

GLOSSARY OF SELECTED TERMS AND ABBREVIATIONS

NOTE: These are general definitions applicable throughout the report. Special-purpose definitions, or necessary specifics, appear *ad locum*.

Term or abbreviation	Meaning
Air O/D	Air traffic that has both of its true endpoints within a single corridor. (I.e., both its origin and destination cities lie within the same corridor.) Contrasts with “Air Transfer.”
Air Transfer	Air traffic that makes use of flights between endpoints contained within the same corridor, but that has its origin and/or destination outside that corridor. Example: A traveler journeying from Chicago to Portland, Oregon, switches in Seattle to a local flight to Portland. The flight is within the Pacific Northwest Corridor, but the passenger is categorized as air transfer traffic.
ancillary activities	Traditional by-product businesses of intercity passenger transport companies—e.g., parking, concessions, advertising, mail and express. (See Chapter 5.)
benefits to HSGT users	The value of HSGT to its users, as measured by the system revenues (the price users pay directly) plus the users’ consumer surplus (for which they do not pay). (See Chapter 6.)
benefits to the public at large	For this report’s purposes: the combined value of the reductions in airport and highway congestion, and emissions, projected for an HSGT case. (See Chapter 6.)
case	A particular technological option (e.g., Accelerail 90, Accelerail 125F, New HSR, Maglev) modeled in a particular corridor (California North/South, Chicago Hub Network, and so forth). (See Chapter 3.)
CMSA	Consolidated Metropolitan Statistical Area. This represents a consolidation of data for its constituent Primary Metropolitan Statistical Areas (PMSAs). For explanation, consult any recent edition of the <i>Statistical Abstract of the United States</i> . See also MSA.

Term or abbreviation	Meaning
continuing investments	All capital additions, replacements, and overhauls undertaken by the HSGT entity after the initiation of corridor service. Contrasts with “initial investment,” which occurs prior to the initiation of corridor service.
costs borne by users	The portion of benefits to users for which they pay directly (i.e., system revenues).
Department, the	U.S. Department of Transportation
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HSGT	High-speed ground transportation
HSGT entity	The private sector partner that would take full responsibility for operating and maintaining a corridor upon completion. The HSGT entity would also finance all continuing investments needed to preserve and expand the service after its initiation. (This is an assumption for analytical purposes; the HSGT partners would ultimately determine the nature of the HSGT entity, which could be a public authority or mixed private/public concern.)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
Maglev	Magnetic levitation
MSA	Metropolitan Statistical Area. This is generally smaller and/or less complex than a CMSA and does not contain constituent PMSAs.
NEC	Northeast Corridor
NECIP	Northeast Corridor Improvement Project
NMI	National Maglev Initiative
NTIS	National Technical Information Service
O&M	Operating and maintenance [expenses]

Term or abbreviation	Meaning
offer	The sum total of the marketing attributes presented by a mode of transportation to the public: trip times, fares, frequencies, and the many facets of service quality.
“operating expense(s)”; “operating and maintenance expense(s)”; “O&M expense(s)”	In this report, all three terms mean the same thing.
operating surplus	System revenues less O&M expenses.
PMSA	Primary Metropolitan Statistical Area. A constituent part of a consolidated metropolitan statistical area (CMSA), which see.
publicly-borne costs	Total costs, less costs borne by users; in other words, total costs, less system revenues. (See Chapter 6.)
RPM	revenue passenger-miles
SEC	Southeast Corridor (for this report’s purposes, defined as the corridor between Charlotte, N.C., and the Washington/Baltimore CMSA; and treated as an extension of the Northeast Corridor)
System revenues	Total revenues projected for an HSGT case; includes passenger transportation revenue from fares, plus income from ancillary activities.
tangent	A straight portion of track
total benefits	For this report’s purposes: The combined value of benefits to the public at large, plus benefits to HSGT users, projected for a case. (See Chapter 6.)
total costs	Initial investment, plus O&M expenses, plus continuing investments. (See Chapters 5 and 6.)
unit expense	Operating expense per passenger-mile
unit margin	Revenue per passenger-mile less operating expense per passenger-mile (equates to operating surplus per passenger-mile).
VMT	vehicle-miles traveled