RURAL TRANSIT FACT BOOK | 2015

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Rural Transit Fact Book 2015

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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 Fact Book to provide updated data. The 2015 edition includes 2013 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 2011-2013 ACS 3-year estimates for the United States and for urban and rural areas. As defined by the Census, "urban" includes urban 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 16% of residents in rural areas are 65 or older, compared to 13% 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 disabilities 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 (15%) 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 have 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)	314	254	60
Average Household Size	2.64	2.65	2.62
Gender (%)			
Male	49.2	48.9	50.6
Female	50.8	51.1	49.4
Age			
Median age	37.4	36.2	42.9
65 or older (%)	13.7	13.1	16.4
85 or older (%)	1.9	1.9	1.7
Population with a Disability (%)	12.3	11.7	14.9
Race (%)			
White	76.3	73.1	90.1
Black or African-American	13.7	15.4	6.6
American Indian and Alaska Native	1.7	1.4	2.6
Asian	5.9	7.0	1.1
Hispanic or Latino	16.9	19.5	5.8
Foreign Born (%)	13.0	15.3	3.3
Highest Education Level Completed (%)			
Did not complete high school	13.7	13.6	13.8
High school	28.0	26.1	35.8
Some college, no degree	21.2	21.1	21.5
Associate's degree	7.9	7.8	8.5
Bachelor's degree	18.2	19.4	13.1
Advanced degree	10.9	11.9	7.2
Economic Characteristics			
Individuals below the poverty line (%)	15.9	16.4	13.7
Median household income (thousand dollars)	52.2	52.5	51.0

Source: American Community Survey, 2011-2013

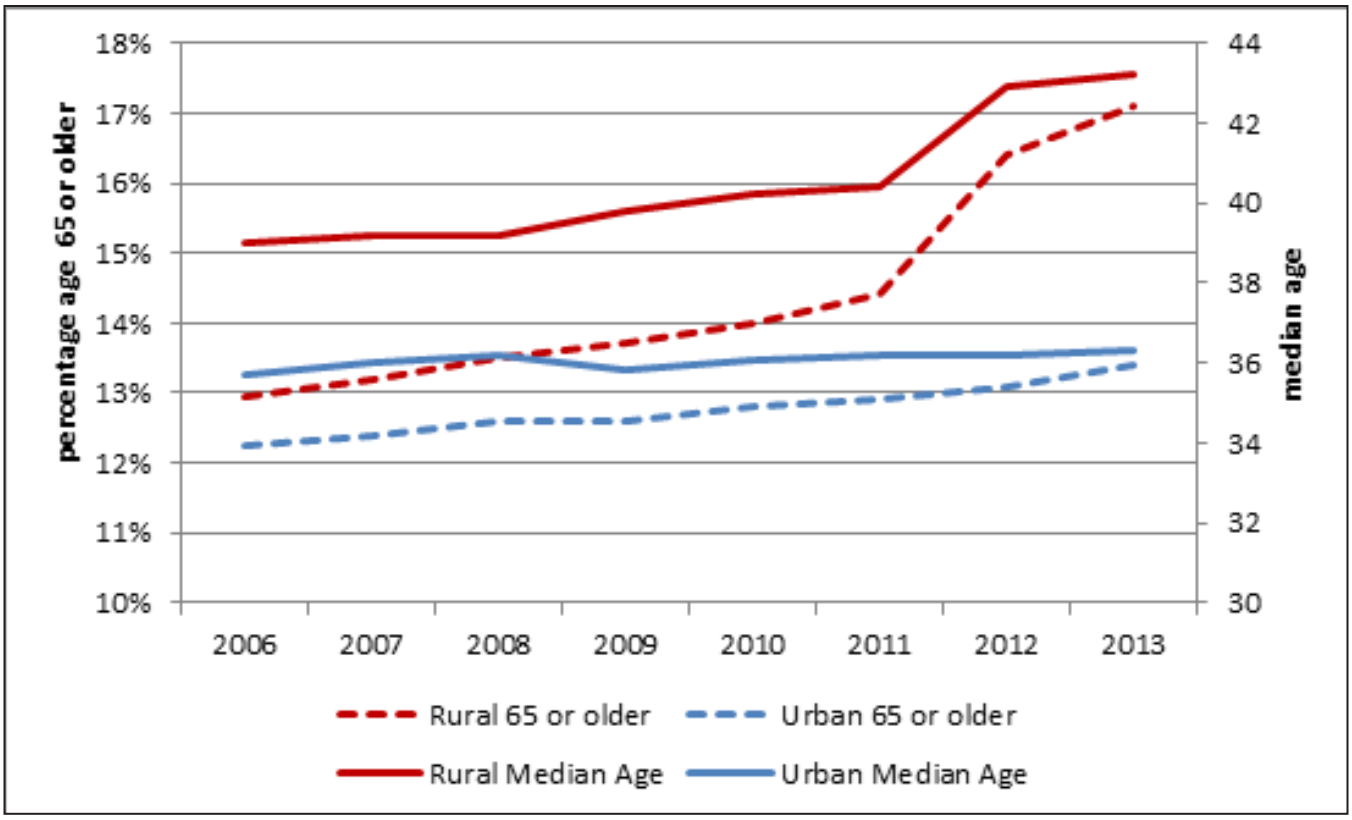

Figure 1. Median Age and Percentage of Population Aged 65 or Older, 2006-2013
Source: American Community Survey 1-Year Estimates, 2006-2013

Table 2. Geographic Mobility

	United States	Urban	Rural
	---------- percentage ----------		
Native population born in their state of residence	58.8	56.2	69.7
Lived in a different house 1 year ago	15.1	16.2	10.2
Lived in a different state or abroad 1year ago	2.9	3.2	1.8

Source: American Community Survey 2011-2013

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

	United States	Urban	Rural
	---------- percentage ----------		
None	9.2	10.4	4.2
1	34.0	36.0	25.6
2	37.4	36.7	40.3
3 or more	19.4	16.9	29.9

Source: American Community Survey 2011-2013

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% of urban residents, and just 1.5% of rural workers aged 16 or older do not have access to a vehicle, compared to 5.3% of their urban counterparts. Rural residents also tend to have slightly longer commutes (measured in minutes).

Table 4. Commuting to Work

	United States	Urban	Rural
Mode Used			
Car, truck, or van – drove alone	76.4%	75.2%	81.4%
Car, truck, or van – carpooled	9.6%	9.6%	9.8%
Public transportation (excluding taxicab)	5.1%	6.1%	0.5%
Walked	2.8%	3.0%	2.0%
Other means	1.8%	1.9%	1.3%
Worked at home	4.3%	4.2%	5.1%
Mean travel time to work (minutes)	25.7	25.4	26.9

Source: American Community Survey 2011-2013

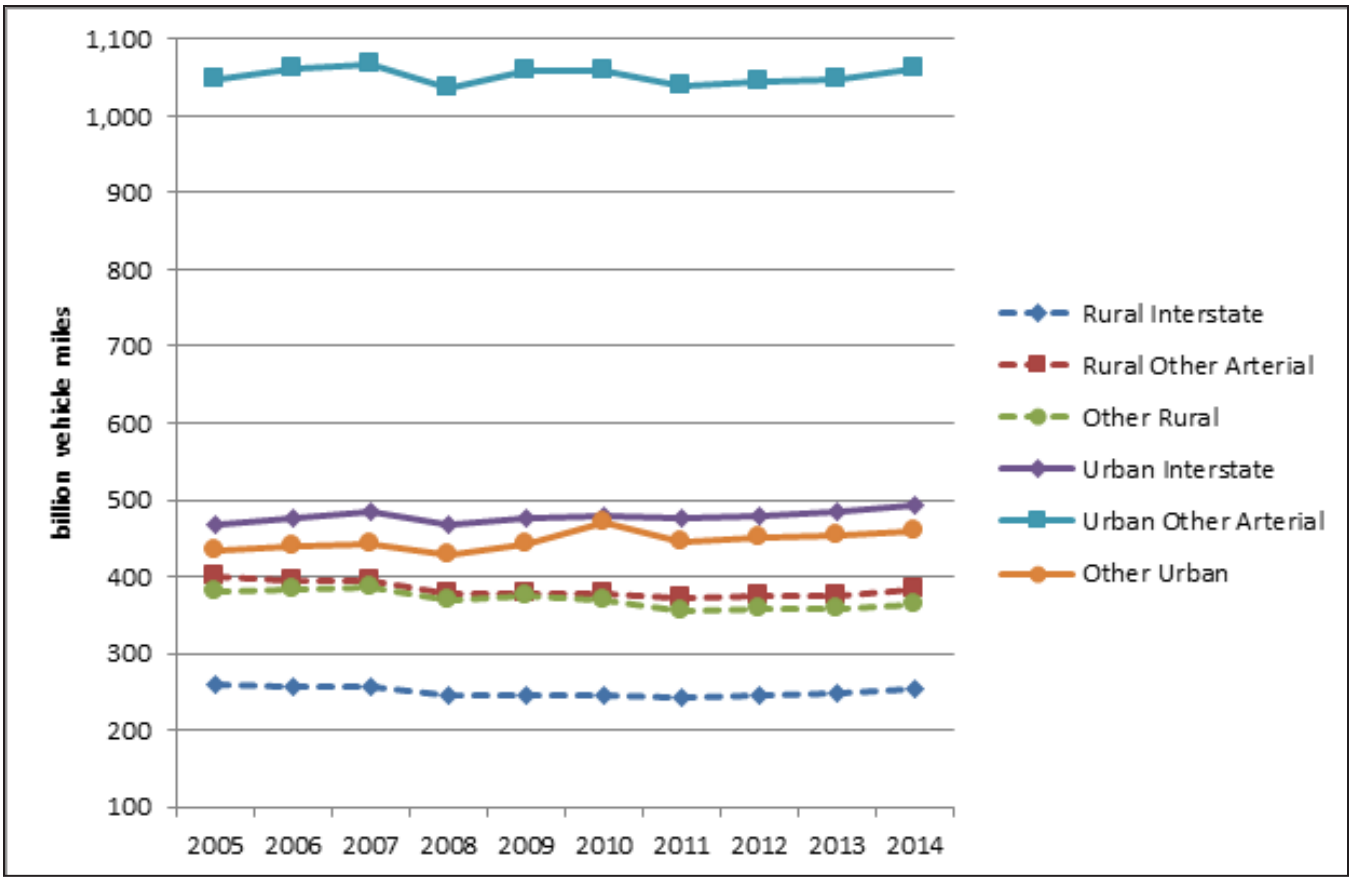

Figure 2. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

Despite heavy reliance on automobiles, vehicle miles traveled (VMT) on rural roads had been slowly declining during the previous decade before starting to increase again after 2011 (see Figure 2). VMT on urban roads had been steadily increasing until dropping or leveling off after 2007, and it also began increasing again after 2011. In 2014, VMT increased 2.1% on rural roads and 1.5% on urban roads. The VMT depicted in Figure 2 includes both personal and commercial travel and is total VMT, as opposed to per capita VMT.

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 was conducted in 2009. The dataset also 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 increases from rural to larger 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

	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

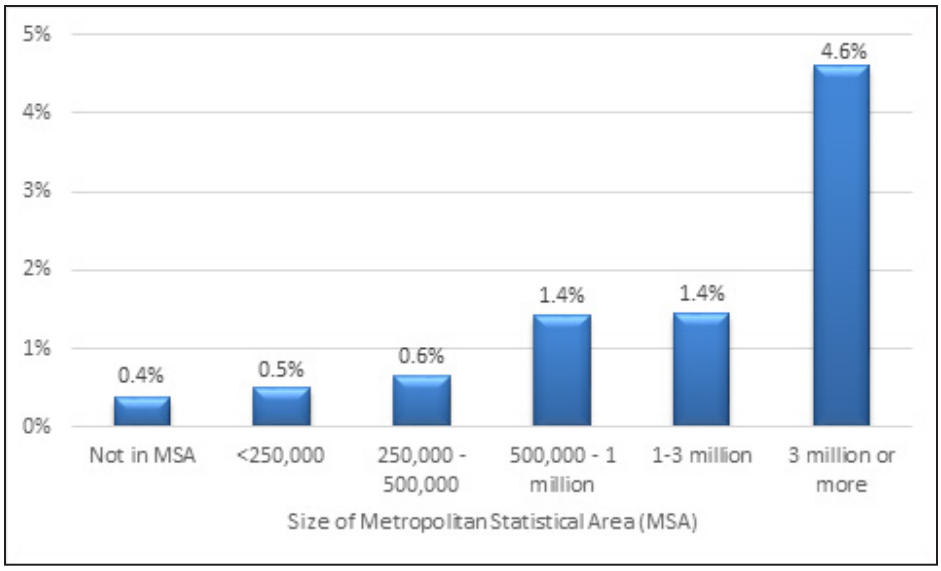

Figure 3. Percentage of Trips by Public Transportation, by Size of Metro Area
Source: 2009 National Household Travel Survey

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 recent 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 Accessible 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 2013 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, decreased slightly from 1,357 in 2012 to 1,317 in 2013 (see Table 10). However, this does not include urban agencies that also receive 5311 funding to provide service in rural areas, as these agencies report their data to the urban NTD. As shown in Table 10, the number of urban systems providing service in rural areas has increased in recent years to 231 in 2013.

Many rural transit agencies offer strictly a demand-response service, while 278 offer both demand-response and fixed-route, and some offer just fixed-route.[1] A total of 438 systems provided fixed-route service in 2013, including either a traditional fixed-route service or deviated fixed-route service.

Table 10. Number of Rural Transit Providers Nationwide

	2009	2010	2011	2012	2013
Type of Service Provided:					
Fixed-route	429	472	464	430	438
Demand-response	1,169	1,180	1,121	1,108	1,094
Fixed-route and demand-response	*235*	*253*	*262*	*246*	*278*
Demand-response taxi	-	-	78	56	52
Ferryboat	-	-	4	6	6
Commuter bus	-	-	58	60	56
Van pool	14	16	18	21	24
Other	22	21	15	13	11
Total Rural General Public Transit	**1,358**	**1,403**	**1,392**	**1,357**	**1,317**
Urban Systems Providing Rural Service	-	107	143	204	231

Source: Rural National Transit Database, 2009–2013

[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, and some may actually provide demand-response paratransit but did not have the data reported.

Nationwide, 79% of counties had some level of rural transit service in 2013, a slight increase from the previous year (see Table 11).

Table 11. Counties with Rural Transit Service

State	Number of counties in state	Counties with 5311 Service				
		2009	2010	2011	2012	2013
Alabama	67	50	50	51	51	51
Alaska	29	12	12	12	12	12
Arizona	15	10	10	10	10	11
Arkansas	75	42	42	42	51	51
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	110	112
Hawaii	4	3	3	3	3	3
Idaho	44	22	43	43	43	43
Illinois	102	64	73	78	86	87
Indiana	92	66	66	66	68	68
Iowa	99	99	99	99	99	99
Kansas	105	87	87	87	87	87
Kentucky	120	89	103	103	103	103
Louisiana	64	31	32	32	32	32
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	73
Mississippi	82	47	47	47	47	47
Missouri	115	114	114	114	114	114
Montana	56	39	39	30	30	30
Nebraska	93	74	74	74	74	74
Nevada	17	11	11	11	11	11
New Hampshire	10	6	6	6	6	7
New Jersey	21	14	15	15	15	15
New Mexico	33	17	24	23	23	26
New York	62	44	44	44	44	45
North Carolina	100	80	97	97	97	97
North Dakota	53	53	53	53	53	53
Ohio	88	36	36	36	36	36
Oklahoma	77	67	67	73	73	73
Oregon	36	32	31	31	31	31
Pennsylvania	67	27	29	29	30	29
Rhode Island	5	2	2	2	2	2
South Carolina	46	37	37	37	37	37
South Dakota	66	50	59	59	59	59
Tennessee	95	95	95	95	95	95
Texas	254	247	247	247	247	247
Utah	29	4	4	6	6	6
Vermont	14	14	14	14	14	14
Virginia	95	55	55	57	57	57
Washington	39	24	24	36	36	35
West Virginia	55	24	25	25	25	25
Wisconsin	72	44	44	44	46	60
Wyoming	23	13	13	13	13	13
Total	3102	2311	2392	2410	2432	2453
Percentage of counties served		74.5%	77.1%	77.7%	78.4%	79.1%

Source: Rural National Transit Database, 2009–2013

OPERATING STATISTICS

Total annual ridership for rural transit systems decreased 3% in 2013, from 135 million rides in 2012 to 131 million rides (see Table 12).[2] Meanwhile, total vehicle miles decreased 5% and vehicle hours decreased 4%. Rural transit agencies provided 495 million miles of service and 28 million hours of service in 2013.

Table 12. Rural Transit Operating Statistics

	2009	2010	2011	2012	2013	% change 2012-2013
	---------- millions ----------					
Annual Ridership						
Fixed-route	71.7	76.1	69.2	66.0	63.0	-4%
Demand-response	57.9	61.0	57.4	55.8	55.5	-1%
Van pool	0.5	0.6	0.8	0.9	0.8	-9%
Commuter bus	-	-	8.4	7.0	6.5	-6%
Demand-response taxi	-	-	2.3	2.0	1.6	-21%
Ferryboat	-	-	0.8	1.2	1.2	-3%
Bus rapid transit	-	-	-	-	0.1	
Aerial tramway	-	-	-	-	2.3	
Other	1.0	1.2	0.4	2.2	0.0	
Total	131.1	138.9	139.4	135.1	131.1	-3%
Annual Vehicle Miles						
Fixed-route	114.1	133.8	125.8	111.6	105.9	-5%
Demand-response	357.3	389.3	376.2	372.1	358.1	-4%
Van pool	2.8	3.6	4.8	4.9	5.2	7%
Commuter bus	-	-	16.7	17.4	15.9	-8%
Demand-response taxi	-	-	6.7	9.3	6.2	-33%
Ferryboat	-	-	0.4	0.1	0.1	4%
Bus rapid transit	-	-	-	-	0.4	
Aerial tramway	-	-	-	-	3.3	
Other	24.2	23.4	0.2	3.4	0.0	
Total	498.4	550.1	530.8	518.9	495.2	-5%
Annual Vehicle Hours						
Fixed-route	6.6	7.4	6.9	6.1	5.8	-5%
Demand-response	22.3	23.9	22.7	21.8	20.8	-5%
Van pool	0.0	0.1	0.3	0.2	0.1	-12%
Commuter bus	-	-	0.7	0.7	0.6	-8%
Demand-response taxi	-	-	0.9	0.8	0.5	-28%
Ferryboat	-	-	0.1	0.0	0.0	-2%
Bus rapid transit	-	-	-	-	0.0	
Aerial tramway	-	-	-	-	0.3	
Other	0.7	0.5	0.0	0.0	0.0	
Total	29.6	32.0	31.5	29.6	28.3	-4%

Source: Rural National Transit Database, 2009–2013

[2] Previous editions of the Rural Transit Fact Book did not include sponsored or coordinated trips, so total reported trips was lower, especially for demand-response service. The current edition includes these trips.

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 36 million trips, 79 million miles, and 4.3 million hours in 2013. Combining the data from Tables 12 and 13 shows that 167 million rural transit trips were provided in 2013.

Table 13. Rural Service Provided by Urban Operators

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

Source: Rural National Transit Database, 2010–2013

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, or the possibility that not all agencies reported their data in a given year. 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 49% of existing providers experienced an increase in ridership from 2012 to 2013, while 52% and 51% increased vehicle miles and hours, respectively (see Table 14). The median change from 2012 to 2013 was a 0.3% increase in vehicle miles, a 0.1% increase in vehicle hours, and a 0.4% decrease in ridership. Some agencies experienced more significant gains. Thirty-one percent had an increase in ridership of 5% or more, 22% increased ridership by 10% or more, and 13% 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, 2011-2012

	Vehicle Miles	Vehicle Hours	Total Trips
Median Change	+3.0%	+1.0%	-0.4%
Percentage of Agencies with an Increase	52%	51%	49%
Percentage of Agencies with an Increase of:			
5% or more	33%	31%	31%
10% or more	22%	23%	22%
20% or more	12%	12%	13%
50% or more	4%	5%	5%
100% or more	2%	2%	2%
Percentage of Agencies with a Decrease of:			
5% or more	29%	30%	37%
10% or more	19%	20%	25%
20% or more	7%	10%	12%
50% or more	1%	2%	3%

Source: Rural National Transit Database, 2012, 2013

Table 15 shows median and percentile rankings for vehicle miles and hours and passenger trips per agency in 2013. The data show that the median vehicle miles provided per system was 184,506, the median hours of service was 10,869, and the median number of trips provided was 33,520. For systems providing fixed-route service, the median fixed-route miles provided was 149,873, the median fixed-route hours of service was 8,061, and the median number of rides provided was 43,270. For demand-response operations, the median values were 133,833 miles, 8,410 hours, and 22,938 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 809,584 or more miles of service, and the smallest 10% provided 24,813 miles or less.

Table 15. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2013

	Vehicle Miles			Vehicle Hours			Regular Unlinked Trips		
Percentile	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total
10th	27,982	17,625	24,813	1,884	1,442	1,877	4,130	3,202	4,448
25th	62,240	49,242	68,070	3,658	3,279	4,237	11,913	8,727	12,087
50th	149,873	133,833	184,506	8,061	8,410	10,869	43,270	22,938	33,520
75th	332,821	328,272	415,162	18,630	18,881	24,374	130,237	53,636	95,350
90th	533,830	713,867	809,584	31,237	40,629	47,743	343,990	118,733	209,177
Number of agencies reporting	436	1,092	1,303	436	1,091	1,303	436	1,092	1,303

Source: Rural National Transit Database, 2013

FINANCIAL STATISTICS

Federal funding for capital projects decreased in 2013 because of a drop in spending from the American Recovery and Reinvestment Act (ARRA), but funding from other federal programs increased (see Table 16). Meanwhile capital funding increased 19% from state governments and 37% from local sources in 2013.

Federal support of operating costs increased 6% in 2013, from $499 million to $529 million. State funding for operations increased 22% to $288 million and local funding increased 30% to $425 million. Total fare revenues increased 35% to $145 million and contract revenues decreased 42%. Meanwhile, total operating expenses increased 8%.

Table 16. Rural Transit Financial Statistics: Sources of Funding

	2009	2010	2011	2012	2013	Change 2012-2013
	---------- million dollars ----------					
Capital Funding						
Federal						
5309	49.7	45.8	41.3	58.0	58.9	2%
5310	12.8	11.7	8.5	11.2	10.2	-9%
5311	58.7	47.5	46.6	52.1	58.8	13%
5316	1.1	3.2	1.4	3.1	2.5	-18%
5317	2.0	1.2	1.4	1.8	1.8	0%
5320	0.0	0.1	0.2	6.0	0.0	100%
Other Federal	0.5	5.3	1.4	9.1	31.5	244%
ARRA	34.5	253.6	152.1	84.2	38.6	-54%
Total Federal	159.3	368.4	253.0	225.5	202.2	-10%
State	40.6	24.5	22.8	24.6	29.3	19%
Local	30.1	19.2	23.3	30.3	41.6	37%
Operating						
Federal Assistance						
5309	5.5	2.1	3.0	0.9	0.4	-61%
5310	7.6	10.2	10.4	15.7	12.4	-21%
5311	279.8	307.3	370.6	400.8	414.5	3%
5316	10.1	12.7	14.8	15.0	14.5	-3%
5317	1.5	3.6	5.4	7.2	6.1	-15%
5320	0.2	0.2	0.1	0.0	0.0	
Other Federal	30.6	24.8	39.4	53.1	72.9	37%
ARRA	3.8	10.7	12.3	6.4	8.3	30%
Total Federal	339.0	371.7	455.9	499.1	529.1	6%
State Assistance	213.8	235.8	242.5	236.9	287.9	22%
Local Assistance	296.1	322.1	323.0	326.1	424.8	30%
Fare Revenues	97.4	99.9	99.9	107.0	144.7	35%
Contract Revenues	198.1	243.7	246.5	250.7	144.8	-42%
Total Operating	1,144.4	1,273.1	1,367.8	1,419.9	1,531.3	8%

Source: Rural National Transit Database, 2009–2013

The data in Table 16 reflect the dollar amounts reported by rural transit providers to the rural NTD, but the numbers reported could differ from the actual spending totals if any agencies did not report their data. Figure 4 shows actual federal spending levels by the FTA under the section 5311 Non-Urbanized Area Formula Program, not including ARRA funding. As shown, federal funding steadily increased from 2005 through 2008 before dropping in 2009 and then increasing significantly in 2010. The figure shows decreases in spending in 2011 and 2012 and an increase in 2013.

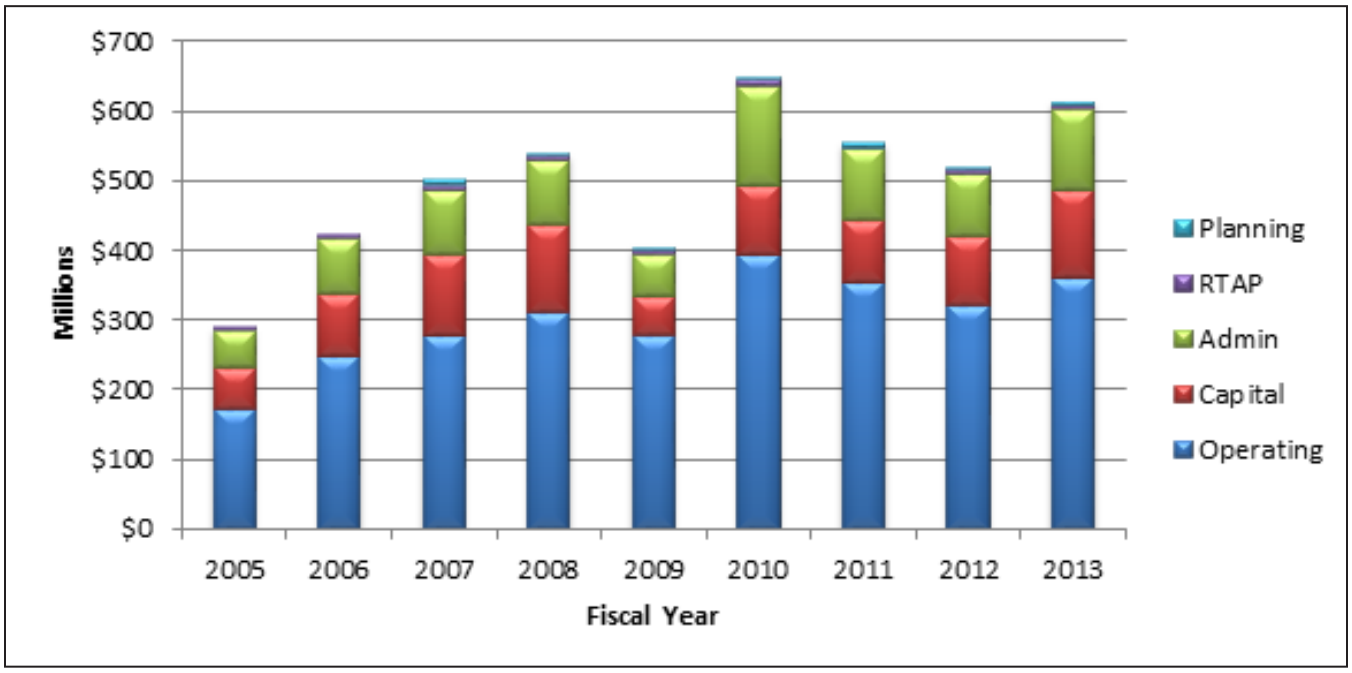

Figure 4. FTA Spending under the Section 5311 Program, FY2005–FY2013
Source: Federal Transit Administration. Grants Data. 2015.

FLEET STATISTICS

Average fleet size was 16.7 vehicles in 2013, about the same as in previous years, and rural transit providers operated a total of 22,018 vehicles in 2013 (see Tables 17 and 18). Figure 5 shows the fleet composition of rural transit agencies. Cutaways comprise the largest portion (49%) of the vehicle fleet, while minivans account for 17% of the vehicles, vans 16%, and buses 16%. Eighty-three percent of these vehicles are ADA accessible (see Table 19). Most buses (95%) and cutaways (94%) are ADA accessible, whereas 69% of minivans and 64% of vans were ADA accessible in 2013.

Table 17. Average Fleet Size

	Vehicles per Agency
2008	14.7
2009	15.4
2010	16.5
2011	16.6
2012	16.4
2013	16.7

Source: Rural National Transit Database, 2008–2013

Table 18. Number of Vehicles in Operation

	2009	2010	2011	2012	2013
Total	20,890	23,133	23,132	22,225	22,018
Buses	3,640	3,904	3,605	3,309	3,400
Cutaways	8,474	10,621	10,907	10,668	10,627
Vans	4,927	4,459	4,350	3,993	3,535
Minivans	3,025	3,422	3,496	3,521	3,685
Automobiles	446	420	413	359	358
School Bus	68	73	74	69	43
Over-the-road bus	57	84	94	86	86
Sport utility vehicle	106	146	187	208	216
Other	147	4	6	2	2

Source: Rural National Transit Database, 2009–2013

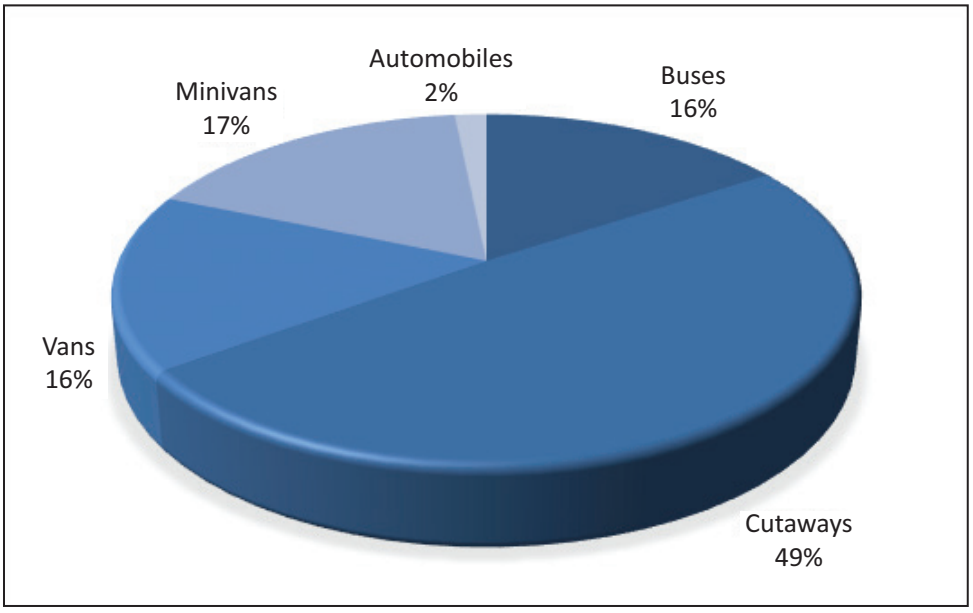

Figure 5. Fleet Composition, 2013

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

	2009	2010	2011	2012	2013
		---------- Percentage ----------			
Total	77	82	82	82	83
Bus	92	95	95	95	95
Cutaway	91	94	93	94	94
Van	63	66	65	64	64
Minivan	56	62	65	66	69
Automobiles	4	11	13	13	13
School Bus	22	15	30	28	30
Over-the-road bus	79	85	82	88	86
Sport utility vehicle	12	5	8	14	13

Source: Rural National Transit Database, 2009–2013

The average age of the vehicles was 6.2 years in 2013. The average vehicle length was 22.6 feet with an average seating capacity of 14.3 (see Tables 20-22). The average bus is 30.6 feet and has a seating capacity of 26.5, while the average cutaway is 23.5 feet with a seating capacity of 14.8. Average vehicle length and seating capacity were mostly the same in 2013 as in the previous year, while average age increased slightly.

Table 20. Average Vehicle Age

	2009	2010	2011	2012	2013
	---------- Years ----------				
Total	6.2	5.5	5.6	5.8	6.2
Bus	6.9	6.8	6.4	6.8	7.2
Cutaway	5.9	5.1	5.4	5.6	6.0
Van	6.3	5.7	5.7	5.9	6.2
Minivan	5.5	4.9	5.2	5.3	5.5
Automobiles	7.4	6.9	7.2	6.9	7.5
School Bus	9.3	9.7	10.9	11.6	12.9
Over-the-road bus	10.1	6.6	7.5	7.4	8.3
Sport utility vehicle	4.0	3.6	4.0	4.6	5.5

Source: Rural National Transit Database, 2009–2013

Table 21. Average Vehicle Length

	2009	2010	2011	2012	2013
	---------- Feet ----------				
Total	22.3	22.6	22.5	22.5	22.6
Bus	29.9	30.6	30.5	30.5	30.6
Cutaway	23.3	23.4	23.5	23.5	23.5
Van	19.1	18.9	19.0	18.8	18.9
Minivan	16.1	16.2	16.2	16.2	16.3
Automobiles	15.0	15.5	15.4	15.4	15.5
School Bus	33.6	34.2	30.8	30.1	33.8
Over-the-road bus	41.4	43.6	42.3	42.4	43.2
Sport utility vehicle	-	14.7	14.4	14.6	15.4

Source: Rural National Transit Database, 2009–2013

Table 22. Average Seating Capacity

	2009	2010	2011	2012	2013
Total	14.8	15.0	14.6	14.3	14.3
Bus	26.0	27.2	26.6	26.5	26.5
Cutaway	14.9	15.1	14.9	14.7	14.8
Van	11.4	10.9	10.8	10.4	10.4
Minivan	6.3	6.1	6.0	5.7	5.7
Automobiles	4.8	4.5	4.4	4.4	4.3
School Bus	45.0	46.5	40.3	39.2	40.0
Over-the-road bus	45.1	48.7	45.0	45.1	45.7
Sport utility vehicle	-	4.7	4.7	4.9	5.3

Source: Rural National Transit Database, 2009–2013

Sixty-nine percent of the vehicles are owned by the transit provider, while most of the remainder is owned by a public agency for the service provider (see Table 23). One percent of the vehicles are leased. Buses and vans are less likely to be owned by the transit provider.

Table 23. Vehicle Ownership, 2013

	Owned by provider	Leased by provider	Owned by public agency
	---------- Percentage ----------		
Total	69	1	30
Bus	60	1	39
Cutaway	73	1	26
Van	57	1	41
Minivan	74	1	25
Automobiles	68	3	28
School Bus	81	2	16
Over-the-road bus	74	0	21
Sport utility vehicle	75	1	24

Source: Rural National Transit Database, 2013

The FTA is the primary funding source for 84% of rural transit vehicles, including 82% of buses, 88% of cutaways, and 81% of vans (see Table 24). State or local sources provide the primary funding source for 11% of the vehicles.

Table 24. Primary Funding Source for Vehicles, 2013

	FTA	Other Federal	State or Local	Private
	---------- Percentage ----------			
Total	84	2	11	3
Bus	82	3	13	2
Cutaway	88	2	9	1
Van	81	1	14	4
Minivan	84	2	11	3
Automobiles	40	3	32	25
School Bus	23	21	56	0
Over-the-road bus	48	16	23	13
Sport utility vehicle	86	1	7	6

Source: Rural National Transit Database, 2013

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES

A few performance measures can be calculated using the data from the Rural NTD. These include two measures of service effectiveness: trips per mile and trips per hour; one measure of service efficiency: cost per mile; and one measure of cost effectiveness: cost per trip. In addition, trips per vehicle, hours of service per vehicle, miles of service per vehicle, and the farebox recovery ratio can be measured.

Trips per mile remained at 0.26 in 2013. As Table 25 shows, trips per mile is significantly higher for fixed-route service (0.60) than it is for demand-response (0.15). Trips per hour remained at 4.6 in 2013. The number of trips per hour was 10.8 for fixed-route service and 2.7 for demand-response.

Table 25. Trips per Mile and Trips per Hour

	2009	2010	2011	2012	2013	% change 2012–2013
Trips per Mile						
Fixed-route	0.63	0.57	0.55	0.59	0.60	1%
Demand-response	0.16	0.16	0.15	0.15	0.15	3%
Van pool	0.18	0.17	0.16	0.18	0.16	-15%
Commuter bus	-	-	0.50	0.40	0.41	2%
Demand-response taxi	-	-	0.34	0.22	0.26	18%
Total	0.26	0.25	0.26	0.26	0.26	2%
Trips per Hour						
Fixed-route	10.9	10.2	10.0	10.8	10.8	0%
Demand-response	2.6	2.5	2.5	2.6	2.7	4%
Van pool	18.5	7.9	3.1	5.9	6.0	3%
Commuter bus	-	-	12.4	10.6	10.8	2%
Demand-response taxi	-	-	2.6	2.7	3.0	10%
Total	4.4	4.3	4.4	4.6	4.6	1%

Source: Rural National Transit Database, 2009–2013

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 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 hour decreases with increases in hours of service provided.

Table 26. Trips per Mile by Number of Miles Provided, 2013

Percentile Rank	Vehicle Miles Provided	Average Trips per Mile
Fixed-Route		
1–10	<26,474	0.41
11–25	26,474–61,665	0.33
26–50	66,666–149,634	0.39
51–75	149,635–331,496	0.52
76–90	331,496–533,818	0.58
>90	>533,818	0.82
Demand-Response		
1–10	<17,363	0.41
11–25	17,363–48,993	0.29
26–50	48,994–133,353	0.24
51–75	133,354–327,943	0.20
76–90	327,944–713,754	0.17
>90	>713,754	0.14

Source: Rural National Transit Database, 2013

Table 27. Trips per Hour by Number of Hours Provided, 2013

Percentile Rank	Vehicle Hours Provided	Average Trips per Hour
Fixed–Route		
1–10	<1,790	3.54
11–25	1,790–3,612	5.45
26–50	3,613–7,986	5.87
51–75	7,987–18,600	7.54
76–90	18,601–31,123	9.49
>90	>31,123	14.95
Demand–Response		
1–10	<1,408	4.04
11–25	1,408–3,253	3.80
26–50	3,254–8,314	3.41
51–75	8,315–18,851	3.07
76–90	18,852–40,487	3.19
>90	>40,487	2.40

Source: Rural National Transit Database, 2013

Trips per vehicle decreased 2% in 2013 to 5,954. Meanwhile, rural transit vehicles averaged 22,491 miles and 1,284 hours of service in 2013, small decreases from 2012 (see Table 28).

Operating cost per trip was $9.74 in 2013, a 1% 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 2013, 793 such systems operated just demand-response service, and 155 offered just fixed-route service. Their average costs are shown in Table 29. The average operating cost for fixed-route-only systems decreased 3% to $7.18 per trip in 2013, while that for demand-response-only systems was nearly unchanged at $13.72 per trip. Operating cost per mile in 2013 was $3.09 for fixed-route-only systems, $2.18 for demand-response-only systems, and $2.58 per mile overall. These were all slight increases from 2012. 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 2013 covered 9% of the operating costs. The farebox recovery ratio had been averaging 8% for several years before increasing in 2013. The ratio is higher for fixed-route-only systems, increasing to 12% in 2013, while the ratio for demand-response-only systems remained at 6%.

Table 28. Trips, Miles, and Hours per Vehicle

	2009	2010	2011	2012	2013	% change 2012-13
Trips per Vehicle	6,278	6,003	6,024	6,081	5,954	-2%
Miles per Vehicle	23,857	23,778	22,947	23,345	22,491	-4%
Hours per Vehicle	1,418	1,383	1,364	1,331	1,284	-4%

Source: Rural National Transit Database, 2009–2013

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

	2010	2011	2012	2013	% change 2012-13
Operating Expense per Trip					
Total	9.09	9.54	9.67	9.74	1%
Fixed-route-only	6.84	6.96	7.42	7.18	-3%
Demand-response-only	12.21	12.85	13.78	13.72	0%
Operating Expense per Mile					
Total	2.32	2.49	2.52	2.58	2%
Fixed-route-only	2.93	2.83	3.04	3.09	2%
Demand-response-only	2.02	2.06	2.10	2.18	4%
Farebox Recovery Ratio					
Total	0.08	0.08	0.08	0.09	19%
Fixed-route-only	0.08	0.08	0.11	0.12	9%
Demand-response-only	0.07	0.06	0.06	0.06	-2%

Source: Rural National Transit Database, 2010–2013

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 $5.72, while 50% have an operating expense per trip at or below $13.42, and 90% are at or below $31.07.)

Table 30. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2013

Percentile Rank	Operating Expense		Farebox Recovery Ratio
	Per Trip	Per Mile	
Total			
10th	5.72	1.40	0.02
20th	8.51	1.86	0.04
50th	13.42	2.66	0.07
75th	20.24	3.70	0.13
90th	31.07	5.13	0.20
Fixed-route-only			
10th	4.16	1.83	0.02
20th	6.26	2.56	0.03
50th	10.34	3.36	0.07
75th	21.44	4.36	0.14
90th	39.93	6.10	0.20
Demand-reponse-only			
10th	6.59	1.32	0.02
20th	9.69	1.68	0.04
50th	14.40	2.40	0.07
75th	21.51	3.37	0.11
90th	30.86	4.72	0.17

Source: Rural National Transit Database, 2013

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, 2013

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	1,806	733	1,275	8,300	11.32	4.60	0.15
Small	195	25	68	8,580	2,667	5,717	33,969	12.74	3.96	0.17
Medium-small	326	68	185	38,277	11,141	10,428	113,620	10.20	2.97	0.09
Medium-large	326	185	415	91,238	27,892	24,987	256,670	9.20	2.81	0.10
Large	195	415	810	113,248	34,768	29,504	303,371	8.73	2.68	0.10
Very large	130	810	-	241,867	53,860	45,904	559,698	10.30	2.31	0.08

*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, 2013

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 6. Table 32 shows how rural transit statistics vary between those regions.

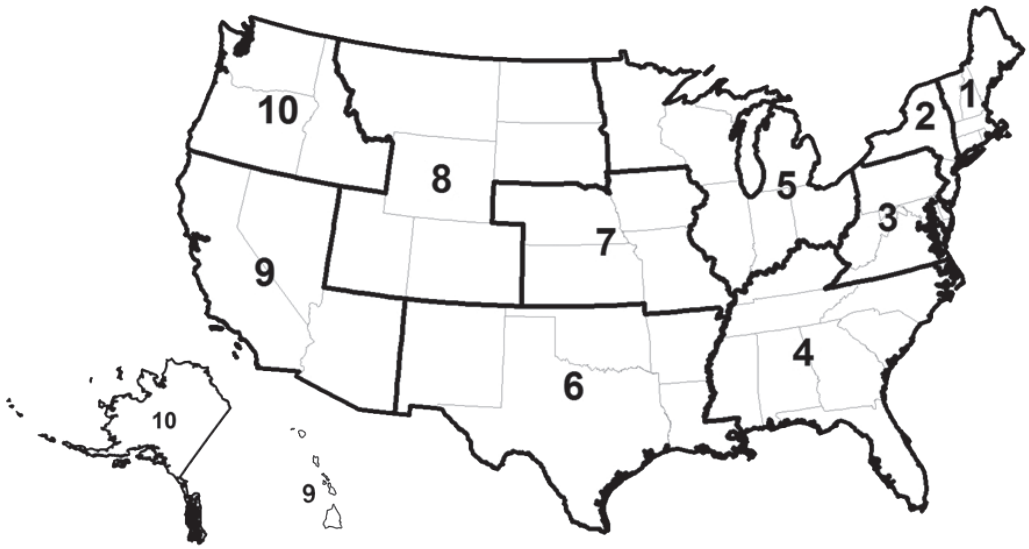

Figure 6. FTA Regions

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 2013 was highest in regions 5 (22.8 million rides) and 8 (20.9 million rides). Region 4 provided the highest level of service, by a significant margin, with 134 million vehicle miles and 7.7 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 regions 8 and 9 provided the most rides per vehicle.

Operating cost per trip was the highest in region 4 and lowest in region 8. For the fixed-route-only agencies, cost per trip was highest in region 1 at $12.43 and lowest in region 6 at $2.06. The lowest cost for demand-response-only providers was $8.81 per trip in region 2. Cost per mile ranged between $1.91 in region 4 to $3.74 in region 9.

State-level statistics are shown in Tables 33-37.

Table 32. Regional Data, 2013

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Agencies										
Fixed-route	27	46	47	48	52	29	15	41	66	67
Demand-response	30	14	40	246	224	108	178	117	63	74
Total	35	49	55	253	278	114	190	138	102	103
Counties Served	85%	72%	54%	82%	76%	85%	91%	68%	86%	82%
Annual Ridership (million rides)										
Fixed-route	4.9	3.2	8.9	5.0	5.5	3.3	2.0	11.9	8.1	10.2
Demand-response	1.3	0.7	1.7	14.2	15.0	7.7	7.0	4.4	1.8	1.5
Total	6.7	4.0	10.7	19.5	22.8	11.3	9.1	20.9	12.9	13.2
Annual Vehicle Miles (million miles)										
Fixed-route	6.2	11.1	19.1	6.8	9.2	5.8	3.5	11.2	17.0	15.9
Demand-response	18.8	4.4	12.3	125.2	72.4	55.9	39.2	14.5	6.0	9.4
Total	26.7	15.8	31.9	133.8	87.6	63.6	43.2	32.5	29.3	30.9
Annual Vehicle Hours (million hours)										
Fixed-route	0.4	0.6	0.9	0.5	0.5	0.3	0.2	0.7	0.8	0.8
Demand-response	0.7	0.3	0.7	7.2	4.3	3.1	2.3	1.1	0.4	0.6
Total	1.2	0.9	1.6	7.7	5.4	3.6	2.6	2.2	1.5	1.6
Number of Vehicles										
Total	751	557	1,380	5,097	4,011	3,408	2,509	1,696	1,168	1,441
Bus	222	347	424	494	621	103	93	406	384	306
Cutaway	429	201	668	1,965	1,905	1,981	1,642	585	605	646
Van	48	9	145	1,741	549	350	173	198	60	252
Minivan	41	0	94	716	741	875	578	376	66	198
Other	8	0	49	181	191	98	23	70	49	36
Vehicles ADA Accessible	94%	99%	94%	74%	89%	84%	85%	72%	85%	78%

Table 32. Regional Data, 2013 (continued)

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Average Vehicle Age	5.7	5.8	5.8	5.4	6.1	6.0	6.6	8.3	6.6	6.9
Average Vehicle Length	25.4	25.9	23.9	20.8	22.5	21.2	22.3	23.5	26.9	24.0
Average Vehicle Capacity	18.7	17.9	16.8	12.2	13.4	12.2	12.6	17.0	21.6	17.4
Trips Per Mile										
Total	0.25	0.25	0.34	0.15	0.26	0.18	0.21	0.64	0.44	0.43
Fixed-route	0.79	0.29	0.46	0.74	0.60	0.56	0.57	1.06	0.48	0.65
Demand-response	0.07	0.16	0.14	0.11	0.21	0.14	0.18	0.31	0.31	0.16
Trips Per Hour										
Total	5.8	4.4	6.6	2.5	4.2	3.2	3.5	9.3	8.7	8.4
Fixed-route	12.5	5.4	9.5	11.1	10.0	9.7	8.4	17.1	9.7	13.0
Demand-response	1.9	2.4	2.5	2.0	3.5	2.4	3.0	4.0	4.5	2.5
Trips Per Vehicle	8,892	7,146	7,787	3,826	5,695	3,315	3,612	12,307	11,055	9,169
Miles Per Vehicle	35,564	28,364	23,102	26,242	21,850	18,652	17,199	19,145	25,073	21,472
Hours Per Vehicle	1,545	1,608	1,187	1,517	1,353	1,043	1,032	1,317	1,266	1,090
Operating Expense Per Trip										
Total	9.92	12.21	8.24	13.11	10.38	12.65	10.63	5.62	8.48	8.66
Fixed-route only	12.43	12.30	7.43	4.88	7.86	2.06	5.44	5.97	8.90	5.78
Demand-response only	34.32	8.81	15.39	14.60	12.68	16.54	12.10	10.88	12.64	22.48
Operating Expense Per Mile										
Total	2.48	3.08	2.78	1.91	2.70	2.25	2.23	3.61	3.74	3.70
Fixed-route only	3.28	3.03	1.78	3.62	3.10	2.14	3.39	4.20	3.71	4.31
Demand-response only	1.73	3.03	1.91	1.78	2.60	2.11	2.16	2.83	4.53	3.39
Farebox Recovery Ratio	0.06	0.12	0.26	0.05	0.09	0.05	0.07	0.09	0.12	0.11

Source: Rural National Transit Database, 2013

Table 33. Rural Transit Vehicle Revenue Miles of Service by State, 2010-2013 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2010	2011	2012	2013	2010	2011	2012	2013	2010	2011	2012	2013	2010	2011	2012	2013
Alabama	5.9	5.3	4.8	4.6	.0	.0	.0	.0	5.9	5.3	4.8	4.6	.0	.0	.0	.0
Alaska	1.8	2.7	2.2	2.6	1.3	1.4	1.4	1.5	.5	.8	.7	.7	.0	.5	.1	.4
Arizona	3.2	3.7	2.4	2.5	2.8	2.6	1.9	2.1	.4	.6	.2	.2	.0	.6	.2	.2
Arkansas	8.1	8.1	8.7	9.1	.0	.2	.1	.2	8.1	7.9	8.6	8.9	.0	.0	.0	.0
California	20.0	18.5	17.0	16.2	15.2	9.8	9.9	10.0	4.8	4.8	4.0	3.3	.0	3.9	3.2	2.9
Colorado	11.0	10.7	14.5	14.5	8.3	5.7	5.3	5.6	2.7	2.5	3.1	2.6	.0	2.4	6.1	6.2
Connecticut	1.5	1.6	1.6	1.6	.7	.7	.7	.7	.7	.8	.8	.8	.0	.1	.1	.1
Delaware	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
Florida	14.5	17.2	14.3	15.3	3.0	5.2	2.2	2.8	11.4	11.8	11.7	11.8	.0	.2	.5	.7
Georgia	15.1	16.3	16.8	16.5	.0	.0	.0	.0	15.1	16.3	16.8	16.5	.0	.0	.0	.0
Hawaii	5.0	7.0	7.8	4.9	5.0	3.3	2.6	1.4	.0	1.7	2.0	.3	.0	2.1	3.1	3.1
Idaho	2.8	2.7	2.3	2.4	1.9	1.8	1.1	1.1	.7	.7	.8	.7	.0	.2	.3	.5
Illinois	12.8	15.0	13.9	15.0	1.0	.0	1.1	.9	11.7	13.7	12.7	14.1	.0	1.4	.0	.0
Indiana	14.9	15.0	15.1	14.5	.8	.7	.7	.8	14.1	14.3	14.4	13.6	.0	.0	.0	.0
Iowa	15.1	14.7	14.8	13.6	.0	2.0	2.0	1.9	15.1	12.7	12.8	11.8	.0	.0	.0	.0
Kansas	6.3	6.9	6.0	6.2	.6	.8	.9	.9	5.7	6.1	5.1	4.7	.0	.0	.0	.5
Kentucky	30.4	27.2	31.3	30.9	.8	.6	.6	.8	29.6	26.6	30.7	30.2	.0	.0	.0	.0
Louisiana	5.9	6.0	5.8	5.8	.0	.1	.0	.0	5.9	6.0	5.8	5.8	.0	.0	.0	.0
Maine	41.3	14.1	10.1	8.8	1.0	2.8	.9	.9	17.1	10.1	8.2	7.7	23.2	1.2	1.0	.2
Maryland	9.4	7.0	4.0	3.9	5.4	4.2	2.1	2.1	3.9	2.6	1.8	1.8	.0	.2	.2	.0
Massachusetts	2.0	2.2	2.1	2.1	1.6	1.7	1.7	1.7	.4	.5	.5	.5	.0	.0	.0	.0
Michigan	23.8	23.7	22.6	23.1	.0	.0	.0	.0	23.8	23.7	22.6	23.1	.0	.0	.0	.0
Minnesota	12.6	13.9	12.6	12.4	3.0	3.7	3.7	3.7	9.6	10.2	8.9	8.8	.0	.0	.0	.0
Mississippi	8.6	8.1	8.8	10.0	8.6	8.1	.0	.0	.0	.0	8.8	10.0	.0	.0	.0	.0
Missouri	23.4	23.0	22.0	20.1	.0	.0	.5	.5	23.2	22.8	21.5	19.6	.2	.2	.0	.0
Montana	3.3	3.4	3.4	3.8	1.3	1.4	1.3	1.4	1.8	1.5	1.9	2.0	.0	.4	.3	.5
Nebraska	2.5	2.6	2.4	2.6	.0	.0	.0	.0	2.5	2.6	2.4	2.6	.0	.0	.0	.0
Nevada	1.6	1.4	2.3	2.1	.9	.9	.9	.9	.7	.5	1.3	1.1	.0	.0	.0	.0
New Hampshire	1.4	1.4	1.6	1.6	1.0	1.0	1.1	1.0	.4	.4	.5	.5	.0	.0	.0	.1
New Jersey	7.3	7.5	2.4	2.2	1.4	1.2	.5	.5	5.9	6.3	1.9	1.7	.0	.0	.0	.0
New Mexico	6.2	5.0	5.2	5.0	4.5	3.0	2.6	2.6	1.8	1.5	1.6	1.6	.0	.5	1.0	.8
New York	13.7	13.8	14.5	13.6	13.7	13.4	14.4	10.6	.0	.0	.0	2.7	.0	.4	.1	.3
North Carolina	44.4	41.4	39.1	29.3	3.2	1.6	1.5	1.1	41.2	39.9	35.1	27.6	.0	.0	2.5	.5
North Dakota	2.9	3.1	2.9	2.7	.2	.0	.2	.2	2.7	3.0	2.6	2.4	.0	.1	.1	.0
Ohio	10.9	11.2	10.0	11.1	.7	.6	.5	.5	10.2	10.6	9.5	10.6	.0	.0	.0	.0
Oklahoma	17.1	18.7	19.5	19.7	1.4	1.1	1.0	1.0	15.7	17.6	18.5	18.7	.0	.0	.0	.0
Oregon	8.8	9.6	7.3	7.4	5.0	4.4	3.8	3.7	3.8	4.4	2.8	2.9	.0	.8	.6	.8
Pennsylvania	13.2	11.8	10.7	10.7	4.9	4.4	4.7	4.4	8.3	7.0	6.0	5.9	.0	.4	.0	.4
Rhode Island	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
South Carolina	7.4	7.5	6.9	5.9	2.3	1.2	1.2	.6	5.1	5.2	4.9	4.9	.0	1.1	.9	.5
South Dakota	4.0	4.2	4.6	4.2	.0	.0	.0	.0	4.0	4.2	4.6	4.2	.0	.0	.0	.0
Tennessee	26.3	29.4	30.2	19.3	1.3	1.0	1.0	1.5	25.0	27.7	28.9	17.8	.0	.6	.3	.1
Texas	21.2	21.4	21.7	20.7	.0	1.4	1.8	1.1	21.2	19.1	17.4	18.8	.0	.8	2.5	.8
Utah	1.3	1.3	1.6	1.4	1.2	1.2	1.3	1.2	.1	.1	.1	.1	.0	.0	.2	.0
Vermont	11.6	8.8	9.3	12.5	2.8	1.8	1.8	1.9	8.8	5.7	6.3	9.3	.0	1.2	1.2	1.3
Virginia	8.5	11.4	13.2	12.9	5.4	8.2	9.2	9.5	3.1	3.1	3.9	3.4	.0	.0	.0	.0
Washington	16.0	16.9	15.8	16.0	8.6	8.0	7.4	7.7	4.7	5.4	4.7	4.7	.0	3.5	3.7	3.6
West Virginia	4.1	4.2	4.5	4.3	4.1	4.2	4.5	3.1	.0	.0	.0	1.2	.0	.0	.0	.0
Wisconsin	7.5	8.3	8.0	7.9	2.4	2.8	2.7	2.5	5.1	.6	.3	.3	.0	5.0	5.0	5.1
Wyoming	2.4	2.4	2.3	2.5	1.4	1.2	1.2	1.2	1.0	1.2	1.2	1.3	.0	.0	.0	.0

Source: Rural National Transit Database, 2010-2013

Table 34. State Operating Statistics, 2013

	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%	1,413	-	1,413	4,594	-	4,594	281	-	281
Alaska	14	41%	2,087	1,813	144	2,610	1,460	719	155	83	59
Arizona	13	73%	921	804	39	2,475	2,077	179	138	116	15
Arkansas	8	68%	1,030	132	898	9,118	203	8,915	569	17	553
California	54	97%	7,230	4,951	1,131	16,203	9,970	3,341	864	505	267
Colorado	26	59%	13,203	8,084	668	14,487	5,628	2,640	1,020	372	234
Connecticut	4	100%	507	328	139	1,633	738	777	98	43	48
Delaware	0	33%	-	-	-	-	-	-	-	-	-
Florida	22	93%	1,843	657	1,102	15,250	2,769	11,795	855	143	697
Georgia	79	70%	1,767	-	1,767	16,508	-	16,508	933	-	933
Hawaii	2	75%	2,256	782	75	4,851	1,392	312	206	61	15
Idaho	10	98%	946	778	106	2,353	1,120	735	132	66	55
Illinois	38	85%	4,496	2,178	2,318	14,991	918	14,073	823	74	749
Indiana	43	74%	2,541	675	1,866	14,467	821	13,646	989	64	924
Iowa	22	100%	4,550	1,464	3,087	13,613	1,856	11,757	945	146	799
Kansas	81	83%	1,435	408	934	6,168	937	4,730	339	61	255
Kentucky	24	86%	3,462	443	3,019	30,930	775	30,155	2,338	64	2,275
Louisiana	29	50%	520	-	520	5,798	-	5,798	281	-	281
Maine	11	100%	1,086	573	460	8,777	904	7,715	325	55	263
Maryland	7	83%	3,397	3,123	274	3,935	2,150	1,785	278	164	113
Massachusetts	3	71%	1,629	1,573	57	2,114	1,664	450	130	100	30
Michigan	57	87%	6,809	-	6,025	23,125	-	23,097	1,397	-	1,371
Minnesota	48	84%	3,558	1,201	2,357	12,416	3,662	8,754	735	207	528
Mississippi	18	57%	2,310	-	2,310	10,012	-	10,012	388	-	388
Missouri	23	99%	2,348	86	2,262	20,065	470	19,596	1,090	22	1,068
Montana	30	54%	1,349	669	631	3,824	1,387	1,972	178	75	98
Nebraska	60	80%	679	-	679	2,555	-	2,555	192	-	192
Nevada	12	65%	1,453	947	506	2,070	942	1,127	135	67	67
New Hampshire	7	70%	1,138	1,073	63	1,593	1,021	518	130	77	50
New Jersey	5	71%	461	170	292	2,175	464	1,710	150	23	127
New Mexico	18	79%	1,664	1,222	320	4,981	2,588	1,582	291	151	112
New York	43	73%	3,518	3,010	425	13,603	10,580	2,694	745	568	166
North Carolina	55	97%	4,590	1,744	2,814	29,274	1,122	27,614	1,470	89	1,368
North Dakota	23	100%	641	128	497	2,663	225	2,390	207	18	180
Ohio	33	41%	2,452	259	2,193	11,129	491	10,639	682	34	647
Oklahoma	19	95%	3,252	758	2,493	19,691	962	18,729	1,115	64	1,051
Oregon	27	86%	2,787	1,723	612	7,370	3,681	2,863	406	177	194
Pennsylvania	15	43%	3,537	2,521	871	10,748	4,404	5,899	610	275	322
Rhode Island	0	40%	-	-	-	-	-	-	-	-	-
South Carolina	13	80%	948	402	433	5,930	605	4,873	298	41	241
South Dakota	19	89%	1,424	-	1,424	4,198	-	4,198	326	-	326
Tennessee	10	100%	2,924	1,684	1,230	19,333	1,459	17,791	1,066	107	952
Texas	25	97%	4,290	859	3,203	20,737	1,107	18,790	1,142	65	1,028
Utah	3	21%	1,887	1,865	22	1,366	1,244	122	99	88	11
Vermont	9	100%	2,316	1,398	593	12,502	1,919	9,269	476	122	305
Virginia	22	60%	2,740	2,369	371	12,885	9,478	3,407	503	322	182
Washington	25	90%	6,985	5,585	640	15,995	7,677	4,669	710	323	277
West Virginia	11	45%	1,071	870	201	4,312	3,077	1,235	247	174	73
Wisconsin	47	83%	2,520	1,051	62	7,897	2,468	293	639	136	28
Wyoming	16	57%	1,969	1,044	924	2,546	1,207	1,338	243	92	150

Source: Rural National Transit Database, 2013

Table 35. State Financial Statistics, 2013

	Capital Funding			Operating Funding		
	Local	State	Federal	Local	State	Federal
	----------thousand dollars----------					
Alabama			1,824	4,116		5,832
Alaska		14	389	4,972	1,137	5,300
Arizona	59	6	1,190	2,540	22	3,810
Arkansas		330	1,728	4,947	963	7,223
California	3,421	9,118	4,865	31,381	11,427	12,043
Colorado	17,986	4,300	17,970	34,581	635	6,959
Connecticut		23	1,500	524	1,780	2,108
Delaware						
Florida	290	1,133	1,872	4,427	16,443	14,066
Georgia	22	15	5,242	6,556		16,501
Hawaii	486		1,273	9,758		1,639
Idaho	5		78	1,782		4,047
Illinois		381	6,806	2,617	23,606	8,147
Indiana	16	10	311	8,950	6,301	12,250
Iowa	708	5	3,486	7,195	6,604	9,236
Kansas	231	7	956	3,595	1,396	5,602
Kentucky	290	276	8,814	43,307		13,854
Louisiana			2,008	3,868	401	6,656
Maine	256	36	1,251	2,116	2,496	11,058
Maryland		251	2,026	3,389	1,980	1,790
Massachusetts	19	642	2,086	1,596	2,448	2,408
Michigan		1,074	5,552	25,366	27,908	10,775
Minnesota	1,228	677	4,272	2,120	17,778	7,135
Mississippi	533	154	4,738	3,531	432	10,137
Missouri	294		4,874	3,031	1,155	14,057
Montana	175	1	921	3,722	82	5,508
Nebraska				1,542	1,524	7,899
Nevada	10	122	252	2,303	1,384	4,735
New Hampshire	7	7	587	1,121	80	4,109
New Jersey	89		130	1,647	2,593	1,173
New Mexico	954		2,982	5,105		6,991
New York	182	182	1,454	6,665	12,180	4,734
North Carolina	899	1,174	7,164	5,907	10,434	10,894
North Dakota	74	72	1,365	1,023	2,356	2,769
Ohio	1,346	21	5,205	3,223	3,084	13,494
Oklahoma	609	65	2,953	2,872	3,015	12,886
Oregon	494	398	2,086	5,595	3,229	11,418
Pennsylvania	200	2,793	5,146	1,089	15,530	8,550
Rhode Island						
South Carolina		38	878	1,550	2,517	5,830
South Dakota	157		629	1,193	953	5,846
Tennessee	343	497	4,025	2,540	6,813	10,319
Texas	588	284	5,359	2,856	13,666	38,693
Utah	179		1,242	7,514		1,944
Vermont	842	783	6,502	2,603	6,488	16,347
Virginia	151	470	2,731	6,916	4,226	11,104
Washington	4,394	444	18,220	32,851	11,513	7,720
West Virginia		191	897	4,272	1,407	3,924
Wisconsin			4,648	3,493	4,371	8,125
Wyoming	945	32	1,663	2,740	433	3,687

Source: Rural National Transit Database, 2013

Table 36. State Fleet Statistics, 2013

	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	312	72%	5.9	22.7	18.0	4.5	14.7	.9
Alaska	109	89%	7.0	28.6	21.0	19.1	23.9	1.4
Arizona	85	100%	5.6	24.6	18.0	10.8	29.1	1.6
Arkansas	431	69%	6.3	21.4	11.6	2.4	21.2	1.3
California	715	86%	6.0	27.3	22.0	10.1	22.7	1.2
Colorado	575	73%	9.5	26.1	21.9	23.0	25.2	1.8
Connecticut	78	100%	4.2	24.4	16.9	6.5	20.9	1.3
Delaware	0	-	-	-	-	-	-	-
Florida	615	81%	5.4	21.3	11.9	3.0	24.8	1.4
Georgia	497	77%	4.2	21.2	13.1	3.6	33.2	1.9
Hawaii	116	82%	7.6	27.9	26.0	19.4	41.8	1.8
Idaho	119	73%	6.7	24.1	17.4	7.9	19.8	1.1
Illinois	744	100%	7.2	22.9	13.7	6.0	20.1	1.1
Indiana	813	83%	6.0	19.1	9.0	3.1	17.8	1.2
Iowa	913	91%	7.5	25.0	15.8	5.0	14.9	1.0
Kansas	357	77%	7.0	19.3	11.5	4.0	17.3	.9
Kentucky	1,258	70%	6.2	20.4	10.7	2.8	24.6	1.9
Louisiana	320	94%	5.0	21.0	10.4	1.6	18.1	.9
Maine	197	82%	7.5	23.5	16.7	5.5	44.6	1.7
Maryland	230	93%	7.9	26.1	20.8	14.8	17.1	1.2
Massachusetts	112	100%	5.5	25.9	19.3	14.5	18.9	1.2
Michigan	1,010	90%	5.6	25.8	18.2	6.7	22.9	1.4
Minnesota	480	99%	6.6	25.0	16.9	7.4	25.9	1.5
Mississippi	283	73%	5.3	22.4	17.8	8.2	35.4	1.4
Missouri	1,041	87%	5.8	21.3	10.5	2.3	19.3	1.0
Montana	232	67%	7.6	23.6	15.1	5.8	16.5	.8
Nebraska	178	67%	6.7	19.8	10.6	3.8	14.4	1.1
Nevada	128	90%	7.3	25.3	17.7	11.4	16.2	1.1
New Hampshire	77	100%	5.9	28.1	20.9	14.8	20.7	1.7
New Jersey	114	99%	6.3	23.9	16.3	4.0	19.1	1.3
New Mexico	264	83%	5.4	23.3	15.4	6.3	18.9	1.1
New York	441	99%	5.7	26.4	18.4	8.0	30.8	1.7
North Carolina	1,013	72%	4.8	20.1	10.8	4.5	28.9	1.5
North Dakota	165	88%	6.6	21.1	11.7	3.9	16.1	1.3
Ohio	520	87%	5.1	19.4	9.9	4.7	21.4	1.3
Oklahoma	1,031	84%	5.8	20.7	11.6	3.2	19.1	1.1
Oregon	330	97%	6.8	23.7	16.3	8.4	22.3	1.2
Pennsylvania	532	100%	5.7	24.7	17.2	6.6	20.2	1.1
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	223	76%	6.0	23.9	16.7	4.3	26.6	1.3
South Dakota	379	59%	9.1	19.8	12.6	3.8	11.1	.9
Tennessee	819	80%	5.5	19.7	10.4	3.6	23.6	1.3
Texas	1,243	89%	6.7	21.4	12.7	3.5	16.7	.9
Utah	51	98%	7.2	30.1	25.2	37.0	26.8	1.9
Vermont	280	100%	4.9	26.2	19.9	8.3	44.7	1.7
Virginia	395	95%	4.9	22.7	15.3	6.9	32.6	1.3
Washington	754	69%	7.3	23.6	17.8	9.3	21.2	.9
West Virginia	223	81%	5.2	22.1	14.5	4.8	19.3	1.1
Wisconsin	336	66%	6.1	20.3	9.1	7.5	23.5	1.9
Wyoming	164	84%	7.2	23.9	17.3	12.0	15.5	1.5

Source: Rural National Transit Database, 2013

Table 37. State Performance Measures, Median Agencies Values, 2013

	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	0.20	-	0.20	3.34	-	3.34	15.81	2.65	0.10
Alaska	0.37	0.51	0.25	5.21	7.76	2.29	18.56	5.63	0.12
Arizona	0.24	0.35	0.25	5.10	5.40	2.53	10.24	3.29	0.08
Arkansas	0.09	0.55	0.08	1.55	7.52	1.56	18.21	1.91	0.06
California	0.34	0.35	0.28	6.23	6.86	3.43	14.00	4.44	0.11
Colorado	0.48	1.37	0.23	5.91	18.94	2.51	10.36	3.90	0.06
Connecticut	0.24	0.30	0.16	4.07	4.33	2.76	13.21	3.17	0.09
Delaware	-	-	-	-	-	-	-	-	-
Florida	0.09	0.19	0.09	1.88	3.76	1.65	23.86	2.48	0.03
Georgia	0.12	-	0.12	2.01	-	2.01	13.83	1.73	0.06
Hawaii	0.47	0.56	0.24	11.01	12.78	4.94	5.97	2.87	0.09
Idaho	0.21	0.69	0.19	2.77	10.91	2.13	14.49	2.53	0.03
Illinois	0.15	2.34	0.15	2.62	27.51	2.62	16.54	2.31	0.04
Indiana	0.15	0.48	0.14	2.40	5.61	2.23	14.23	2.13	0.08
Iowa	0.35	0.85	0.25	5.36	10.42	4.09	8.22	2.94	0.10
Kansas	0.26	0.34	0.25	3.62	5.08	3.39	8.37	2.08	0.12
Kentucky	0.10	0.34	0.09	1.45	4.41	1.38	15.31	1.98	0.03
Louisiana	0.10	-	0.10	2.09	-	2.09	25.93	2.45	0.03
Maine	0.14	0.36	0.07	2.34	4.62	1.82	29.32	3.70	0.05
Maryland	0.18	0.23	0.16	3.67	4.34	1.94	8.73	1.97	0.10
Massachusetts	0.94	1.00	0.15	14.05	16.44	2.39	5.94	4.46	0.23
Michigan	0.25	-	0.24	4.00	-	4.00	11.83	3.15	0.08
Minnesota	0.34	0.31	0.34	4.79	4.54	4.79	10.50	3.21	0.13
Mississippi	0.16	-	0.16	3.94	-	3.94	12.08	1.83	0.04
Missouri	0.28	0.34	0.28	2.97	4.72	2.95	10.57	2.66	0.06
Montana	0.15	0.23	0.16	3.01	3.07	3.31	12.08	2.28	0.05
Nebraska	0.22	-	0.22	3.17	-	3.17	15.11	3.02	0.10
Nevada	0.31	1.11	0.26	4.03	13.58	3.67	12.01	4.59	0.07
New Hampshire	0.20	0.28	0.15	1.97	4.32	1.40	13.70	3.39	0.04
New Jersey	0.23	0.25	0.14	2.59	3.93	2.25	15.18	2.95	0.03
New Mexico	0.29	0.39	0.20	4.28	5.73	2.83	9.75	2.90	0.07
New York	0.22	0.22	0.17	4.22	4.22	2.17	14.97	3.38	0.07
North Carolina	0.11	0.23	0.11	2.17	3.58	2.11	15.67	1.77	0.03
North Dakota	0.23	0.57	0.22	2.83	7.30	2.62	12.28	3.04	0.10
Ohio	0.18	0.51	0.18	2.68	7.25	2.61	15.68	2.90	0.05
Oklahoma	0.15	0.38	0.15	2.50	5.97	2.50	11.22	1.65	0.07
Oregon	0.33	0.42	0.25	4.98	8.34	3.28	11.04	3.36	0.09
Pennsylvania	0.38	0.46	0.20	4.81	7.14	3.10	11.68	4.41	0.41
Rhode Island	-	-	-	-	-	-	-	-	-
South Carolina	0.09	0.28	0.08	1.86	4.36	1.67	21.55	1.95	0.05
South Dakota	0.40	-	0.40	4.50	-	4.50	7.76	3.32	0.11
Tennessee	0.07	0.29	0.07	1.36	3.20	1.25	24.61	1.65	0.04
Texas	0.17	0.34	0.16	2.56	5.48	2.43	18.06	3.06	0.04
Utah	0.27	0.31	0.18	2.98	3.68	2.06	9.35	6.43	0.02
Vermont	0.20	0.50	0.07	4.58	7.69	2.02	13.46	2.01	0.03
Virginia	0.22	0.28	0.19	4.19	5.88	2.86	9.90	2.32	0.05
Washington	0.18	0.41	0.15	4.14	8.13	2.08	14.84	3.15	0.05
West Virginia	0.17	0.18	0.15	3.23	3.14	2.57	14.55	2.53	0.08
Wisconsin	0.28	0.27	0.21	2.80	6.27	2.19	9.22	2.63	0.28
Wyoming	0.28	0.43	0.27	3.28	3.89	2.74	10.42	2.75	0.03

Source: Rural National Transit Database, 2013

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, 103 submitted data to the 2013 rural NTD. Statistics for these transit agencies are shown in Table 38. These 103 agencies provided a total of 2.8 million rides in 2013.

Table 38. Tribal Transit Statistics, 2013

	Tribal
Number of Agencies	103
Annual Ridership (thousand rides)	
Total	2,841
Fixed-route	1,348
Demand-response	973
Annual Vehicle Miles (thousand miles)	
Total	17,897
Fixed-route	7,447
Demand-response	9,151
Annual Vehicle Hours (thousand hours)	
Total	856
Fixed-route	340
Demand-response	455
Number of Vehicles	674
% Vehicles ADA	67%
Average Vehicle Age (years)	5.3
Average Vehicle Length (feet)	22.2
Average Vehicle Capacity	14.6
Trips per Vehicle	4,227
Miles per Vehicle	26,632
Hours per Vehicle	1,274
Trips per Mile	
Total	0.16
Fixed-route	0.18
Demand-response	0.11
Trips per Hour	
Total	3.3
Fixed-Route	4.0
Demand-Response	2.1
Operating Expense Per Trip	14.74
Operating Expense Per Mile	2.34
Farebox Recovery Ratio	0.05

Source: Rural National Transit Database, 2013

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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.