or they have acquired proficiency in English. They are able to participate fully in federally assisted programs and activities even if written and oral communications are exclusively in the English language. The same cannot be said for people who have limited English proficiency. This group includes persons born in other countries, some children of immigrants born in the United States, and other non-English or limited English proficient persons born in the United States, including some Native Americans. Despite efforts to learn and master English, their English language proficiency may be limited for some time.<sup>1</sup></p>
<b>Lift</b>	<p>A device in a vehicle that can be raised and lowered mechanically in order to move people - including those using wheelchairs, scooters, walkers, or passengers who can't negotiate steps - from the ground to the floor level of the vehicle.</p>
<b>McKinney-Vento Homeless Assistance Act—No Child Left Behind</b>	<p>Passed in 2001, the McKinney-Vento Homeless Assistance Act requires states to ensure that homeless children and youth have equal access to the same free public education, including a public preschool education, as is provided to other children and youth. States must eliminate enrollment barriers faced by homeless children and youth, including transportation. This means providing or arranging for the transportation of homeless children and youth to and from the homeless child's or youth's school of origin. <a href="https://nche.ed.gov/legis/mv.php">https://nche.ed.gov/legis/mv.php</a></p>
<b>Medicaid Non-Emergency Medical Transportation (NEMT)</b>	<p>Medicaid's non-emergency medical transportation (NEMT) benefit facilitates access to care for low income beneficiaries who otherwise may not have a reliable affordable means of getting to health care appointments. NEMT also assists people with disabilities who have frequent appointments and people who have limited public transit options and long travel times to health care providers, such as those in rural areas. NEMT expenses eligible for federal Medicaid matching funds include a broad range of services, such as taxicabs, public transit buses and subways and van programs.  <a href="https://www.cms.gov/Medicare-Medicaid-Coordination/Fraud-Prevention/Medicaid-Integrity-Education/nemt.html">https://www.cms.gov/Medicare-Medicaid-Coordination/Fraud-Prevention/Medicaid-Integrity-Education/nemt.html</a></p>
<b>Medicare Transportation</b>	<p>People who are eligible for Medicare, primarily seniors, are eligible for a variety of medical services. Ambulance transportation is an eligible service in the Medicare program. <a href="https://www.medicare.gov/coverage/transportation.html">https://www.medicare.gov/coverage/transportation.html</a></p>

<sup>1</sup> District of Idaho (August 2017). The United States Department of Justice. Retrieved from: <https://www.justice.gov/usao-id/limited-english-proficiency-policy>

<b>Metropolitan Planning Organization (MPO)</b>	A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law.
<b>Mobility Management</b>	Consists 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 <a href="#">49 U.S.C. chapter 53</a> (other than Section 5309). Mobility management does not include operating public transportation services.
<b>Paratransit Service</b>	Type of passenger transportation which is more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand-response transportation services, subscription bus services, share-ride taxis, carpooling and vanpooling, jitney, services and so on. Most often refers to wheelchair-accessible, demand-response van service.
<b>Passenger Trip</b>	A one-way trip by an individual between the origin and destination of the route. For demand response trips, a passenger trip is a completed reservation by an eligible individual.
<b>Pick-up Window</b>	The period of time before and after the scheduled pick up time during which the vehicle is still considered to be "on time". For example, a 30-minute pick-up window with a scheduled pick-up at noon means the vehicle should arrive somewhere between 11:45am and 12:15pm.
<b>Pierce Transit SHUTTLE</b>	SHUTTLE is Pierce Transit's ADA paratransit program. Eligibility is based on whether a person's disability prevents them from performing the tasks needed to ride regular bus service some or all of the time. A person must apply and be found eligible ahead of time to use this program. <a href="https://www.piercetransit.org/shuttle/">https://www.piercetransit.org/shuttle/</a>
<b>Program Transportation</b>	Transportation services related to specific programs such as medical, education, or employment.
<b>Public Transportation</b>	Passenger transportation services available for use by the general public, as opposed to private use, such as automobiles or vehicles for hire (including taxis or car services). In the central Puget Sound region, public transportation providers are: Community Transit, Everett Transit, King County Metro, King County Water Taxi, Kitsap Transit, Pierce County Ferry, Pierce Transit, City of Seattle, Sound Transit, and Washington State Ferries.
<b>Rural Area</b>	An area encompassing a population of fewer than 50,000 people that has not been designated in the most recent decennial census as an urbanized area by the Secretary of Commerce.
<b>Seniors</b>	"Senior" is defined by many variables and can start at a range from age 50 up to 70, depending on the purposes for which it is being used. A person, aged 60 or older, is considered a "senior citizen" for eligibility for programs and services funded under the Older Americans Act. Medicare eligibility begins the month one turns 65. Social Security eligibility is now being determined upon the year one was born and begins after age 65. This plan defines senior as a person age 65 and older.
<b>Shared Ride</b>	A transit mode comprised of vans, small buses and other vehicles 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. It is considered mass transit service if it is operated by a public entity, or is one in which a public entity owns, purchases, or leases the vehicle(s). Vanpool(s) must also comply with mass transit rules, including ADA provisions, and be open and made aware to the public.
<b>Special Needs Populations</b>	People with special transportation needs are defined in RCW 81.66.010 as people "including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation."

<b>Special Needs Transportation</b>	Special needs transportation is any mode of transportation used by those defined as transportation-disadvantaged or with a special transportation need. This includes buses that have regular stops (e.g., fixed-route for transit and schools), specialized services such as vans, cabulances and taxis that pickup people at the curb or door (e.g., demand response or dial-a-ride), rideshare programs, volunteer driver services, ferries, trains, or any federal, state, and local publicly funded transportation service or program.
<b>Subrecipient</b>	A state or local governmental authority, a private nonprofit organization, or an operator of public transportation that receives a grant under Section 5310 indirectly through a direct recipient.
<b>Subsidies</b>	Financial assistance to support special needs transportation services and programs.
<b>Transit System</b>	A transit system is a public system to move people from place to place within a specified service area. The majority of transit agencies provide fixed-route and demand response service (including complementary paratransit, Americans with Disabilities Act service), vanpool and rideshare services and programs, and park and ride facilities. Transit service can also include commuter and light rail systems.
<b>Transportation-disadvantaged</b>	Transportation-disadvantaged people, otherwise known as individuals with special transportation needs, are those who are unable to transport themselves due to their age, income, or health condition.
<b>Transportation Network Company (TNC)</b>	A transportation network company (TNC) connects via websites, phone calls and mobile apps, pairing passengers with drivers who provide such passengers with transportation on the driver's non-commercial vehicle. As of 2017, TNCs available in central Puget Sound region include Lyft, Uber and Zimride.
<b>Travel Training</b>	Programs for individuals or groups to increase the skills, knowledge, and abilities for those using transportation services and travel training professionals.
<b>Urbanized Area (UZA)</b>	An area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an urbanized area by the Secretary of Commerce.
<b>Vanpool</b>	A pre-arranged ridesharing service in which a number of people travel together on a regular basis. Vanpools may be publicly operated, employer operated, individually owned or leased. Also see Shared Ride.
<b>Veterans</b>	Title 38 of the Code of Federal Regulations defines a veteran as "a person who served in the active military, naval, or air service and who was discharged or released under conditions other than dishonorable." This definition explains that any individual that completed a service for any branch of armed forces classifies as a veteran as long as they were not dishonorably discharged.