RURAL TRANSIT FACT BOOK | 2016

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SMALL URBAN AND RURAL TRANSIT CENTER

Rural Transit Fact Book 2016

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Disclaimer

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CONTENTS

LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

Public transportation plays a fundamental role in the livability of all communities. The *Rural Transit Fact Book* provides information on transit service availability and cost to help the transit industry in the United States provide efficient and effective service to meet rural community mobility needs. Financial and operating statistics can be used by agency managers, local decision makers, state directors, the Federal Transit Administration (FTA), and lawmakers to assist in policy making, planning, managing operations, and evaluating performance.

The *Rural Transit Fact Book* serves as a national resource for statistics and information on rural transit in America. This publication includes rural demographic and travel behavior data as well as financial and operating statistics for agencies receiving section 5311 funding. In addition to national level data, statistics are presented by state, FTA region, tribe, and mode, as well as other agency characteristics.

The rural transit data presented in this report were obtained from the Rural National Transit Database (NTD). The 2011 edition of the *Rural Transit Fact Book* was the first published by SURTC and included Rural NTD data for 2007-2009. Since 2011, annual updates have been made to the book to provide updated data. The 2016 edition includes 2014 data from the Rural NTD as well as additional data from the American Community Survey, American Housing Survey, and National Household Travel Survey.

As noted, this publication presents data for transit providers receiving section 5311 Non-Urbanized Area Formula Program funding. This program provides funding to states to support public transportation in rural areas with populations of less than 50,000. A number of rural transit providers also receive funding under the section 5310, Transportation for Elderly Persons and Persons with Disabilities Program. However, nationwide data for 5310 services are not available, as providers are not required to report such data to the NTD. Therefore, rural transit providers not funded by the 5311 program but receiving funding from section 5310 are not included in this report. Also excluded from the report are providers that receive both section 5311 funds and section 5307 Urbanized Area Formula Program funding and report their data in the urban NTD.

RURAL AMERICA

Geography influences the type and level of transit service that best serves a community. About 60 million Americans, or close to one fifth of the country's population, live in rural areas, according to data from the American Community Survey (ACS). Table 1 shows select demographic data from the 2014 ACS 1-year estimates for the United States and for urban and rural areas. As defined by the Census, "urban" includes urbanized areas and urban clusters. Urbanized areas have 50,000 or more people and urban clusters have at least 2,500 people but less than 50,000 people, and both areas have a core area with a density of at least 1,000 people per square mile. All other areas are defined as rural.

Rural populations tend to be older. The median age is 43 in rural areas and 36 in urban areas. Approximately 17% of residents in rural areas are 65 or older, compared to 14% of those in urban areas. The percentage of residents aged 85 or older, on the other hand, is approximately the same in urban and rural areas. The percentage of people with a disability is slightly higher in rural areas (15%) than in urban areas (12%).

An aging population in rural areas presents a number of transportation challenges. Figure 1 illustrates the growing population of older adults in both urban and rural areas. Median age and the percentage of population aged 65 or older has increased in both urban and rural areas over the past decade, but the increase has been greatest among the rural population. (Note that the significant increases for rural areas from 2011 to 2012 shown in Figure 1 may be partly due to a change in geographic classifications rather than an actual increase.)

Rural areas tend to be less ethnically diverse. Urban residents are more likely than their rural counterparts to be non-white or Hispanic, and the foreign-born population is much higher in urban areas (16%) than in rural areas (3%).

Education levels vary somewhat between urban and rural communities. The percentage of individuals that have completed high school in rural areas is about the same as that for urban areas, but urban areas tend to have a higher percentage of residents with a bachelor's or advanced degree.

Median household income is slightly higher in urban areas, but a higher percentage of urban residents live below the poverty line.

Urban residents are more likely to move than those in rural areas (see Table 2). About 16% of urban residents moved during the last year, compared to 10% of rural residents. Rural residents are more likely than those in urban areas to live in the state in which they were born.

Table 1. Characteristics of U.S. Urban and Rural Populations

	United States	Urban	Rural
Total Population (million people)	319	258	60
Average Household Size	2.65	2.66	2.62
Gender (%)			
Male	49.2	48.9	50.6
Female	50.8	51.1	49.4
Age			
Median age	37.7	36.5	43.4
65 or older (%)	14.5	13.8	17.5
85 or older (%)	1.9	1.9	1.7
Population with a Disability (%)	12.6	12.0	15.3
Race (%)			
White	75.9	72.7	89.9
Black or African-American	13.9	15.5	6.6
American Indian and Alaska Native	1.7	1.5	2.5
Asian	6.2	7.3	1.2
Hispanic or Latino	17.3	20.0	6.1
Foreign Born (%)	13.3	15.6	3.4
Highest Education Level Completed (%)			
Did not complete high school	13.1	13.1	13.0
High school	27.7	25.8	35.5
Some college, no degree	21.0	20.8	21.4
Associate's degree	8.2	8.0	8.8
Bachelor's degree	18.7	19.9	13.6
Advanced degree	11.4	12.3	7.6
Economic Characteristics			
Individuals below the poverty line (%)	15.5%	16.0	13.3
Median household income (thousand dollars)	53.6	54.1	52.2

Source: American Community Survey, 2014 1-year estimates

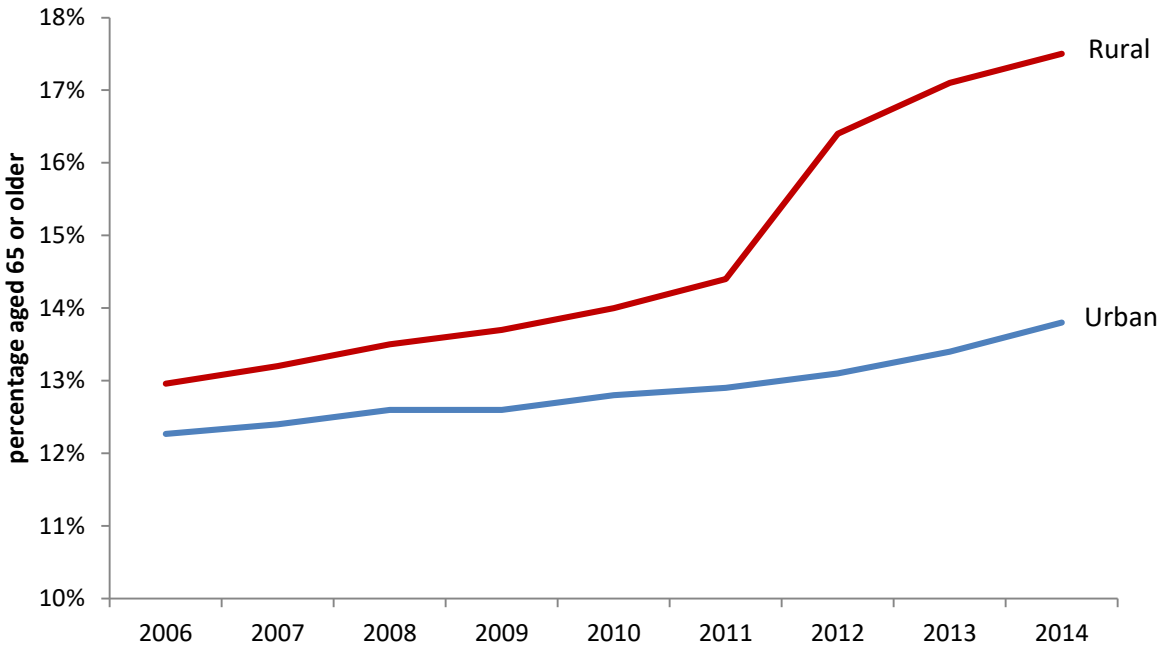

Figure 1. Percentage of Population Aged 65 or Older, 2006-2014
Source: American Community Survey 1-Year Estimates, 2006-2014

Table 2. Geographic Mobility

	United States	Urban	Rural
	----------percentage----------		
Native population born in their state of residence	58.7	56.2	69.5
Lived in a different house 1 year ago	14.9	15.9	10.4
Lived in a different state or abroad 1 year ago	2.9	3.2	1.8

Source: American Community Survey, 2014 1-year estimates

RURAL TRANSPORTATION

Data from the ACS, Federal Highway Administration (FHWA), National Household Travel Survey (NHTS), and American Housing Survey (AHS) show there are differences in transportation and travel behavior between urban and rural areas. One notable difference is a greater reliance on automobiles by rural residents (see Tables 3-7). Just 4% of rural households do not have a vehicle available, compared to 10% of urban households. Meanwhile, 70% of rural households have two or more vehicles, while only 54% of urban households have two or more vehicles.

Table 3. Vehicles Available in Household

Number of Vehicles	United States	Urban	Rural
	---------- percentage ----------		
None	9.1	10.3	4.2
1	33.7	35.7	25.3
2	37.3	36.6	39.9
3 or more	19.9	17.4	30.5

Source: American Community Survey, 2014 1-year estimates

Rural workers are more likely to drive alone to work and less likely to commute by public transportation than those in urban areas (see Table 4). Only 0.5% of rural residents use public transportation to travel to work, compared to 6.2% of urban residents, and just 1.8% of rural workers aged 16 or older do not have access to a vehicle, compared to 5.1% of their urban counterparts. Rural residents also tend to have slightly longer commutes (measured in minutes).

Despite heavy reliance on automobiles, vehicle miles traveled (VMT) on rural roads has slowly declined during the previous decade (see Figure 2). VMT on urban roads steadily increased until dropping or leveling off after 2007, then began increasing again after 2011. In 2015, VMT decreased 0.7% on rural roads and increased 4.7% on urban roads, according to most recent estimates. The VMT depicted in Figure 2 includes both personal and commercial travel and is total VMT, as opposed to per capita VMT.

Table 4. Commuting to Work

	United States	Urban	Rural
Mode Used (%)			
Car, truck, or van – drove alone	76.5	75.3	81.9
Car, truck, or van – carpooled	9.2	9.2	9.3
Public transportation (excluding taxicab)	5.2	6.2	0.5
Walked	2.7	2.9	1.9
Other means	1.8	2.0	1.3
Worked at home	4.5	4.4	5.0
Mean travel time to work (minutes)	26.0	25.8	27.0

Source: American Community Survey, 2014 1-year estimates

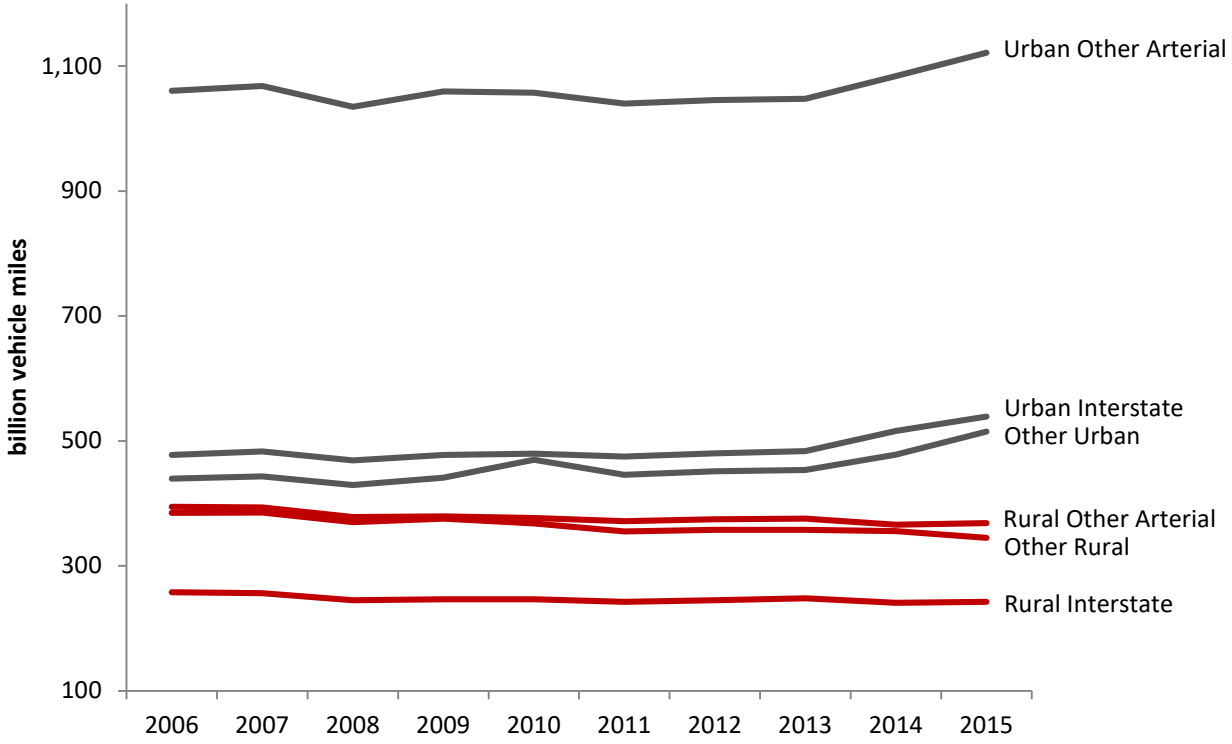

Figure 2. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

The NHTS contains a variety of statistics on travel behavior. The NHTS is a periodic national survey sponsored by the Bureau of Transportation Statistics and the FHWA. The most recent NHTS for which data are available was conducted in 2009 (a new NHTS is being conducted in 2016). The dataset classifies respondents as urban or rural using the same definition used by the ACS.

Data from the NHTS show that rural residents drive more, on average, than their urban counterparts; are less likely to use public transportation; and drive vehicles that tend to be a bit older with more miles and have slightly lower fuel economy. Table 5 provides data on differences in trips per day, VMT, and use of transit between urban and rural residents by age group. Urban residents, on average, make more trips per day. Although urban residents may make more trips, the distance traveled per individual trip is longer in rural areas.

As a result of longer trip distances and greater reliance on the automobile, rural residents drive more miles per year than their urban counterparts. As shown in Table 5, annual VMT per person peaks for those in the 34-49 age group at 15,079 miles for rural residents and 10,999 miles for urban residents.

Table 5. Travel Behavior for Urban and Rural Residents, by Age Group

	Number of Trips Per Travel Day		Annual VMT Per Person		Used Transit on Travel Day	
Age	Urban	Rural	Urban	Rural	Urban	Rural
19-33	3.9	3.6	7,898	12,246	7.8%	1.0%
34-49	4.4	4.0	10,999	15,079	5.9%	0.7%
50-64	4.1	3.9	9,412	13,862	5.6%	0.8%
65-74	3.7	3.5	6,458	9,735	4.0%	0.4%
>74	2.7	2.7	3,459	5,535	3.8%	0.7%

Source: 2009 National Household Travel Survey

Driving rates are shown in Table 6 to be higher in rural areas. For example, 96% of men and 95% of women aged 19-64 in rural areas drive, compared to 93% of men and 90% of women of similar age in urban areas. A significant difference is also shown for older women, as 82% of women 65 or older drive in rural areas, compared to 71% of similarly aged women in urban areas.

Table 6. Percentage who Drive, by Age, Geography, and Gender

	Urban		Rural	
Age	Male	Female	Male	Female
19-64	93.2	89.6	95.6	95.0
65+	87.3	70.5	92.8	82.0
65-74	91.7	82.0	96.2	91.1
75-84	86.3	67.0	90.9	74.9
85+	68.4	38.3	63.6	40.9

Source: 2009 National Household Travel Survey

Differences in mode shares are illustrated in Table 7 and Figure 3, which show how the percentage of trips made by public transportation is smaller in rural areas than in urban areas. In non-metro areas, just 0.4% of trips are made by public transportation, while 4.6% of trips are made by public transportation in metro areas with a population of 3 million or more.

Table 7. Mode Shares

Mode	Total	Urban	Rural
	----------Percentage----------		
Auto	85.1	83.6	90.3
Transit	2.3	2.9	0.4
Bicycle	0.7	0.8	0.5
Walking	10.0	11.0	6.4

Source: 2009 National Household Travel Survey

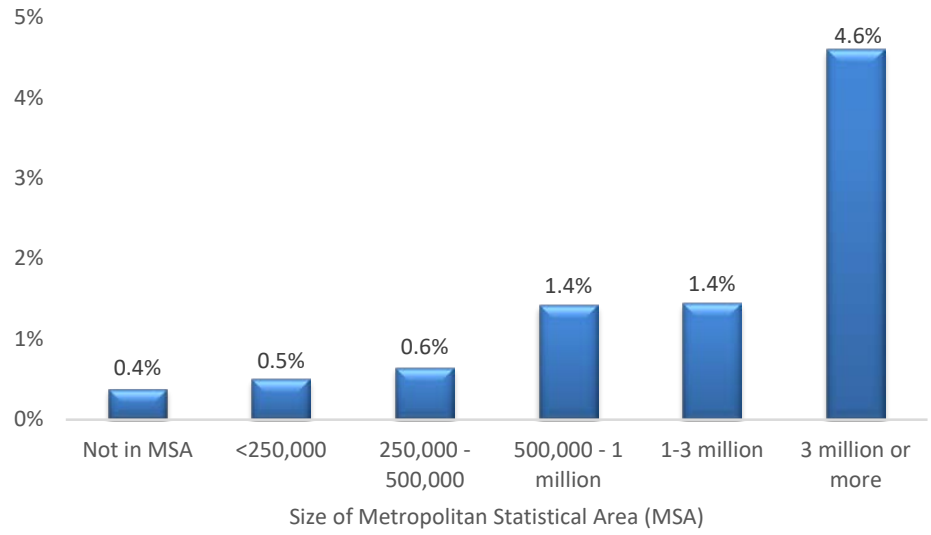

Figure 3. Percentage of Trips by Public Transportation, by Size of Metro Area
Source: 2009 National Household Travel Survey

Table 8 shows the general purposes for transit and non-transit trips in urban and rural areas, according to data from the NHTS. For rural transit trips, the highest percentage of trips is for work or school/church. Medical trips account for 7.4% of transit trips in rural areas, but only 2.4% of non-transit trips are for medical, indicating a higher propensity for these types of trips to be made by transit. Other reports have found a higher percentage of rural transit trips being for medical purposes. Based on a study of on-board surveys, the American Public Transportation Association (APTA) (2007) found that in areas with a population below 200,000, 8.6% of transit trips are for medical purposes. These percentages vary significantly between individual transit providers depending on the type of service provided. Some rural transit systems provide a significantly higher percentage of trips for medical purposes, while others provide a higher percentage of work trips.

Table 8. Trip Purpose for Transit and Non-Transit Trips

	Transit Trips		Non-transit trips	
Trip Purpose	Urban	Rural*	Urban	Rural
	----------percentage----------			
Work	27.3	27.4	15.3	16.5
Work-related business	4.0	1.7	2.8	4.0
Shopping	17.6	7.8	21.3	20.9
Other personal business	9.7	11.5	19.5	19.1
School/church	10.4	20.4	9.6	9.7
Medical/dental	6.3	7.4	2.5	2.4
Vacation	1.6	4.7	1.1	1.2
Visit friends/relatives	6.6	4.3	6.7	7.3
Other social/recreational	12.2	12.3	20.4	18.3
Other	4.4	2.5	0.7	0.6

*Transit in rural areas is defined to include just bus and paratransit.
Source: 2009 National Household Travel Survey

The data indicate that work, school, and medical trips comprise a much higher percentage of transit trips than non-transit trips, and the opposite is true for shopping and social trips.

The American Housing Survey (AHS) also provides data on availability and use of transit services in urban and rural areas. The AHS is a survey funded by the U.S. Department of Housing and Urban Development (HUD) and conducted by the U.S. Census Bureau in odd-numbered years. This survey collects data on transportation alternatives and travel behavior, including transit availability, accessibility, desirability, and use. A SURTC study (Ripplinger et al. 2012) used data from the 2009 AHS to calculate a series of transit livability statistics, with the intent of investigating and measuring the relationship between transit and community livability.

Data from the 2013 AHS are presented in Table 9 showing the availability, use, and desirability of transit in urban, suburban, and rural areas. Specifically, it shows the percentage of population that can access different amenities by public transit, the percentage of population that uses transit, and the percentage of population that considered convenience to public transportation as a factor when choosing their present neighborhood. Differences are shown between those living in a metropolitan statistical area (MSA) central city, a MSA outside the central city, and rural areas not in a metropolitan area. As the table shows, 24%-27% of rural residents are able to access the different amenities by public transit, compared to 71%-74% of urban residents and 44%-47% of suburban residents. Household use of transit and the consideration of transit in choice of neighborhood are also much higher in urban areas.

Table 9. Amenities Accessibly by Transit, Use of Transit, and Desirability of Transit in Urban, Suburban, and Rural Areas

	MSA-Central City	MSA-Not Central City	Outside MSA
	----------percentage----------		
Amenities Accessible by Public Transportation			
Grocery store	73	47	27
Personal services	71	45	25
Retail shopping	74	46	25
Entertainment	73	46	24
Health care services	71	44	27
Personal banking	71	44	26
Household Uses Public Transportation	31	15	4
Convenience to Public Transportation a Factor in Choice of Present Neighborhood	7	3	1

Source: 2013 American Housing Survey

NATIONAL RURAL TRANSIT

This section describes the characteristics of rural transit systems receiving section 5311 funding, using data submitted by these systems to the Rural NTD. Data for 2014 are the most recent data available at the time of publication.

The number of agencies providing rural transit service, as reported in the Rural NTD, increased slightly to 1,333 in 2014 (see Table 10). This does not include urban agencies that also receive 5311 funding to provide service in rural areas because these agencies report their data to the urban NTD. As shown in Table 10, the number of urban systems providing service in rural areas increased in recent years to 270 in 2014.

Many rural transit agencies offer strictly a demand-response service, while 266 offer both demand-response and fixed-route, and some offer just fixed-route.[1] A total of 428 systems provided fixed-route service in 2014, including either a traditional fixed-route service or deviated fixed-route service.

Nationwide, 81% of counties had some level of rural transit service in 2014, a slight increase from the previous year (see Table 11).

[1] Although the Americans with Disabilities Act (ADA) requires transit agencies to provide paratransit services that complement their fixed-route services, it is not required for those that provide deviated fixed-route or commuter bus services. Many of those agencies identified as offering just fixed-route service provide these types of services.

Table 10. Number of Rural Transit Providers Nationwide

	2010	2011	2012	2013	2014
Type of Service Provided					
Fixed-route	472	464	430	438	428
Demand-response	1,180	1,121	1,108	1,094	1,092
Fixed-route and demand-response	*253*	*262*	*246*	*278*	*266*
Demand-response taxi	-	78	56	52	45
Ferryboat	-	4	6	6	7
Commuter bus	-	58	60	56	73
Van pool	16	18	21	24	21
Other	21	15	13	11	2
Total Rural General Public Transit	***1,403***	***1,392***	***1,357***	***1,317***	***1,333***
Urban Systems Providing Rural Service	107	143	204	231	270

Source: Rural National Transit Database, 2010–2014

Table 11. Counties with Rural Transit Service

State	Number of Counties in State	Counties with 5311 Service				
		2010	2011	2012	2013	2014
Alabama	67	50	51	51	51	51
Alaska	18	12	12	12	12	12
Arizona	15	10	10	10	11	11
Arkansas	75	42	42	51	51	59
California	58	56	56	56	56	56
Colorado	64	38	38	38	38	38
Connecticut	8	8	8	8	8	8
Delaware	3	1	1	1	1	1
Florida	67	62	62	62	62	62
Georgia	159	110	110	110	112	112
Hawaii	4	3	3	3	3	3
Idaho	44	43	43	43	43	43
Illinois	102	73	78	86	87	88
Indiana	92	66	66	68	68	68
Iowa	99	99	99	99	99	99
Kansas	105	87	87	87	87	87
Kentucky	120	103	103	103	103	103
Louisiana	64	32	32	32	32	34
Maine	16	16	16	16	16	16
Maryland	24	20	20	20	20	20
Massachusetts	14	10	10	10	10	10
Michigan	83	72	72	72	72	72
Minnesota	87	73	73	73	73	85
Mississippi	82	47	47	47	47	64
Missouri	115	114	114	114	114	114
Montana	56	39	30	30	30	30
Nebraska	93	74	74	74	74	72
Nevada	17	11	11	11	11	11
New Hampshire	10	6	6	6	7	7
New Jersey	21	15	15	15	15	15
New Mexico	33	24	23	23	26	26
New York	62	44	44	44	45	45
North Carolina	100	97	97	97	97	97
North Dakota	53	53	53	53	53	53
Ohio	88	36	36	36	36	36
Oklahoma	77	67	73	73	73	73
Oregon	36	31	31	31	31	31
Pennsylvania	67	29	29	30	29	29
Rhode Island	5	2	2	2	2	2
South Carolina	46	37	37	37	37	40
South Dakota	66	59	59	59	59	59
Tennessee	95	95	95	95	95	95
Texas	254	247	247	247	247	247
Utah	29	4	6	6	6	5
Vermont	14	14	14	14	14	14
Virginia	95	55	57	57	57	57
Washington	39	24	36	36	35	35
West Virginia	55	25	25	25	25	25
Wisconsin	72	44	44	46	60	60
Wyoming	23	13	13	13	13	11
Total	3,091	2,392	2,410	2,432	2,453	2,491
Percentage of Counties served		77%	78%	79%	79%	81%

Source: Rural National Transit Database, 2010–2014

Figure 4 is a map of U.S. counties with rural transit service. This includes the service area of agencies reporting in the 2014 Rural NTD as well as the service areas of urban agencies that received section 5311 funding for rural services. Excluded were any agencies that reported to the Rural NTD but did not have any service data listed. Service area information were obtained from the 2013 Rural NTD, which lists counties served by most reporting agencies (this information was not included in the 2014 Rural NTD.) For urban agencies and rural agencies that did not have county information listed in the NTD, counties served by each agency was compiled from agency, state DOT, and transit association websites.

Some of the counties without service are urban counties served by urban transit agencies. Others may have some other type of service not supported by section 5311 funding. Also note that transit agencies may provide varying levels of service within their service area, so some areas of a county may be unserved or may only have limited eligibility service. This map provides a broad overview of rural transit service availability based on available information.

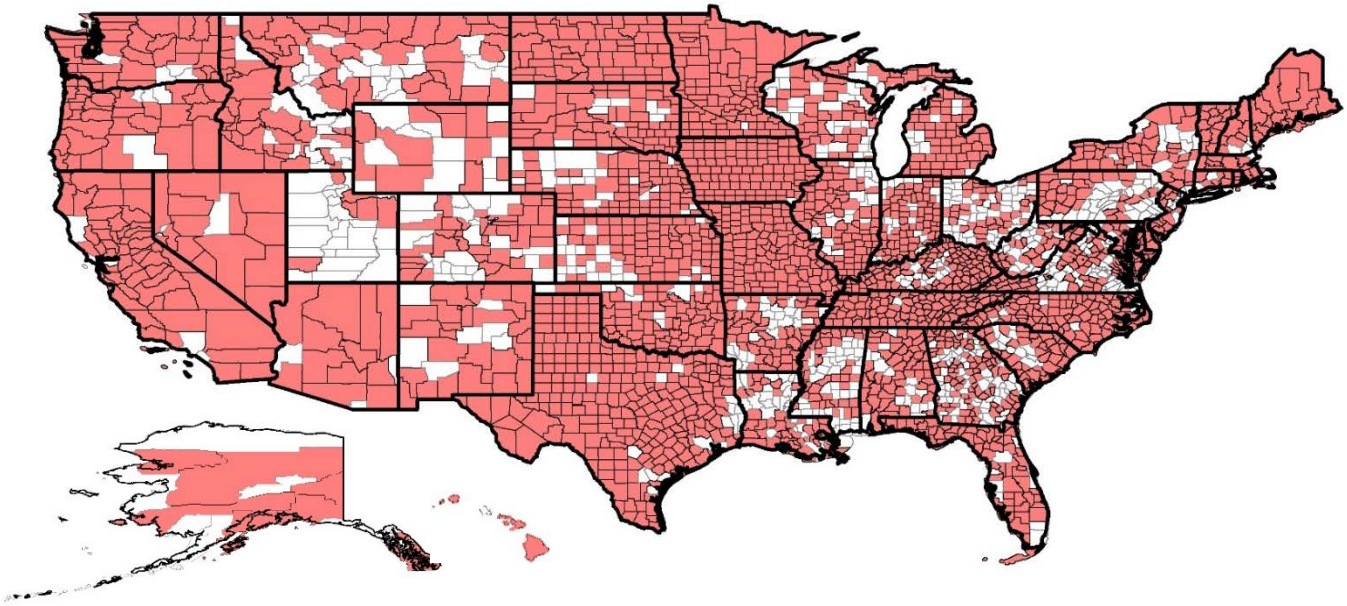

Figure 4. Map of U.S. Counties with Rural Transit Service

OPERATING STATISTICS

Total annual ridership for rural transit systems decreased 2% in 2014, from 131 million rides in 2013 to 128 million rides (see Table 12). Meanwhile, total vehicle miles decreased 3% and vehicle hours decreased 4%. Rural transit agencies provided 483 million miles of service and 27 million hours of service in 2014.

Table 12. Rural Transit Operating Statistics

	2010	2011	2012	2013	2014	% Change 2013-2014
	----------millions----------					
Annual Ridership						
Fixed-route	76.1	69.2	66.0	63.0	61.1	-3%
Demand-response	61.0	57.4	55.8	55.5	53.3	-4%
Van pool	0.6	0.8	0.9	0.8	0.9	10%
Commuter bus	-	8.4	7.0	6.5	6.8	5%
Demand-response taxi	-	2.3	2.0	1.6	1.6	-3%
Ferryboat	-	0.8	1.2	1.2	1.4	15%
Bus rapid transit	-	-	-	0.1	0.8	456%
Aerial tramway	-	-	-	2.3	2.4	5%
Other	1.2	0.4	2.2	0.0	0.0	-
Total	138.9	139.4	135.1	131.1	128.3	-2%
Annual Vehicle Miles						
Fixed-route	133.8	125.8	111.6	105.9	97.4	-8%
Demand-response	389.3	376.2	372.1	358.1	349.6	-2%
Van pool	3.6	4.8	4.9	5.2	5.8	11%
Commuter bus	-	16.7	17.4	15.9	18.6	17%
Demand-response taxi	-	6.7	9.3	6.2	5.9	-5%
Ferryboat	-	0.4	0.1	0.1	0.1	10%
Bus rapid transit	-	-	-	0.4	1.8	347%
Aerial tramway	-	-	-	3.3	3.3	0%
Other	23.4	0.2	3.4	0.0	0.0	-
Total	550.1	530.8	518.9	495.2	482.6	-3%
Annual Vehicle Hours						
Fixed-route	7.4	6.9	6.1	5.8	5.6	-4%
Demand-response	23.9	22.7	21.8	20.8	19.9	-4%
Van pool	0.1	0.3	0.2	0.1	0.2	19%
Commuter bus	-	0.7	0.7	0.6	0.7	12%
Demand-response taxi	-	0.9	0.8	0.5	0.6	2%
Ferryboat	-	0.1	0.0	0.0	0.0	9%
Bus rapid transit	-	-	-	0.0	0.1	478%
Aerial tramway	-	-	-	0.3	0.3	0%
Other	0.5	0.0	0.0	0.0	0.0	-
Total	32.0	31.5	29.6	28.3	27.3	-4%

Source: Rural National Transit Database, 2010–2014

The data in Table 12 do not include rural services provided by transit agencies that also provide urban service. Service statistics for those urban operators providing rural service is shown in Table 13. Rural passenger trips, vehicle miles, and vehicle hours provided by urban operators has increased significantly in recent years to 37 million trips, 82 million miles, and 4.5 million hours in 2014. Combining the data from Tables 12 and 13 shows that 165 million rural transit trips were provided in 2014.

Table 13. Rural Service Provided by Urban Operators

	2010	2011	2012	2013	2014
		----------millions----------			
Unlinked Passenger Trips					
Fixed-route	10.9	19.4	18.5	19.7	19.4
Demand-response	2.6	4.1	5.0	5.9	5.9
Vanpool	1.1	1.6	1.4	1.3	1.3
Ferry boat	6.9	7.1	7.3	7.5	7.7
Other	1.7	1.1	1.5	1.9	2.3
Total	23.2	33.3	33.7	36.2	36.6
Vehicle Revenue Miles					
Fixed-route	11.5	18.4	21.8	22.0	23.0
Demand-response	17.4	28.2	34.0	44.4	46.2
Vanpool	6.6	8.9	7.6	7.0	7.0
Ferry boat	0.3	0.3	0.3	0.3	0.3
Other	1.2	1.8	2.8	5.3	5.5
Total	36.9	57.6	66.5	79.0	82.0
Vehicle Revenue Hours					
Fixed-route	0.7	1.1	1.2	1.3	1.3
Demand-response	1.1	1.7	2.1	2.5	2.7
Vanpool	0.2	0.2	0.2	0.2	0.2
Ferry boat	0.0	0.0	0.0	0.0	0.0
Other	0.1	0.1	0.2	0.3	0.3
Total	2.1	3.2	3.7	4.3	4.5

Source: Rural National Transit Database, 2010–2014

Changes in ridership and service provided are partly due to changes by existing agencies and partly due to the addition or subtraction of transit providers. A small difference could also be due to measurement error. To determine the degree to which ridership and service provided has changed for existing agencies, data for individual transit providers were tracked over time. The data reveal that 50% of existing providers experienced an increase in ridership from 2013 to 2014, while 49% and 53% increased vehicle miles and hours, respectively (see Table 14). The median change from 2013 to 2014 was a 0.1% decrease in vehicle miles, a 0.6% increase in vehicle hours, and a 0.0% change in ridership. Some agencies experienced significant gains. Thirty-four percent had an increase in ridership of 5% or more, 23% increased ridership by 10% or more, and 14% experienced an increase of 20% or more. Some agencies also experienced significant decreases in ridership.

Table 14. Agency Level Changes in Service Miles, Hours, and Trips, 2013-2014

	Vehicles Miles	Vehicle Hours	Total Trips
Median Change	-0.1%	+0.6%	0.0%
Percentage of Agencies with an Increase	49%	53%	50%
Percentage of Agencies with an Increase of:			
5% or more	31%	33%	34%
10% or more	21%	22%	23%
20% or more	12%	13%	14%
50% or more	4%	5%	5%
100% or more	2%	2%	2%
Percentage of Agencies with a Decrease of:			
5% or more	31%	27%	33%
10% or more	18%	18%	22%
20% or more	8%	10%	10%
50% or more	2%	2%	3%

Source: Rural National Transit Database, 2013, 2014

Table 15 shows median and percentile rankings for vehicle miles and hours and passenger trips per agency in 2014. The data show that the median vehicle miles provided per system was 178,473, the median hours of service was 10,794, and the median number of trips provided was 33,486. For systems providing fixed-route service, the median fixed-route miles provided was 151,544, the median fixed-route hours of service was 8,051, and the median number of rides provided was 42,519. For demand-response operations, the median values were 127,595 miles, 8,219 hours, and 22,296 rides. These median numbers changed slightly from the previous year. However, as Table 15 shows, there is significant variation between agencies. For example, 10% of the agencies provided 807,154 or more miles of service, and the smallest 10% provided 24,494 miles or less.

Table 15. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2014

	Vehicle Miles			Vehicle Hours			Regular Unlinked Trips		
Percentile	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total
10th	28,357	16,539	24,494	1,916	1,385	1,842	4,688	3,151	4,458
25th	64,907	50,071	66,952	3,557	3,268	4,333	12,488	8,105	11,603
50th	151,544	127,595	178,473	8,051	8,219	10,794	42,519	22,296	33,486
75th	302,336	318,537	394,568	17,961	19,248	23,744	121,942	52,083	93,005
90th	536,649	713,940	807,154	31,434	40,231	46,083	346,029	116,077	202,292
Number of Agencies Reporting	422	1,089	1,300	422	1,089	1,300	422	1,089	1,300

Source: Rural National Transit Database, 2014

FINANCIAL STATISTICS

Federal funding for capital projects decreased in 2014 from both federal and local sources (see Table 16) while increasing from state governments. Overall, capital funding decreased.

Federal support of operating costs was largely unchanged in 2014, decreasing slightly from $529 million to $527 million. State funding for operations decreased 13% to $249 million and local funding decreased 23% to $326 million. Total fare revenues decreased 19% to $118 million and contract revenues decreased 4%. Meanwhile, total operating expenses decreased 9%.

The data in Table 16 reflect the dollar amounts reported by rural transit providers to the Rural NTD. Figure 5 shows actual federal obligations by the FTA under the section 5311 Non-Urbanized Area Formula Program, including capital, operating, planning, and administrating expenses. As shown, federal funding has been following a general upward trend, with decreases in a few years.

Table 16. Rural Transit Financial Statistics: Sources of Funding

	2010	2011	2012	2013	2014	Change 2013-2014
	----------million dollars----------					
Capital Funding						
Federal	368.4	253.0	225.5	202.2	132.6	-34%
State	24.5	22.8	24.6	29.3	31.3	7%
Local	19.2	23.3	30.3	41.6	21.7	-48%
Operating						
Federal Assistance	371.7	455.9	499.1	529.1	526.9	0%
State Assistance	235.8	242.5	236.9	287.9	249.3	-13%
Local Assistance	322.1	323.0	326.1	424.8	326.0	-23%
Fare Revenues	99.9	99.9	107.0	144.7	117.8	-19%
Contract Revenues	243.7	246.5	250.7	144.8	138.4	-4%
Total Operating	1,273.1	1,367.8	1,419.9	1,531.3	1,390.9	-9%

Source: Rural National Transit Database, 2010–2014

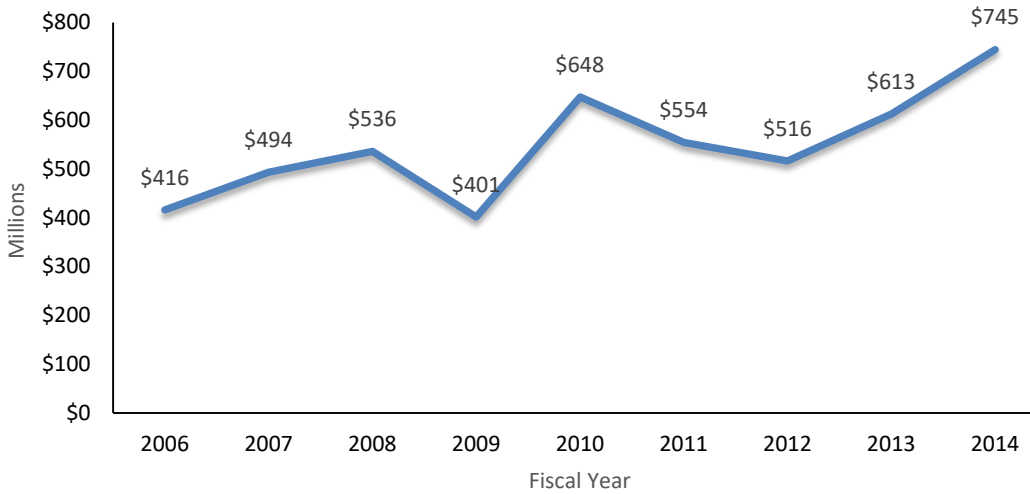

Figure 5. FTA Obligations under the Section 5311 Program, FY2006–FY2014
Source: Federal Transit Administration. Grants Data. 2016.

FLEET STATISTICS

Average fleet size was 17.3 vehicles in 2014, slightly higher than in previous years, and rural transit providers operated a total of 23,015 vehicles in 2014 (see Tables 17 and 18). Figure 6 shows the fleet composition of rural transit agencies. Cutaways comprise the largest portion (50%) of the vehicle fleet, while minivans account for 16% of the vehicles, vans 16%, and buses 15%. Eighty-three percent of these vehicles are ADA accessible (see Table 19). Most buses (92%) and cutaways (95%) are ADA accessible, whereas 67% of minivans and 66% of vans were ADA accessible in 2014.

Table 17. Average Fleet Size

	Vehicles per Agency
2010	16.5
2011	16.6
2012	16.4
2013	16.7
2014	17.3

Source: Rural National Transit Database, 2010-2014

Table 18. Number of Vehicles in Operation

Vehicle Type	2010	2011	2012	2013	2014
Bus	3,904	3,605	3,309	3,400	3,383
Cutaway	10,621	10,907	10,668	10,627	11,475
Van	4,459	4,350	3,993	3,525	3,606
Minivan	3,422	3,496	3,521	3,685	3,733
Automobile	420	413	359	358	310
School bus	73	74	69	43	61
Over-the-road bus	84	94	86	86	63
Sports utility vehicle	146	187	208	216	192
Other	4	6	2	2	185
Total	*23,133*	*23,132*	*22,225*	*22,018*	*23,015*

Source: Rural National Transit Database, 2010–2014

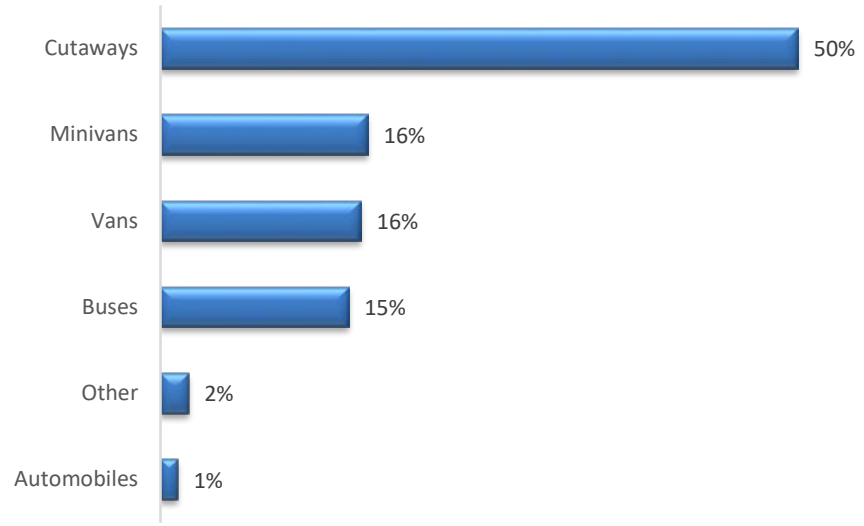

Figure 6. Fleet Composition, 2014

Table 19. Percentage of Rural Transit Vehicles that are ADA Accessible

Vehicle Type	2010	2011	2012	2013	2014
	----------Percentage----------				
Bus	95	95	95	95	92
Cutaway	94	93	94	94	95
Van	66	65	64	64	66
Minivan	62	65	66	69	67
Automobile	11	13	13	13	7
School bus	15	30	28	30	30
Over-the-road bus	85	82	88	86	83
Sports utility vehicle	5	8	14	13	18
Total	*82*	*82*	*82*	*83*	*83*

Source: Rural National Transit Database, 2010-2014

The average age of the vehicles was 6.3 years in 2014. The average vehicle length was 21.7 feet with an average seating capacity of 14.5 (see Tables 20-22). The average bus is about 30 feet and has a seating capacity of 26.3, while the average cutaway is 23.2 feet with a seating capacity of 15.1. Average vehicle age, length, and capacity have changed only slightly from year to year.

Table 20. Average Vehicle Age

Vehicle Type	2010	2011	2012	2013	2014
	----------Years----------				
Bus	6.8	6.4	6.8	7.2	7.2
Cutaway	5.1	5.4	5.6	6.0	6.1
Van	5.7	5.7	5.9	6.2	6.2
Minivan	4.9	5.2	5.3	5.5	5.7
Automobile	6.9	7.2	6.9	7.5	8.1
School bus	9.7	10.9	11.6	12.9	12.8
Over-the-road bus	6.6	7.5	7.4	8.3	8.6
Sports utility vehicle	3.6	4.0	4.6	5.5	6.2
Total	*5.5*	*5.6*	*5.8*	*6.2*	*6.3*

Source: Rural National Transit Database, 2010-2014

Table 21. Average Vehicle Length

Vehicle Type	2010	2011	2012	2013	2014
	----------Feet----------				
Bus	30.6	30.5	30.5	30.6	29.4
Cutaway	23.4	23.5	23.5	23.5	23.2
Van	18.9	19.0	18.8	18.9	16.9
Minivan	16.2	16.2	16.2	16.3	15.4
Automobile	15.5	15.4	15.4	15.5	14.2
School bus	34.2	30.8	30.1	33.8	30.1
Over-the-road bus	43.6	42.3	42.4	43.2	41.9
Sports utility vehicle	14.7	14.4	14.6	15.4	14.8
Total	*22.6*	*22.5*	*22.5*	*22.6*	*21.7*

Source: Rural National Transit Database, 2010-2014

Table 22. Average Seating Capacity

Vehicle Type	2010	2011	2012	2013	2014
Bus	27.2	26.6	26.5	26.5	26.3
Cutaway	15.1	14.9	14.7	14.8	15.1
Van	10.9	10.8	10.4	10.4	10.3
Minivan	6.1	6.0	5.7	5.7	5.7
Automobile	4.5	4.4	4.4	4.3	4.3
School bus	46.5	40.3	39.2	40.0	37.9
Over-the-road bus	48.7	45.0	45.1	45.7	50.9
Sports utility vehicle	4.7	4.7	4.9	5.3	5.0
Total	*15.0*	*14.6*	*14.3*	*14.3*	*14.5*

Source: Rural National Transit Database, 2010-2014

Seventy-four percent of the vehicles are owned outright by a public agency, while 15% are owned by a private entity, and most of the remainder is leased or borrowed by a public agency (see Table 23).

Table 23. Vehicle Ownership, 2014

Vehicle Type	Owned Outright by Public Agency	Owned Outright by Private Entity	Leased or Borrowed from Related Parties by a Public Agency	Leased Under Lease Purchase Agreement by a Public Agency	Leased by a Private Entity	Other
	----------Percentage----------					
Bus	76	11	6	3	1	1
Cutaway	73	14	5	5	1	1
Van	83	10	3	3	0	1
Minivan	64	27	3	2	1	2
Automobile	72	18	1	1	2	6
School bus	79	21	0	0	0	0
Over-the-road bus	75	6	0	0	0	0
Sports utility vehicle	74	22	5	2	0	0
Total	*74*	*15*	*5*	*4*	*1*	*1*

Source: Rural National Transit Database, 2014

The FTA's rural area formula program is the primary funding source for a majority of vehicles, though 4% are primarily supported by section 5310 funds, 21% by other federal funds, 9% by non-federal public funds, and 3% by private funds (see Table 24).

Table 24. Primary Funding Source for Vehicles, 2014

Vehicle Type	Rural Area Formula Program	Enhanced Mobility of Seniors & Individuals with Disabilities	Other Federal Funds	Non-Federal Public Funds	Non-Federal Private Funds
		----------Percentage----------			
Bus	49	3	29	14	2
Cutaway	63	5	21	8	2
Van	67	3	16	10	3
Minivan	66	5	19	7	3
Automobile	49	5	8	22	17
School bus	43	0	25	18	15
Over-the-road bus	41	0	11	19	10
Sports utility vehicle	76	2	8	9	4
Total	*62*	*4*	*21*	*9*	*3*

Source: Rural National Transit Database, 2014

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES

A few performance measures can be calculated using the data from the Rural NTD. These include trips per mile, trips per hour, cost per mile, cost per trip, trips per vehicle, hours of service per vehicle, miles of service per vehicle, and the farebox recovery ratio.

Trips per mile was largely unchanged at 0.27 in 2014. As Table 25 shows, trips per mile is significantly higher for fixed-route service (0.63) than it is for demand-response (0.15). Trips per hour increased slightly to 4.7 in 2014. The number of trips per hour was 11.0 for fixed-route service and 2.7 for demand-response.

Table 25. Trips per Mile and Trips per Hour

	2010	2011	2012	2013	2014	% Change 2013-2014
Trips Per Vehicle Mile						
Fixed-route	0.57	0.55	0.59	0.60	0.63	5%
Demand-response	0.16	0.15	0.15	0.15	0.15	-2%
Van pool	0.17	0.16	0.18	0.16	0.15	-1%
Commuter bus	-	0.50	0.40	0.41	0.37	-10%
Demand-response taxi	-	0.34	0.22	0.26	0.26	1%
Total	0.25	0.26	0.26	0.26	0.27	0%
Trips Per Vehicle Hour						
Fixed-route	10.2	10.0	10.8	10.8	11.0	1%
Demand-response	2.5	2.5	2.6	2.7	2.7	1%
Van pool	7.9	3.1	5.9	6.0	5.6	-8%
Commuter bus	-	12.4	10.6	10.8	10.1	-6%
Demand-response taxi	-	2.6	2.7	3.0	2.8	-6%
Total	4.3	4.4	4.6	4.6	4.7	1%

Source: Rural National Transit Database, 2010-2014

These numbers represent industry averages, but there is variation between individual providers. There tends to be some variation in these measures based on the size of the operation. Table 26 groups the transit systems into six categories based on the number of vehicle miles provided. Trips per mile tends to increase with vehicle miles provided for fixed-route systems, as the larger systems provide more trips per mile, though some of the smallest systems also provide a high number of trips per mile. For demand-response systems, on the other hand, trips per mile continually decreases with increases in vehicle miles. The smaller demand-response systems provide more trips per mile, possibly because they serve a smaller area with more concentrated service.

There is a similar trend for trips per hour (see Table 27). For fixed-route systems, trips per vehicle hour is the highest for the largest systems providing the greatest number of service hours, while for demand-response systems, the number of trips per vehicle hour decreases with increases in vehicle hours of service provided.

Table 26. Trips per Mile by Number of Miles Provided, 2014

Percentile Rank	Vehicle Miles Provided	Average Trips per Vehicle Mile
Fixed-Route		
1-10	<26,766	0.52
11-25	26,766-61,980	0.32
26-50	61,981-146,471	0.39
51-75	146,472-296,091	0.54
76-90	296,092-529,590	0.67
>90	>529,590	0.75
Demand-Response		
1-10	<15,944	0.43
11-25	15,944-49,634	0.29
26-50	49,635-127,388	0.23
51-75	127,389-318,737	0.20
76-90	318,738-713,130	0.17
>90	>713,130	0.13

Source: Rural National Transit Database, 2014

Table 27. Trips per Hour by Number of Hours Provided, 2014

Percentile Rank	Vehicle Hours Provided	Average Trips per Vehicle Hour
Fixed-Route		
1-10	<1,873	5.72
11-25	1,873-3,471	4.35
26-50	3,472-7,949	6.07
51-75	7,950-17,795	7.86
76-90	17,796-31,123	9.93
>90	>31,123	14.64
Demand-Response		
1-10	<1,380	4.16
11-25	1,380-3,264	3.65
26-50	3,265-8,217	3.23
51-75	8,218-19,262	3.06
76-90	19,263-40,204	2.99
>90	>40,204	2.44

Source: Rural National Transit Database, 2014

Trips per vehicle decreased 6% in 2014 to 5,575. Meanwhile, rural transit vehicles averaged 20,967 miles and 1,185 hours of service in 2014, both decreases from 2013 (see Table 28).

Operating cost per trip was $10.16 in 2014, a 4% increase from the previous year. The costs were significantly higher for demand-response service. The Rural NTD does not report cost data by mode, so it is not possible to compute average fixed-route and demand-response costs. However, many providers offer just one type of service, so averages can be calculated for those systems that offer just demand-response or just fixed-route service. In 2014, 798 such systems operated just demand-response service, and 151 offered just fixed-route service. Their average costs are shown in Table 29. The average operating cost for fixed-route-only systems increased 2% to $7.32 per trip in 2014, while that for demand-response-only systems increased 4% to $14.31 per trip. Operating cost per mile in 2014 was $3.40 for fixed-route-only systems, $2.27 for demand-response-only systems, and $2.71 overall. These were all increases from 2013. Costs tend to be higher per mile for the fixed-route operators but lower per trip because of the greater number of rides provided.

Fare revenues in 2014 covered 9% of the operating costs. The farebox recovery ratio has been averaging 8-9% each year. The ratio is higher for fixed-route-only systems, increasing to 13% in 2014, while the ratio for demand-response-only systems increased to 7%.

Table 28. Trips, Miles, and Hours per Vehicle

	2010	2011	2012	2013	2014	% Change 2013-2014
Trips Per Vehicle	6,003	6,024	6,081	5,954	5,575	-6%
Miles Per Vehicle	23,778	22,947	23,345	22,491	20,967	-7%
Hours Per Vehicle	1,383	1,364	1,331	1,284	1,185	-8%

Source: Rural National Transit Database, 2010-2014

Table 29. Operating Costs per Trip and per Mile and Farebox Recovery Ratio

	2010	2011	2012	2013	2014	% Change 2013-2014
Operating Expense per Trip						
Total	9.09	9.54	9.67	9.74	10.16	4.4%
Fixed-route-only	6.84	6.96	7.42	7.18	7.32	1.9%
Demand-response-only	12.21	12.85	13.78	13.72	14.31	4.3%
Operating Expense per Mile						
Total	2.32	2.49	2.52	2.58	2.71	5.0%
Fixed-route-only	2.93	2.83	3.04	3.09	3.40	9.9%
Demand-response-only	2.02	2.06	2.10	2.18	2.27	4.0%
Farebox Recovery Ratio						
Total	0.08	0.08	0.08	0.09	0.09	-1.2%
Fixed-route-only	0.08	0.08	0.11	0.12	0.13	8.9%
Demand-response-only	0.07	0.06	0.06	0.06	0.07	24.4%

Source: Rural National Transit Database, 2010-2014

While Table 29 shows overall averages, there is significant variation in costs between transit agencies across the country. Table 30 shows percentile rankings for operating costs per trip and per mile and for farebox recovery ratio, including both demand-response and fixed-route service. (The percentile rank is the percentage of transit operators with results at or below the reported number. For example, 10% of transit operators have an operating expense per trip at or below $5.93, while 50% have an operating expense per trip at or below $14.04, and 90% are at or below $33.99.)

Table 30. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2014

Percentile Rank	Operating Expense		Farebox Recovery Ratio
	Per Trip	Per Mile	
Total			
10th	5.93	1.46	0.02
25th	9.14	1.95	0.04
50th	14.04	2.71	0.07
75th	21.11	3.91	0.13
90th	33.99	5.37	0.21
Fixed-route-only			
10th	4.27	1.74	0.02
25th	6.70	2.42	0.04
50th	10.82	3.35	0.07
75th	21.00	4.86	0.13
90th	42.61	6.65	0.19
Demand-response-only			
10th	6.92	1.36	0.02
25th	10.23	1.81	0.04
50th	15.41	2.52	0.07
75th	22.29	3.53	0.12
90th	33.62	4.79	0.19

Source: Rural National Transit Database, 2014

Some of the variations could be explained by the size of the operations. Table 31 categorizes transit agencies based on the number of vehicle miles provided. The operating expense per mile is lower for the larger systems, but expense per trip does not appear to be influenced by the number of miles provided, as the larger demand-response systems tend to have fewer trips per mile of service.

Table 31. Operating Statistics and Performance Measures by Size of Operation, 2014

Size of Agency*	Number of agencies	Vehicle Miles		Total Miles	Total Trips	Fare revenues	Operating expenses	Operating Expense		Farebox Recovery Ratio
		Min	Max					Per Trip	Per Mile	
		----------Thousands----------								
Very small	130	0	25	1,645	1,084	1,220	12,052	11.11	7.32	0.10
Small	195	24	67	8,585	2,769	5,595	33,477	12.09	3.90	0.17
Medium-small	325	67	178	38,428	10,251	11,603	117,176	11.43	3.05	0.10
Medium-large	325	178	395	87,959	28,111	23,576	256,420	9.12	2.92	0.09
Large	195	395	807	110,308	33,414	36,087	316,051	9.46	2.87	0.11
Very large	130	807	-	234,772	52,988	40,804	572,080	10.80	2.44	0.07

*Agency size is determined by vehicle miles of service provided using the following categorization: smallest 10% is very small, 10th to 25th percentile is small, 25th to 50th percentile is medium-small, 50th to 75th percentile is medium-large, 75th to 90th percentile is large, and largest 10% is very large.
Source: Rural National Transit Database, 2014

REGIONAL AND STATE STATISTICS

The data described in the previous sections are aggregate national data, but there may be some regional differences. Therefore, data in this section are presented at the regional and state levels. The regions used are based on the FTA's regional classification. The FTA divides the country into 10 regions, as shown in Figure 7. Table 32 shows how rural transit statistics vary between those regions.

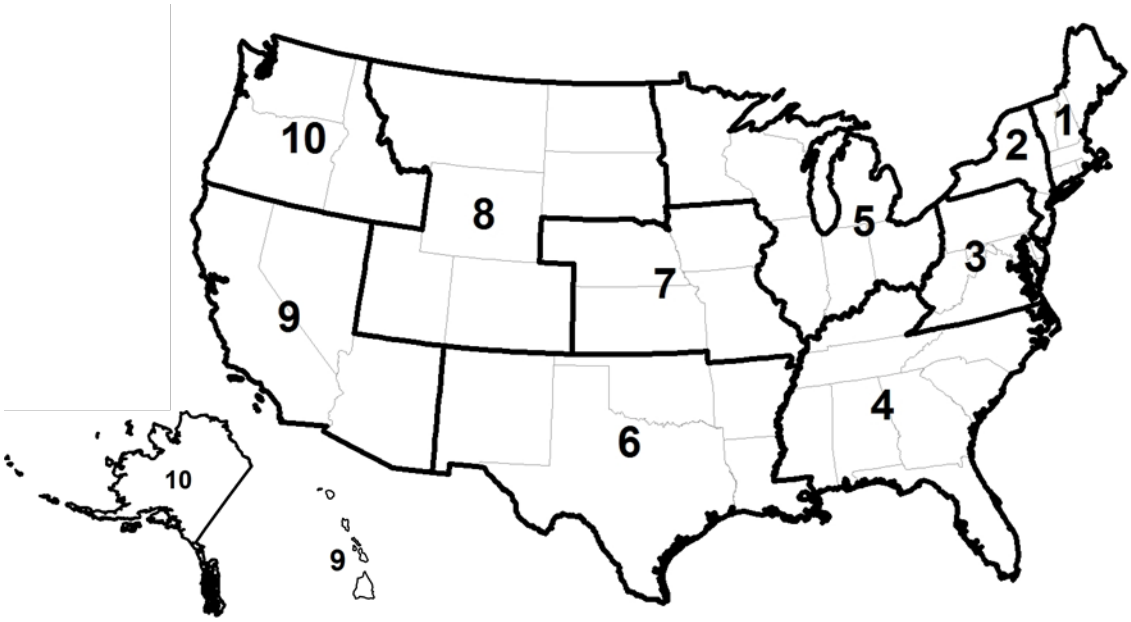

Figure 7. FTA Regions

The greatest number of rural transit agencies is in regions 4, 5, and 7, followed by regions 8 and 6. The operators in these regions are mostly demand-response providers. The northeast and far western regions have a greater orientation toward fixed-route service.

Annual ridership in 2014 was highest in regions 5 (23.6 million rides) and 8 (22.1 million rides). Region 4 provided the highest level of service, by a significant margin, with 133 million vehicle miles and 7.2 million vehicle hours of service, most of it being demand-response. Region 4 also had the greatest number of vehicles in service, many of them being vans.

Trips per mile and per hour were highest in region 8, according to the data, and region 8 also provided the most rides per vehicle. The region 8 data are influenced by a few high-ridership agencies in Colorado. These agencies provide fixed-route and commuter bus services in popular resort areas. One agency operates an aerial tramway, and another operates bus rapid transit.

Operating cost per trip was the highest in region 6 and lowest in region 8. For the fixed-route-only agencies, cost per trip was highest in region 1 at $12.49 and lowest in region 6 at $3.29. The lowest cost for demand-response-only providers was $11.61 per trip in region 2. Cost per mile ranged between $1.95 in region 4 to $3.95 in region 9.

State-level statistics are shown in Tables 33-37 and Figures 8-11.

Table 32. Regional Data, 2014

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Agencies										
Fixed-route	27	45	41	46	55	29	15	40	63	67
Demand-response	31	13	39	242	220	106	177	115	73	76
Total	36	49	53	251	276	121	189	135	110	113
Counties Served	85%	72%	54%	85%	78%	87%	90%	67%	86%	88%
Annual Ridership (million rides)										
Fixed-route	5.1	3.6	7.0	5.4	6.0	3.1	1.9	13.3	6.2	9.5
Demand-response	1.2	0.7	1.6	13.7	15.4	6.9	6.9	3.8	1.6	1.5
Total	6.7	4.3	8.7	19.4	23.6	10.3	9.0	22.1	11.1	12.9
Annual Vehicle Miles (million miles)										
Fixed-route	6.4	12.1	12.2	8.2	10.4	6.2	3.5	11.3	13.1	13.6
Demand-response	17.7	2.8	9.9	123.6	72.9	53.6	38.4	14.5	6.6	9.2
Total	25.6	15.3	22.6	133.3	88.8	61.7	42.3	33.8	28.0	30.4
Annual Vehicle Hours (million hours)										
Fixed-route	0.4	0.6	0.7	0.5	0.6	0.4	0.2	0.7	0.7	0.7
Demand-response	0.7	0.2	0.6	6.6	4.4	3.0	2.3	1.1	0.4	0.6
Total	1.2	0.8	1.3	7.2	5.5	3.4	2.6	2.3	1.4	1.6
Number of Vehicles										
Total	942	673	1,260	5,142	4,434	3,210	2,590	1,815	1,459	1,490
Bus	233	224	399	443	685	146	96	444	413	300
Cutaway	562	436	573	2,019	2,209	1,845	1,664	660	820	687
Van	82	6	182	1,750	581	290	190	225	63	237
Minivan	54	2	86	761	755	831	614	354	78	198
Other	11	4	20	169	203	98	26	132	83	62
Vehicles ADA Accessible	92%	99%	82%	76%	89%	85%	85%	72%	92%	77%

Table 32. Regional Data, 2014 (continued)

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Average Vehicle Age	5.6	5.0	5.7	5.6	6.3	6.3	7.1	8.0	6.4	6.9
Average Vehicle Length	25.1	24.1	22.9	20.7	19.7	21.2	22.1	22.8	24.3	23.7
Average Vehicle Capacity	18.0	18.9	16.5	12.2	14.1	12.3	12.5	16.6	20.5	17.1
Trips Per Mile										
Total	0.26	0.28	0.39	0.15	0.27	0.17	0.21	0.66	0.40	0.42
Fixed-route	0.80	0.30	0.58	0.66	0.58	0.49	0.55	1.17	0.47	0.70
Demand-response	0.07	0.24	0.16	0.11	0.21	0.13	0.18	0.26	0.24	0.16
Trips Per Hour										
Total	5.8	5.1	6.6	2.7	4.3	3.0	3.5	9.6	8.1	8.1
Fixed-route	12.2	5.7	9.9	11.1	9.5	8.5	8.2	18.6	9.3	13.3
Demand-response	1.8	3.2	2.6	2.1	3.5	2.3	3.0	3.4	3.9	2.4
Trips Per Vehicle	7,154	6,438	6,939	3,777	5,312	3,215	3,468	12,200	7,615	8,654
Miles Per Vehicle	27,205	22,672	17,938	25,920	20,028	19,216	16,317	18,608	19,177	20,420
Hours Per Vehicle	1,230	1,258	1,055	1,392	1,243	1,062	987	1,266	945	1,066
Operating Expense Per Trip										
Total	10.47	10.93	8.60	13.36	10.68	14.22	10.68	5.81	9.96	9.11
Fixed-route only	12.49	11.48	10.13	4.91	7.24	3.29	5.91	5.83	11.75	5.91
Demand-response only	41.46	11.61	14.85	15.27	13.28	16.43	12.05	11.66	19.12	23.63
Operating Expense Per Mile										
Total	2.75	3.10	3.33	1.95	2.83	2.38	2.27	3.81	3.95	3.86
Fixed-route only	3.55	2.81	2.35	3.56	3.24	2.52	3.57	4.61	3.81	4.96
Demand-response only	2.60	3.47	2.50	1.83	2.73	2.09	2.19	3.10	4.42	3.23
Farebox Recovery Ratio	0.06	0.12	0.11	0.05	0.13	0.05	0.08	0.09	0.15	0.11

Source: Rural National Transit Database, 2014

Table 33. Rural Transit Vehicle Revenue Miles of Service by State, 2011-2014 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2011	2012	2013	2014	2011	2012	2013	2014	2011	2012	2013	2014	2011	2012	2013	2014
Alabama	5.3	4.8	4.6	4.7	.0	.0	.0	.0	5.3	4.8	4.6	4.7	.0	.0	.0	.0
Alaska	2.7	2.2	2.6	2.7	1.4	1.4	1.5	1.5	.8	.7	.7	.9	.5	.1	.4	.4
Arizona	3.7	2.4	2.5	2.4	2.6	1.9	2.1	1.9	.6	.2	.2	.2	.6	.2	.2	.4
Arkansas	8.1	8.7	9.1	10.8	.2	.1	.2	.2	7.9	8.6	8.9	10.6	.0	.0	.0	.0
California	18.5	17.0	16.2	14.0	9.8	9.9	10.0	7.4	4.8	4.0	3.3	3.2	3.9	3.2	2.9	3.5
Colorado	10.7	14.5	14.5	16.2	5.7	5.3	5.6	5.8	2.5	3.1	2.6	3.0	2.4	6.1	6.2	7.4
Connecticut	1.6	1.6	1.6	1.6	.7	.7	.7	.9	.8	.8	.8	.6	.1	.1	.1	.1
Delaware	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
Florida	17.2	14.3	15.3	15.5	5.2	2.2	2.8	3.3	11.8	11.7	11.8	11.2	.2	.5	.7	1.0
Georgia	16.3	16.8	16.5	16.2	.0	.0	.0	.0	16.3	16.8	16.5	16.2	.0	.0	.0	.0
Hawaii	7.0	7.8	4.9	5.4	3.3	2.6	1.4	1.4	1.7	2.0	.3	.7	2.1	3.1	3.1	3.2
Idaho	2.7	2.3	2.4	2.4	1.8	1.1	1.1	1.1	.7	.8	.7	.7	.2	.3	.5	.6
Illinois	15.0	13.9	15.0	15.2	.0	1.1	.9	1.1	13.7	12.7	14.1	14.1	1.4	.0	.0	.0
Indiana	15.0	15.1	14.5	13.4	.7	.7	.8	.8	14.3	14.4	13.6	12.5	.0	.0	.0	.0
Iowa	14.7	14.8	13.6	14.0	2.0	2.0	1.9	1.8	12.7	12.8	11.8	12.2	.0	.0	.0	.0
Kansas	6.9	6.0	6.2	5.8	.8	.9	.9	.9	6.1	5.1	4.7	4.5	.0	.0	.5	.3
Kentucky	27.2	31.3	30.9	33.0	.6	.6	.8	.9	26.6	30.7	30.2	32.1	.0	.0	.0	.0
Louisiana	6.0	5.8	5.8	5.0	.1	.0	.0	.0	6.0	5.8	5.8	5.0	.0	.0	.0	.0
Maine	14.1	10.1	8.8	8.0	2.8	.9	.9	.9	10.1	8.2	7.7	7.0	1.2	1.0	.2	.2
Maryland	7.0	4.0	3.9	3.7	4.2	2.1	2.1	2.1	2.6	1.8	1.8	1.6	.2	.2	.0	.0
Massachusetts	2.2	2.1	2.1	2.0	1.7	1.7	1.7	1.6	.5	.5	.5	.4	.0	.0	.0	.0
Michigan	23.7	22.6	23.1	23.1	.0	.0	.0	.0	23.7	22.6	23.1	23.1	.0	.0	.0	.0
Minnesota	13.9	12.6	12.4	12.9	3.7	3.7	3.7	3.9	10.2	8.9	8.8	9.1	.0	.0	.0	.0
Mississippi	8.1	8.8	10.0	10.2	8.1	.0	.0	.0	.0	8.8	10.0	10.2	.0	.0	.0	.0
Missouri	23.0	22.0	20.1	19.0	.0	.5	.5	.5	22.8	21.5	19.6	18.5	.2	.0	.0	.0
Montana	3.4	3.4	3.8	3.5	1.4	1.3	1.4	1.4	1.5	1.9	2.0	1.7	.4	.3	.5	.4
Nebraska	2.6	2.4	2.6	2.7	.0	.0	.0	.0	2.6	2.4	2.6	2.7	.0	.0	.0	.0
Nevada	1.4	2.3	2.1	2.1	.9	.9	.9	.8	.5	1.3	1.1	1.0	.0	.0	.0	.3
New Hampshire	1.4	1.6	1.6	1.5	1.0	1.1	1.0	1.0	.4	.5	.5	.5	.0	.0	.1	.0
New Jersey	7.5	2.4	2.2	2.0	1.2	.5	.5	.4	6.3	1.9	1.7	1.6	.0	.0	.0	.0
New Mexico	5.0	5.2	5.0	4.8	3.0	2.6	2.6	3.1	1.5	1.6	1.6	1.6	.5	1.0	.8	.1
New York	13.8	14.5	13.6	13.1	13.4	14.4	10.6	11.5	.0	.0	2.7	1.3	.4	.1	.3	.3
North Carolina	41.4	39.1	29.3	28.8	1.6	1.5	1.1	1.5	39.9	35.1	27.6	27.3	.0	2.5	.5	.0
North Dakota	3.1	2.9	2.7	2.8	.0	.2	.2	.2	3.0	2.6	2.4	2.5	.1	.1	.0	.1
Ohio	11.2	10.0	11.1	12.0	.6	.5	.5	.4	10.6	9.5	10.6	11.6	.0	.0	.0	.0
Oklahoma	18.7	19.5	19.7	18.9	1.1	1.0	1.0	.8	17.6	18.5	18.7	18.1	.0	.0	.0	.0
Oregon	9.6	7.3	7.4	7.2	4.4	3.8	3.7	2.4	4.4	2.8	2.9	2.7	.8	.6	.8	2.1
Pennsylvania	11.8	10.7	10.7	7.9	4.4	4.7	4.4	3.7	7.0	6.0	5.9	3.7	.4	.0	.4	.5
Rhode Island	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
South Carolina	7.5	6.9	5.9	4.9	1.2	1.2	.6	.6	5.2	4.9	4.9	4.0	1.1	.9	.5	.4
South Dakota	4.2	4.6	4.2	4.1	.0	.0	.0	.0	4.2	4.6	4.2	4.1	.0	.0	.0	.0
Tennessee	29.4	30.2	19.3	18.2	1.0	1.0	1.5	1.9	27.7	28.9	17.8	16.2	.6	.3	.1	.1
Texas	21.4	21.7	20.7	18.7	1.4	1.8	1.1	1.4	19.1	17.4	18.8	15.5	.8	2.5	.8	1.8
Utah	1.3	1.6	1.4	1.4	1.2	1.3	1.2	1.2	.1	.1	.1	.1	.0	.2	.0	.0
Vermont	8.8	9.3	12.5	12.4	1.8	1.8	1.9	2.0	5.7	6.3	9.3	9.2	1.2	1.2	1.3	1.3
Virginia	11.4	13.2	12.9	6.8	8.2	9.2	9.5	3.5	3.1	3.9	3.4	3.3	.0	.0	.0	.0
Washington	16.9	15.8	16.0	15.1	8.0	7.4	7.7	7.0	5.4	4.7	4.7	4.5	3.5	3.7	3.6	3.7
West Virginia	4.2	4.5	4.3	4.2	4.2	4.5	3.1	2.9	.0	.0	1.2	1.3	.0	.0	.0	.0
Wisconsin	8.3	8.0	7.9	8.5	2.8	2.7	2.5	2.7	.6	.3	.3	.3	5.0	5.0	5.1	5.4
Wyoming	2.4	2.3	2.5	2.4	1.2	1.2	1.2	1.3	1.2	1.2	1.3	1.0	.0	.0	.0	.0

Source: Rural National Transit Database, 2011-2014

Table 34. State Operating Statistics, 2014

	Number of Agencies	Counties Served (%)	Annual Ridership			Annual Vehicle Miles			Annual Vehicle Hours		
			Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response
			---------thousand rides---------			---------thousand miles---------			---------thousand hours---------		
Alabama	23	76%	1,350	-	1,350	4,683	-	4,683	276	-	276
Alaska	14	67%	1,944	1,694	124	2,693	1,450	866	174	85	75
Arizona	13	73%	938	722	31	2,424	1,889	182	147	116	12
Arkansas	8	79%	1,036	127	909	10,759	200	10,559	619	17	603
California	52	97%	5,908	3,467	1,092	14,034	7,393	3,164	747	368	252
Colorado	28	59%	14,378	8,638	686	16,225	5,827	3,009	1,121	398	265
Connecticut	4	100%	535	414	75	1,606	871	597	101	54	39
Delaware	0	33%	-	-	-	-	-	-	-	-	-
Florida	23	93%	2,003	760	1,112	15,477	3,292	11,194	880	176	687
Georgia	79	70%	1,706	-	1,706	16,219	-	16,219	911	-	911
Hawaii	2	75%	1,976	820	133	5,357	1,391	735	205	64	20
Idaho	11	98%	1,023	839	122	2,439	1,110	698	135	68	54
Illinois	38	86%	4,798	2,437	2,361	15,218	1,141	14,076	852	90	762
Indiana	42	74%	2,409	630	1,780	13,356	811	12,545	876	64	812
Iowa	22	100%	4,526	1,403	3,123	14,006	1,823	12,182	966	143	823
Kansas	79	83%	1,531	434	998	5,807	930	4,539	343	65	256
Kentucky	24	86%	3,266	499	2,767	32,989	862	32,127	1,805	57	1,747
Louisiana	30	53%	495	-	495	4,963	-	4,963	269	-	269
Maine	11	100%	1,109	570	486	8,040	917	6,960	299	59	232
Maryland	7	83%	3,239	2,991	247	3,680	2,100	1,580	263	155	108
Massachusetts	3	71%	1,702	1,647	55	2,010	1,629	381	130	103	28
Michigan	57	87%	6,942	76	6,110	23,138	20	23,091	1,410	2	1,383
Minnesota	46	98%	3,735	1,255	2,480	12,927	3,871	9,056	787	225	562
Mississippi	18	78%	2,576	-	2,576	10,176	-	10,176	455	-	455
Missouri	23	99%	2,206	94	2,112	19,041	528	18,513	1,022	23	998
Montana	29	54%	1,410	807	555	3,549	1,443	1,671	162	55	99
Nebraska	59	77%	660	-	660	2,696	-	2,696	197	-	197
Nevada	16	65%	1,204	854	201	2,144	826	969	135	55	64
New Hampshire	7	70%	1,061	1,002	59	1,476	974	502	126	72	53
New Jersey	5	71%	445	159	286	2,001	447	1,554	145	22	123
New Mexico	18	79%	1,614	1,272	333	4,802	3,060	1,633	302	166	134
New York	43	73%	3,881	3,433	386	13,126	11,549	1,282	697	601	87
North Carolina	55	97%	4,608	1,987	2,621	28,843	1,528	27,313	1,515	114	1,401
North Dakota	21	100%	623	132	471	2,786	224	2,501	215	18	188
Ohio	33	41%	2,525	199	2,326	12,019	380	11,639	726	28	697
Oklahoma	19	95%	3,280	796	2,483	18,902	832	18,069	1,064	52	1,012
Oregon	27	86%	2,750	1,420	601	7,210	2,414	2,701	408	134	196
Pennsylvania	13	43%	2,988	2,307	540	7,901	3,677	3,750	466	234	219
Rhode Island	0	40%	-	-	-	-	-	-	-	-	-
South Carolina	11	87%	852	343	393	4,906	553	3,960	240	36	188
South Dakota	20	89%	1,429	-	1,429	4,063	-	4,063	323	-	323
Tennessee	9	100%	2,899	1,808	1,077	18,239	1,923	16,177	979	103	868
Texas	23	97%	3,519	811	2,377	18,661	1,419	15,487	987	92	817
Utah	3	17%	1,879	1,859	20	1,359	1,236	122	99	87	11
Vermont	10	100%	2,331	1,460	544	12,443	1,979	9,211	495	129	319
Virginia	22	60%	1,427	870	557	6,837	3,521	3,316	355	161	194
Washington	26	90%	6,590	5,224	618	15,105	6,977	4,474	683	296	276
West Virginia	11	45%	1,089	866	224	4,185	2,929	1,255	244	161	83
Wisconsin	47	83%	2,641	1,175	63	8,462	2,714	306	689	162	28
Wyoming	14	48%	2,015	1,698	318	2,376	1,337	1,040	218	107	111

Source: Rural National Transit Database, 2014

Table 35. State Financial Statistics, 2014

	Capital Funding			Operating Funding		
	Local	State	Federal	Local	State	Federal
	----------thousand dollars----------					
Alabama	139		907	2,084		6,101
Alaska	27		278	5,440	1,088	4,988
Arizona	66		773	2,975		4,583
Arkansas		262	1,047	5,275	1,072	7,871
California	2,804	12,039	4,472	23,334	14,132	14,873
Colorado	3,172	3,491	4,407	41,466	802	8,013
Connecticut		4	18	546	1,785	2,209
Delaware						
Florida	217	812	2,150	4,157	16,942	15,101
Georgia	35	42	333	5,001		13,036
Hawaii	776		3,282	11,238		1,259
Idaho				1,558		3,706
Illinois	8	581	1,738	2,749	25,214	9,099
Indiana			846	7,257	6,434	12,392
Iowa	408	496	1,239	6,792	6,545	10,716
Kansas	238		976	3,230	1,959	5,094
Kentucky	171	243	4,258	43,063		17,030
Louisiana				5,082	173	5,731
Maine	105	27	469	2,040	1,349	13,100
Maryland	123	92	860	5,024	2,011	2,085
Massachusetts		967	388	1,586	2,647	2,644
Michigan		1,465	7,074	15,980	29,707	11,217
Minnesota	1,344	991	4,231	1,839	19,569	9,101
Mississippi	508	292	3,254	3,210	339	8,995
Missouri	163		525	5,827	821	12,050
Montana			207	3,649	71	6,334
Nebraska	173		1,545	1,455	1,423	3,810
Nevada	40	1	95	1,200	549	5,389
New Hampshire	60	43	363	1,082	83	3,174
New Jersey	284	451	904	2,012	2,672	1,559
New Mexico	389		807	5,383		7,053
New York				7,670	12,104	5,100
North Carolina	1,049	1,270	7,479	6,499	11,957	11,755
North Dakota	42	246	659	910	2,551	3,114
Ohio	661		2,531	2,726	3,858	14,232
Oklahoma	265	187	1,515	2,700	3,173	14,521
Oregon	654	1,929	3,300	6,040	3,455	11,290
Pennsylvania	52	822	1,796	1,627	22,073	6,729
Rhode Island						
South Carolina			2,660	1,229	1,994	5,274
South Dakota			1,156	2,812	921	6,481
Tennessee	256	234	1,818	1,912	7,655	13,782
Texas	590	802	11,925	3,315	10,705	36,064
Utah	1,273		1,189	5,593	296	2,090
Vermont	589	649	4,462	1,482	6,221	17,694
Virginia	432	1,554	4,970	4,432	3,100	7,726
Washington	1,769	156	6,895	32,402	11,043	8,475
West Virginia	121	413	2,136	3,397	1,622	4,373
Wisconsin	242		985	4,163	4,155	8,788
Wyoming	1,918	350	7,580	2,644	7	4,060

Source: Rural National Transit Database, 2014

Table 36. State Fleet Statistics, 2014

	Number of Vehicles	ADA Vehicles (%)	Average Vehicle Age	Average Vehicle Length	Average Vehicle Capacity	Trips Per Vehicle	Miles Per Vehicle	Hours Per Vehicle
						----------thousands----------		
Alabama	313	73%	6.2	22.5	17.4	4.3	15.0	0.9
Alaska	115	90%	7.6	28.8	20.9	16.9	23.4	1.5
Arizona	85	100%	5.3	25.4	19.1	11.0	28.5	1.7
Arkansas	434	68%	6.8	21.3	11.5	2.4	24.8	1.4
California	930	99%	5.7	24.6	21.5	6.4	15.1	0.8
Colorado	609	72%	8.7	23.0	19.7	23.6	26.6	1.8
Connecticut	73	100%	4.9	24.2	16.3	7.3	22.0	1.4
Delaware	0	-	-	-	-	-	-	-
Florida	693	81%	5.8	21.0	11.3	2.9	22.3	1.3
Georgia	461	80%	3.8	21.1	12.6	3.7	35.2	2.0
Hawaii	183	72%	6.5	23.4	20.6	10.8	29.3	1.1
Idaho	121	70%	7.1	24.8	17.8	8.5	20.2	1.1
Illinois	766	99%	8.0	22.6	13.4	6.3	19.9	1.1
Indiana	770	78%	6.4	19.1	8.5	3.1	17.3	1.1
Iowa	883	92%	7.9	25.2	16.0	5.1	15.9	1.1
Kansas	387	78%	6.9	19.4	11.4	4.0	15.0	0.9
Kentucky	1217	70%	6.5	20.5	10.7	2.7	27.1	1.5
Louisiana	283	94%	5.4	20.8	10.2	1.7	17.5	1.0
Maine	217	74%	7.5	23.2	16.4	5.1	37.1	1.4
Maryland	236	93%	8.9	25.4	19.9	13.7	15.6	1.1
Massachusetts	112	95%	5.1	25.6	19.0	15.2	17.9	1.2
Michigan	1028	91%	5.4	23.2	18.8	6.8	22.5	1.4
Minnesota	857	99%	6.5	25.1	17.5	4.4	15.1	0.9
Mississippi	353	71%	5.2	20.7	17.6	7.3	28.8	1.3
Missouri	1036	87%	6.8	21.4	10.5	2.1	18.4	1.0
Montana	327	67%	7.6	25.0	17.3	4.3	10.9	0.5
Nebraska	254	71%	6.9	19.5	10.2	2.6	10.6	0.8
Nevada	121	83%	8.3	20.3	13.5	10.0	17.7	1.1
New Hampshire	71	100%	6.1	28.6	19.4	14.9	20.8	1.8
New Jersey	124	100%	5.7	24.1	18.1	3.6	16.1	1.2
New Mexico	254	89%	5.4	23.5	15.7	6.4	18.9	1.2
New York	547	99%	4.9	24.1	19.1	7.1	24.0	1.3
North Carolina	1020	75%	4.7	20.1	11.5	4.5	28.3	1.5
North Dakota	176	91%	6.7	20.3	11.3	3.5	15.8	1.2
Ohio	551	87%	5.1	-	11.3	4.6	21.8	1.3
Oklahoma	962	86%	6.3	20.9	12.0	3.4	19.6	1.1
Oregon	385	97%	6.4	23.0	16.4	7.1	18.7	1.1
Pennsylvania	439	64%	5.2	22.7	17.3	6.8	18.0	1.1
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	195	79%	6.9	24.3	17.5	4.4	25.2	1.2
South Dakota	354	59%	9.0	20.2	12.4	4.0	11.5	0.9
Tennessee	817	82%	5.8	19.9	10.2	3.5	22.3	1.2
Texas	1137	90%	6.6	21.4	12.8	3.1	16.4	0.9
Utah	51	100%	7.5	30.0	24.3	36.8	26.6	1.9
Vermont	463	99%	4.8	25.5	18.6	5.0	26.9	1.1
Virginia	320	97%	4.7	22.6	15.3	4.5	21.4	1.1
Washington	721	69%	7.3	23.7	17.4	9.1	20.9	0.9
West Virginia	265	84%	5.2	21.3	13.6	4.1	15.8	0.9
Wisconsin	296	63%	6.0	18.7	7.9	8.9	28.6	2.3
Wyoming	167	86%	7.1	24.3	17.9	12.1	14.2	1.3

Source: Rural National Transit Database, 2014

Table 37. State Performance Measures, Median Agencies Values, 2014

	Trips Per Mile			Trips Per Hour			Operating Expense Per Trip	Operating Expense Per Mile	Farebox Recovery Ratio
	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response			
Alabama	0.18	-	0.18	2.82	-	2.82	16.56	2.62	0.08
Alaska	0.30	0.35	0.19	4.64	4.64	1.97	18.05	5.00	0.10
Arizona	0.24	0.31	0.13	4.84	5.68	1.93	11.17	4.15	0.07
Arkansas	0.08	0.55	0.08	1.48	7.26	1.48	18.67	1.92	0.07
California	0.29	0.28	0.26	5.27	5.79	3.19	15.49	4.90	0.10
Colorado	0.40	1.37	0.17	5.50	18.30	2.24	9.96	3.81	0.05
Connecticut	0.28	0.44	0.12	4.23	5.30	1.98	13.06	3.58	0.07
Delaware	-	-	-	-	-	-	-	-	-
Florida	0.09	0.22	0.09	2.02	3.39	1.53	21.76	2.53	0.03
Georgia	0.12	-	0.12	1.96	-	1.96	14.76	1.90	0.05
Hawaii	0.41	0.59	0.19	9.93	12.88	8.87	7.46	3.09	0.13
Idaho	0.24	0.67	0.17	2.69	14.73	2.35	9.17	3.04	0.03
Illinois	0.13	0.72	0.13	2.32	10.00	2.32	17.66	2.47	0.04
Indiana	0.15	0.46	0.14	2.30	5.36	2.18	14.42	2.22	0.07
Iowa	0.33	0.70	0.28	5.32	8.81	3.88	8.74	2.96	0.09
Kansas	0.28	0.38	0.27	3.82	5.44	3.40	8.03	2.16	0.13
Kentucky	0.09	0.49	0.09	1.69	6.59	1.52	17.66	1.83	0.02
Louisiana	0.11	-	0.11	2.11	-	2.11	25.97	2.48	0.03
Maine	0.14	0.32	0.08	3.01	5.23	1.90	22.78	2.67	0.05
Maryland	0.18	0.21	0.18	3.57	3.98	1.66	15.88	3.07	0.08
Massachusetts	1.02	1.09	0.16	12.52	14.00	2.49	6.09	5.01	0.29
Michigan	0.26	3.86	0.26	4.00	40.58	3.94	12.56	3.32	0.19
Minnesota	0.31	0.31	0.31	4.30	4.23	4.30	11.32	3.41	0.13
Mississippi	0.16	-	0.16	3.64	-	3.64	12.07	2.18	0.04
Missouri	0.29	0.35	0.29	2.94	5.28	2.80	12.53	2.09	0.08
Montana	0.24	0.34	0.27	4.86	13.29	3.66	11.31	2.88	0.06
Nebraska	0.21	-	0.21	3.07	-	3.07	14.83	2.93	0.09
Nevada	0.29	0.39	0.22	3.90	6.56	3.27	13.03	3.67	0.04
New Hampshire	0.20	0.28	0.13	2.18	4.31	1.10	14.27	3.09	0.05
New Jersey	0.22	0.34	0.18	3.33	6.18	2.22	16.55	3.47	0.02
New Mexico	0.29	0.32	0.20	4.56	6.37	2.70	10.79	2.98	0.07
New York	0.23	0.22	0.19	4.96	4.96	3.30	14.46	3.33	0.08
North Carolina	0.11	0.24	0.11	2.05	3.31	2.04	16.86	1.84	0.03
North Dakota	0.16	0.59	0.15	2.31	7.20	2.30	14.16	3.03	0.10
Ohio	0.17	0.53	0.17	2.59	7.01	2.55	16.50	2.75	0.05
Oklahoma	0.19	0.41	0.19	2.76	6.69	2.68	11.14	2.00	0.06
Oregon	0.38	0.45	0.24	5.15	8.50	2.95	10.47	3.45	0.10
Pennsylvania	0.44	0.48	0.19	5.53	6.82	2.48	11.58	4.49	0.06
Rhode Island	-	-	-	-	-	-	-	-	-
South Carolina	0.09	0.27	0.08	2.00	4.48	1.81	20.15	1.96	0.05
South Dakota	0.41	-	0.41	4.30	-	4.30	9.00	3.38	0.12
Tennessee	0.07	0.74	0.06	1.31	10.43	1.27	27.34	1.97	0.04
Texas	0.16	0.17	0.14	2.76	2.33	2.24	18.13	3.04	0.05
Utah	0.34	0.35	0.18	2.76	3.37	1.80	9.45	6.22	0.03
Vermont	0.18	0.63	0.08	3.99	8.92	2.33	13.71	2.34	0.03
Virginia	0.22	0.28	0.19	4.00	4.93	2.78	10.53	2.39	0.05
Washington	0.21	0.40	0.16	4.49	8.11	2.21	14.11	3.15	0.05
West Virginia	0.19	0.18	0.17	3.54	3.66	2.70	12.52	2.41	0.09
Wisconsin	0.27	0.27	0.21	2.67	5.54	2.24	9.62	2.57	0.30
Wyoming	0.30	0.79	0.29	3.60	12.69	2.96	11.66	2.84	0.03

Source: Rural National Transit Database, 2014

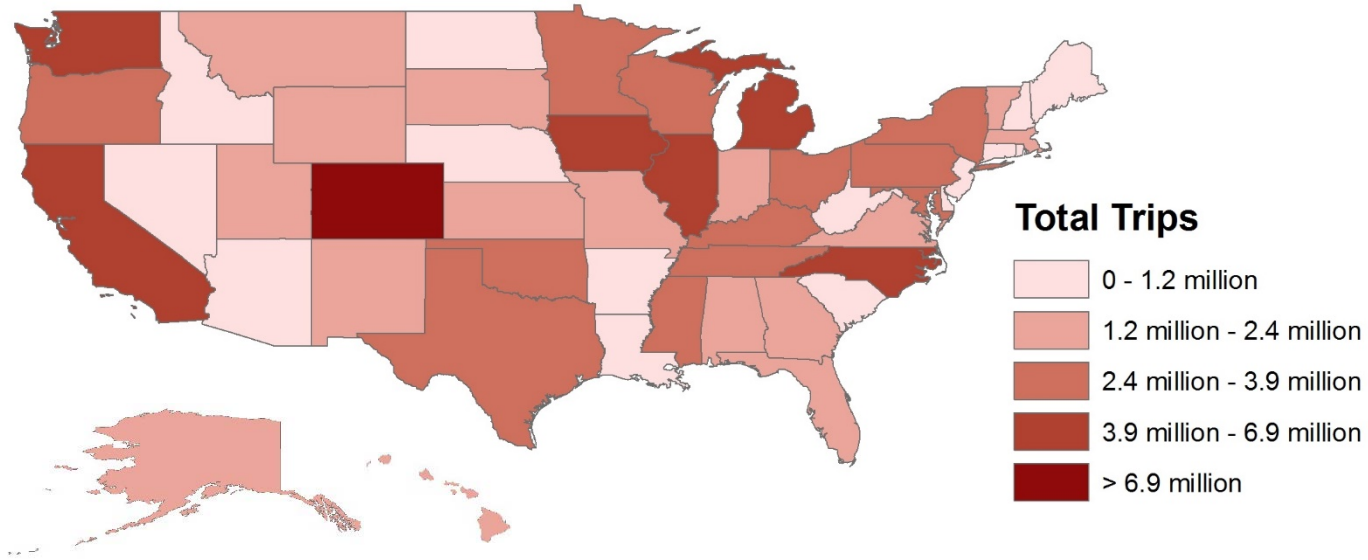

Figure 8. Total Trips by State

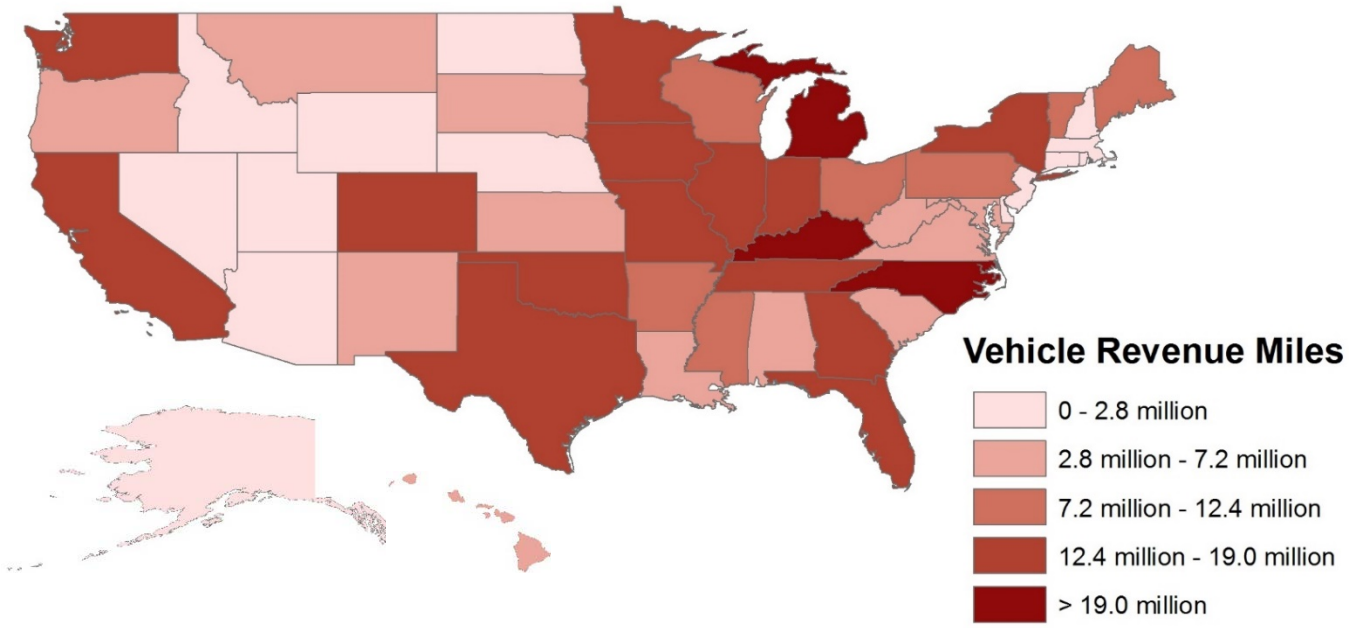

Figure 9. Total Vehicle Revenue Miles by State

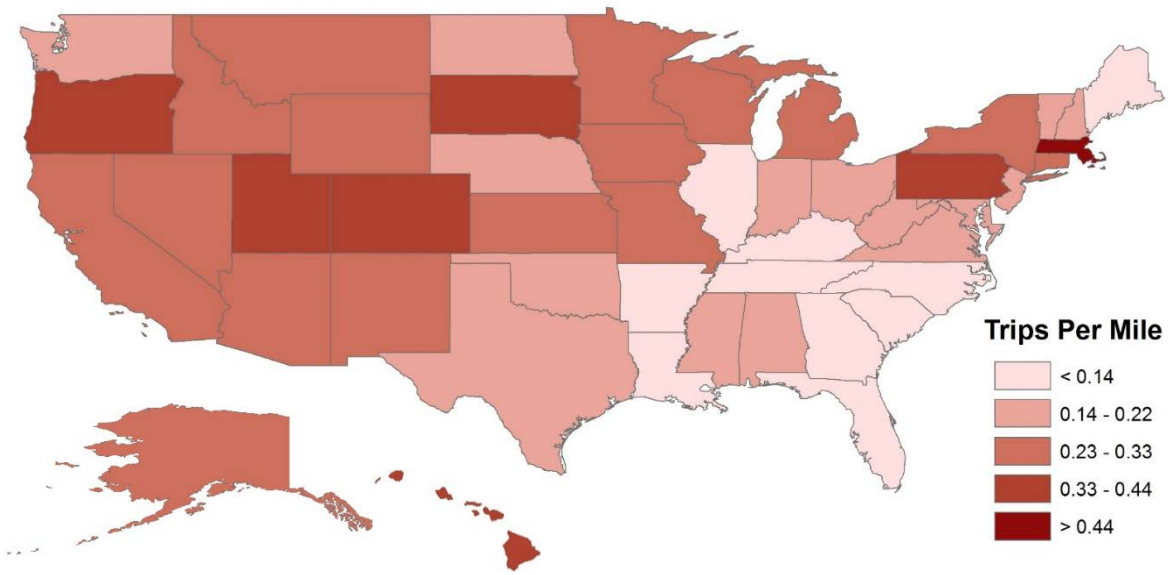

Figure 11. Trips per Vehicle Revenue Mile by State

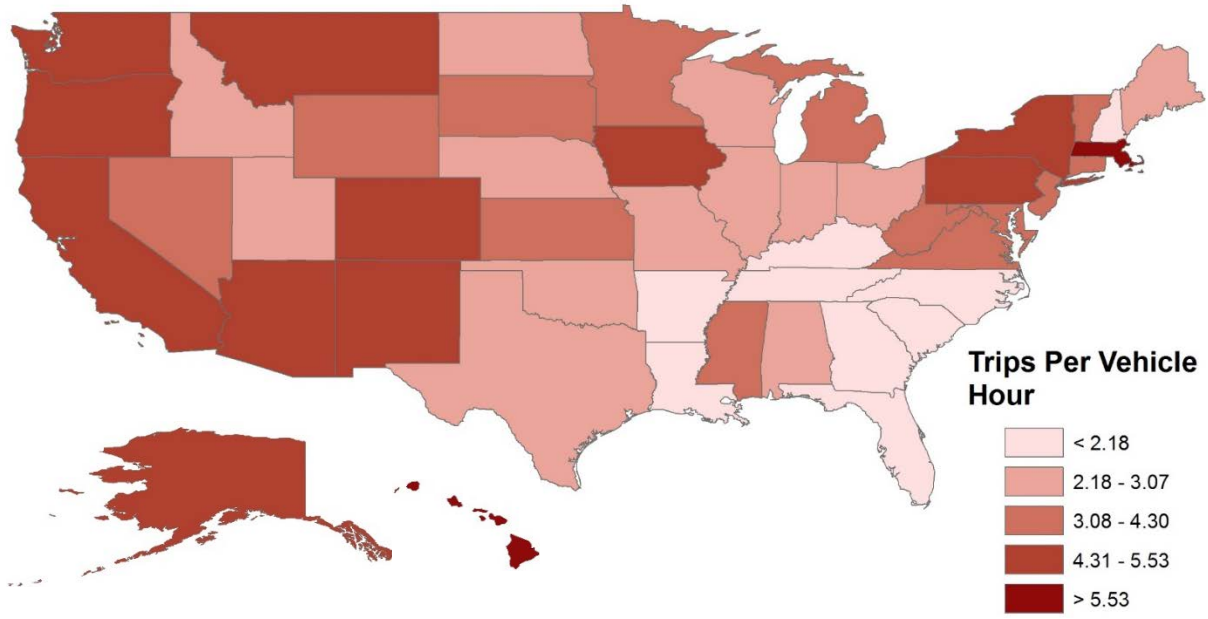

Figure 10. Trips per Vehicle Revenue Hour by State

TRIBAL TRANSIT

The number of tribal transit providers has grown significantly over the past decade (Mielke 2011). A SURTC report published in 2011, titled "5311(c) Tribal Transit Funding: Assessing Impacts and Determining Future Program Needs," provides information about existing tribal transit services and funding and discusses transportation needs of Native American and Alaska Native communities. The report provided data for the 180 rural reservations that had at least 500 residents, showing there are several geographic and demographic indicators that suggest that the provision of transit services should be a high priority on many reservations. These indicators include low population densities, long travel distances, and a higher percentage of older adults and low-income households. According to Mielke et al. (2011), there were 118 tribal transit services existing at the time, with an additional 45 tribes in the planning stage. Of these rural tribal transit providers, 128 submitted data to the 2014 Rural NTD. Statistics for these transit agencies are shown in Table 38. These 128 agencies provided a total of 2.9 million rides in 2014.

Table 38. Tribal Transit Statistics, 2014

	Tribal
Number of Agencies	128
Annual Ridership (thousand rides)	
Total	2,879
Fixed-route	851
Demand-response	1,098
Annual Vehicle Miles (thousand miles)	
Total	18,664
Fixed-route	6,463
Demand-response	10,273
Annual Vehicle Hours (thousand hours)	
Total	914
Fixed-route	325
Demand-response	518
Number of Vehicles	776
% Vehicles ADA	67%
Average Vehicle Age (years)	5.4
Average Vehicle Length (feet)	21.6
Average Vehicle Capacity	14.3
Trips per Vehicle	3,711
Miles per Vehicle	24,051
Hours per Vehicle	1,178
Trips per Mile	
Total	0.15
Fixed-route	0.13
Demand-response	0.11
Trips per Hour	
Total	3.2
Fixed-route	2.6
Demand-response	2.1
Operating Expense Per Trip	15.95
Operating Expense Per Mile	2.46
Farebox Recovery Ratio	0.5

Source: Rural National Transit Database, 2014

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Glossary of Terms

ARRA – The American Recovery & Reinvestment Act: Signed into law in February 2009, it included $48.1 billion for transportation spending, including $8.4 billion for transit.

Cutaways – Bus bodies mounted on varying sizes of truck chassis.

Demand-response – Non-fixed-route service with passengers boarding and alighting at pre-arranged times at any location within the system's service area.

Deviated fixed-route – Service in which a vehicle operates along a standard route at generally fixed times, from which it may deviate in response to a demand for its service, after which it returns to its standard route.

Fixed-route – Service in which a vehicle operates along a prescribed route according to a fixed schedule.

Section 5309 – Provides capital assistance for new and replacement buses and facilities, as well as fixed-guideway systems.

Section 5310 – Transportation for Elderly Persons and Persons with Disabilities: Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Section 5311 - Formula Grants for Other than Urbanized Areas: Provides funding to states for the purpose of supporting public transportation in rural areas with population of less than 50,000.

Section 5311(c) – Tribal Transit Program: A transportation funding program for Indian Tribes and Alaska Native Villages.

Section 5316 - Job Access and Reverse Commute Program: Address transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.

Section 5317 - New Freedom Program: Additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and society.

Section 5320 - Paul S. Sarbanes Transit in Parks Program: Addresses the challenge of increasing vehicle congestion in and around national parks and other federal lands.

Van pool – A ride sharing service to and from pre-arranged destinations in which a number of people travel together on a regular basis in a van which is designed to carry 7 to 15 passengers.