

## Indicator Dictionary

<b>Average Fare</b>	Total revenue from collected fares divided by total trips (UPTs). Fares are a measure of transit's cost competitiveness. <i>This derived calculation is not the same as the base fare that many riders pay for a single, local transit ride.</i>
<b>Average Trip Length</b>	Total miles traveled by passengers on all modes divided by unlinked passenger trips. It describes how riders use transit. Shorter average trip lengths suggest that many riders take transit for everyday needs, errands or other short, home-based trips.
<b>Average Vehicle Speed</b>	Total vehicle revenue miles divided by total vehicle revenue hours, for all modes. It relates to how convenient transit is for riders, and to transit's time competitiveness with other modes.
<b>Bus</b>	Bus modes include local, rapid, commuter, and trolley bus.
<b>Farebox Recovery</b>	Share of operating expenses covered by fares. It measures how much an agency depends on direct contributions from riders, via ticket or fare sales, to fund operations.
<b>High-Frequency Service</b>	Stops that are served, on average, at least once every 15 minutes, between 7am-10pm, 7 days a week, by any mode.
<b>Job &amp; Population Density</b>	Combined residential population and jobs per square mile.
<b>Miles Between Failures</b>	Average miles vehicles of any mode travel between major mechanical failures. It relates to service reliability and vehicles state-of-good-repair. <i>Due to inconsistent data reporting, changes over yearly periods may be inaccurate.</i>
<b>Minimum Headway</b>	Minimum average time (in minutes) between scheduled transit trips for all modes. It relates to service frequency. It is a function of directional route miles, vehicles in operation, and speed. <i>This derived calculation does not reflect minimum headways reported on route schedules. Due to inconsistent data reporting, changes over yearly periods may be inaccurate.</i>
<b>Operating Expenses</b>	Total transit agency expenses for operating service, for all modes. Operating expenses are a measure of service provision.
<b>Paratransit</b>	Wheelchair-accessible, demand response service. Often known as access-a-ride. Non-fixed, non-scheduled service.
<b>Rail</b>	Rail modes include light, heavy, commuter, hybrid, and streetcar rail; monorail; & cable car.
<b>Riders per Vehicle Revenue Mile</b>	Unlinked passenger trips divided by VRM. It standardizes ridership by service provision & suggests the efficiency of service provision. Higher ratios indicate more people riding per transit trip.
<b>Statewide Gas Price</b>	Dollars per gallon. It measures driving's cost competitiveness.
<b>Transit Ridership</b>	Total unlinked passenger trips (UPTs) taken, on any public transit mode. Legs of a trip with transfers are counted as individual trips.
<b>Trips Per Person</b>	Transit ridership divided by service area population. It standardizes ridership by region size. <i>Due to inconsistent data reporting, changes over yearly periods may be inaccurate.</i>
<b>Vehicle Revenue Miles</b>	Total miles that vehicles of any mode travel in revenue service (or, serving customers). VRM is a measure of service provision.

National Transit Database also has a useful [glossary](#) of transit terms.

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