

NCTR

NATIONAL CENTER for
TRANSIT RESEARCH

Rural Transit Fact Book 2013



USF UNIVERSITY OF
SOUTH FLORIDA

NDSU NORTH DAKOTA
STATE UNIVERSITY

UIC UNIVERSITY OF ILLINOIS
AT CHICAGO

FIU FLORIDA
INTERNATIONAL
UNIVERSITY

NCTR is a USDOT Transit-focused University Transportation Center consortium led by the University of South Florida

Acknowledgements

The funds for this study were provided by the United States Department of Transportation through the National Center for Transit Research within the Center for Urban Transportation Research at the University of South Florida. The Small Urban & Rural Transit Center within the Upper Great Plains Transportation Institute at North Dakota State University conducted the research. This report was written by Jeremy Mattson.

Disclaimer

The content presented in this report is the sole responsibility of the Small Urban & Rural Transit Center, the Upper Great Plains Transportation Institute and the authors.

North Dakota State University does not discriminate on the basis of age, color, disability, gender expression/identity, genetic information, marital status, national origin, public assistance status, sex, sexual orientation, status as a U.S. veteran, race or religion. Direct inquiries to the Vice President for Equity, Diversity and Global Outreach, 205 Old Main, (701)231-7708.

Rural Transit Fact Book 2013

Prepared for:

U.S. Department of Transportation

Prepared by:

Jeremy Mattson
Associate Research Fellow

NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE

North Dakota State University
Upper Great Plains Transportation Institute
Small Urban and Rural Transit Center
Fargo, ND

Final Report

21177060-NCTR-NDSU01

July 2013

National Center for Transit Research

A USDOT Transit-focused University Transportation Center consortium led by University of South Florida

4202 E. Fowler Avenue, CUT100, Tampa FL 33620-5375 www.nctr.usf.edu

Member universities: University of South Florida, North Dakota State University,
University of Illinois at Chicago, Florida International University

CONTENTS

INTRODUCTION	1
RURAL AMERICA	2
RURAL TRANSPORTATION	4
NATIONAL RURAL TRANSIT	10
Operating Statistics	12
Financial Statistics	14
Fleet Statistics	16
NATIONAL RURAL TRANSIT PERFORMANCE MEASURES	20
REGIONAL AND STATE STATISTICS.....	25
TRIBAL TRANSIT	33
REFERENCES	36

LIST OF TABLES

Table 1. Characteristics of U.S. Urban and Rural Populations.....	3
Table 2. Geographic Mobility	3
Table 3. Vehicles Available in Household	4
Table 4. Commuting to Work.....	4
Table 5. Travel Behavior for Urban and Rural Residents, by Age Group	6
Table 6. Percentage who Drive, by Age, Geography, and Gender.....	6
Table 7. Mode Shares	6
Table 8. Trip Purpose for Transit and Non-Transit Trips.....	7
Table 9. National Transit Livability Statistics	8
Table 10. Rural Transit Livability Statistics.....	9
Table 11. Number of Rural Transit Providers Nationwide	10
Table 12. Counties with Rural Transit Service	11
Table 13. Rural Transit Operating Statistics	12
Table 14. Agency Level Changes in Service Miles, Hours, and Trips, 2010-2011	13
Table 15. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2011.....	14
Table 16. Rural Transit Financial Statistics: Sources of Funding.....	15
Table 17. Average Fleet Size	16
Table 18. Number of Vehicles in Operation.....	16
Table 19. Percentage of Rural Transit Vehicles that are ADA Accessible	17
Table 20. Average Vehicle Age	18
Table 21. Average Vehicle Length	18
Table 22. Average Seating Capacity	18
Table 23. Vehicle Ownership, 2011	19
Table 24. Primary Funding Source for Vehicles, 2011	19
Table 25. Trips per Mile and Trips per Hour	21
Table 26. Trips per Mile by Number of Miles Provided, 2011.....	21
Table 27. Trips per Hour by Number of Hours Provided, 2011	22
Table 28. Trips, Miles, and Hours per Vehicle	22
Table 29. Operating Costs per Trip and per Mile and Farebox Recovery Ratio	23
Table 30. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2011	23
Table 31. Operating Statistics and Performance Measures by Size of Operation, 2011	24
Table 32. Regional Data, 2011	26
Table 33. Rural Transit Vehicle Revenue Miles of Service by State, 2008-2011 (million miles)	28
Table 34. State Operating Statistics, 2011	29
Table 35. State Financial Statistics, 2011	30
Table 36. State Fleet Statistics, 2011	31
Table 37. State Performance Measures, Median Agency Values, 2011	32
Table 38. Mobility Needs Indicators for Native American and Alaska Native Communities	33
Table 39. Tribal Transit Statistics, 2011	35

LIST OF FIGURES

Figure 1. Vehicle Miles Traveled on Urban and Rural Roadways	5
Figure 2. Percentage of Trips by Public Transportation, by Size of Metro Area	7
Figure 3. FTA Spending under the Section 5311 Program, 2005-2010	16
Figure 4. Fleet Composition	17
Figure 5. FTA Regions	25
Figure 6. FTA Regions and Corresponding Tribes and Transit Services.....	34

INTRODUCTION

Public transportation plays a fundamental role in the livability of all communities. Information on transit service availability and cost is necessary to efficiently and effectively 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 provides information to assist the transit industry in the United States provide efficient and effective service to rural communities.

The intent of the Rural Transit Fact Book is to serve 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. The 2012 edition updated the original Fact Book with the addition of 2010 data, and this publication, the 2013 edition, includes 2011 data from the Rural NTD as well as additional data from the American Housing Survey and the National Household Travel Survey.

SURTC is not responsible for the accuracy of the data reported to the Rural NTD. Over time, it is expected that the quality of data contained in the Rural NTD will improve in terms of completeness and accuracy as the FTA raises data concerns with states who in turn receive better data from sub-recipients.

As noted, this publication presents data for transit providers receiving section 5311 Non-Urbanized Area Formula Program funding. This program provides funding to states for the purpose of supporting public transportation in rural areas with a population 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.



RURAL AMERICA

Geography influences the type and level of transit service that best serves a community. About 75 million Americans, or close to a quarter 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 2009-2011 ACS 3-year estimates for the United States and for urban and rural areas. As defined by the ACS, 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 slightly older. The median age is 40 in rural areas and 36 in urban areas. Approximately 14% of residents in rural areas are 65 or older, compared to 13% of those in urban areas. On the other hand, urban areas have a slightly higher percentage of residents aged 85 or older (1.9%) than do rural areas (1.4%). The percentage of people with disabilities is slightly higher in rural areas (13%) than in urban areas (12%).

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 (5%).

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, or slightly higher, than 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 rural areas, and a higher percentage of urban residents live below the poverty line. Rural residents are much more likely to own their house, and both mortgage-owners and renters in rural areas spend a lower percentage of their income on housing than do their urban counterparts.

Urban residents tend to have greater geographic mobility than those in rural areas (see Table 2). That is, they are less tied to a geographic area and are more likely to move. About 17% of urban residents have moved during the last year, compared to 11% of rural residents. Urban residents are also more likely to make longer moves, and 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)	309	234	75
Average household size	2.62	2.61	2.66
Gender (%)			
Male	49.2	48.8	50.3
Female	50.8	51.2	49.7
Age			
Median Age	37.2	36.1	40.2
65 or older (%)	13.1	12.8	14.1
85 or older (%)	1.8	1.9	1.4
Population with a Disability (%)	12.0	11.6	13.2
Race (%)			
White	76.4	72.7	88.1
Black or African-American	13.6	15.6	7.3
American Indian and Alaska Native	1.6	1.4	2.3
Asian	5.6	6.6	2.2
Hispanic or Latino	16.4	19.3	7.4
Foreign Born (%)	12.9	15.5	4.8
Education Level Completed (%)			
High school	85.5	85.2	86.5
Bachelor's degree	28.2	30.0	22.9
Advanced degree	10.5	11.3	8.0
Economic Characteristics			
Individuals below the poverty line (%)	15.2	16.1	12.2
Median household income (thousand dollars)	51.5	50.9	53.2

Source: American Community Survey 2009-2011

Table 2. Geographic Mobility

	United States	Urban	Rural
	----- percentage -----		
Native population born in their state of residence	58.7	56.4	66.0
Lived in a different house one year ago	15.3	16.6	11.4
Lived in a different state or abroad one year ago	2.9	3.1	2.2

Source: American Community Survey 2009-2011



RURAL TRANSPORTATION

Data from the ACS, Federal Highway Administration (FHWA), and National Household Travel Survey (NHTS) show there are some 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 11% of urban households. Meanwhile, 71% of rural households have two or more vehicles, while only 53% of urban households have two or more vehicles.

Rural workers are more likely to drive alone to work and less likely to commute by public transportation than those in urban areas. Fewer than 1% of rural residents use public transportation to travel to work, compared to 6% of urban residents. Only 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 3. Vehicles Available in Household

	United States	Urban	Rural
	----- percentage -----		
None	9.1	10.7	3.8
1	33.8	36.4	25.4
2	37.6	36.1	42.1
3 or more	19.6	16.7	28.7

Source: American Community Survey 2009-2011

Table 4. Commuting to Work

	United States	Urban	Rural
Mode Used			
Car, truck, or van – drove alone	76.4%	74.8%	81.4%
Car, truck, or van – carpooled	9.8%	9.8%	9.9%
Public transportation (excluding taxicab)	5.0%	6.3%	0.6%
Walked	2.8%	3.1%	1.8%
Other means	1.7%	1.9%	1.2%
Worked at home	4.3%	4.0%	5.2%
Mean travel time to work (minutes)	25.3	24.8	26.9

Source: American Community Survey 2009-2011

Despite heavy reliance on automobiles, vehicle miles traveled (VMT) on rural roads has been slowly declining over the past decade (see Figure 1). VMT on urban roads, on the other hand, had been steadily increasing until dropping or leveling off after 2007. VMT on both urban and rural roads was mostly unchanged from 2011 to 2012. The VMT depicted in Figure 1 includes both personal and commercial travel and is total VMT, as opposed to per capita VMT.

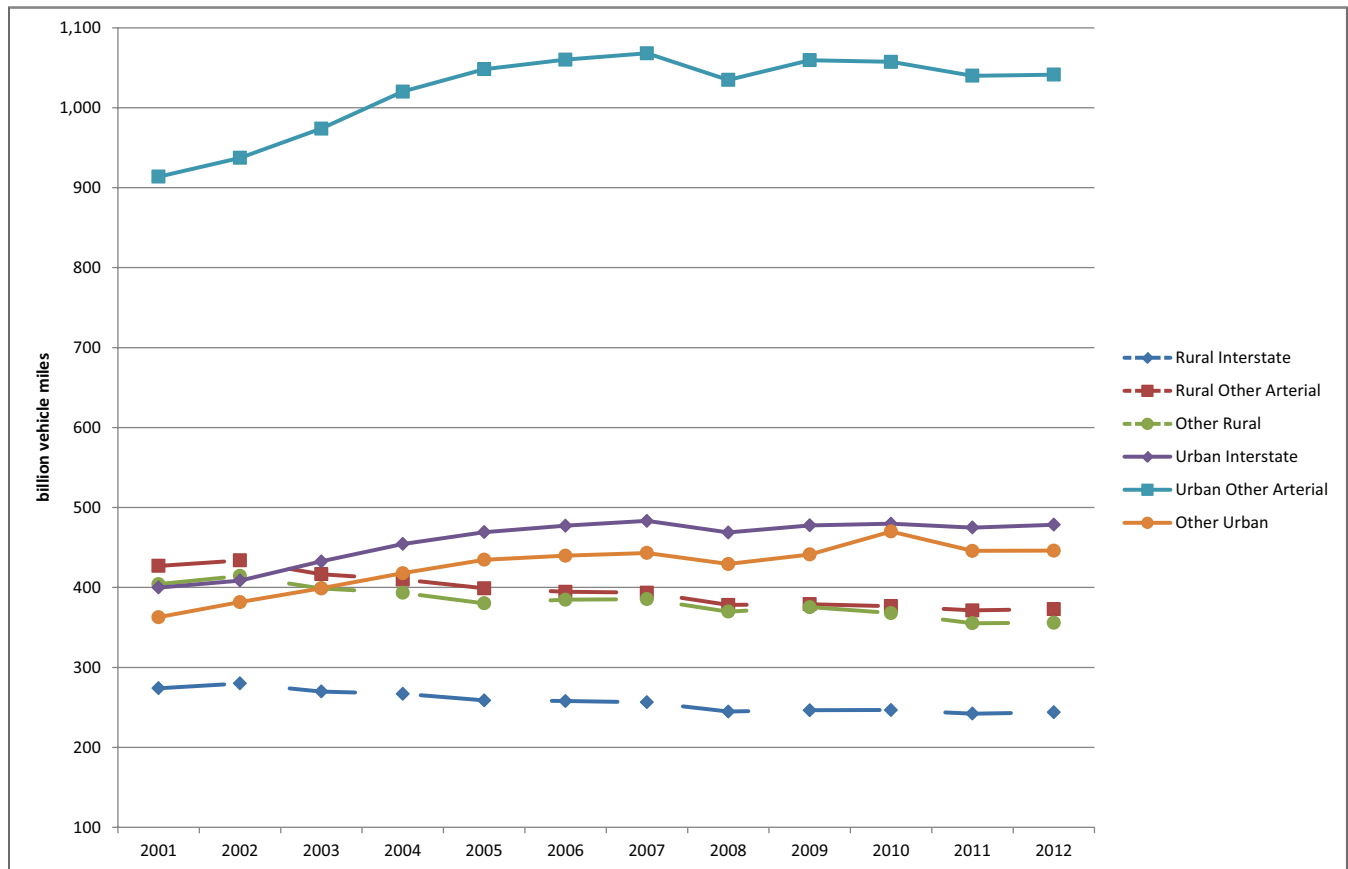


Figure 1. Vehicle Miles Traveled on Urban and Rural Roadways

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 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 shown in the *2011 Rural Transit Fact Book*, the average distance per trip is 8.9 miles in urban areas and 12.5 miles in rural areas, and the median distances for urban and rural residents is 3 miles and 6 miles, respectively. 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

Age	Number of Trips Per Travel Day		Annual VMT Per Person		Used Transit on Travel Day	
	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

Age	Urban		Rural	
	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 2, which shows 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

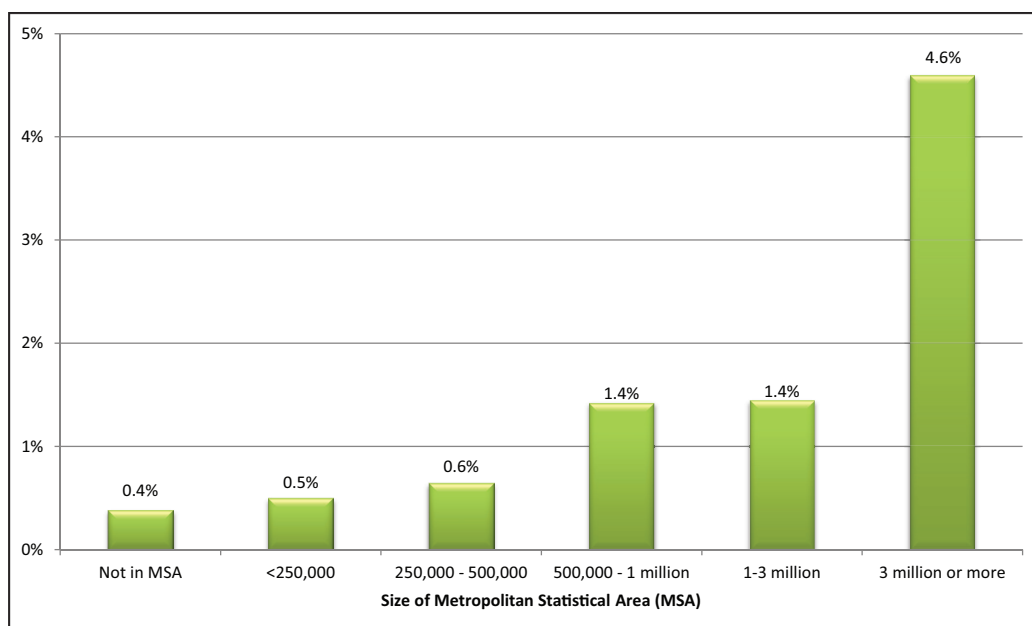


Figure 2. Percentage of Trips by Public Transportation, by Size of Metro Area
Source: 2009 National Household Travel Survey

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.

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.

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

Trip Purpose	Transit Trips		Non-Transit Trips	
	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 American Housing Survey (AHS) is another data source providing information 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 AHS to calculate a series of transit livability statistics, with the intent of investigating and measuring the relationship between transit and community livability. A few of the findings from this report are published in Tables 9 and 10. The measures shown in these tables were calculated as follows:

Transit Availability: The percentage of individuals who live in neighborhoods where transit is available.

Transit Accessibility: The average travel time from an individual's residence to the nearest transit stop in the case where transit is available. Travel time is measured via whichever mode the individual uses, which may include walking or some other mode.

Transit Use: The percentage of individuals who live in households where transit was used by at least one household member in the past week.

Transit Desirability: The percentage of individuals who chose their current housing unit because it was close to transit.

Vehicle Availability: The percentage of individuals who live in a household with at least one vehicle available.

The statistics in Table 9 show how transit availability, accessibility, desirability, and use vary between urban, suburban, small urban, and rural areas. For example, transit was shown to be available to 13% of rural residents, compared to a national average of 57%. Data specific to rural areas are shown in Table 10, with difference shown between regions and individual characteristics.

Table 9. National Transit Livability Statistics

	Transit Availability	Transit Accessibility	Transit Use	Transit Desirability	Vehicle Availability
National	57%	6:06	20%	5%	94%
MSA-City Center	86%	5:15	28%	8%	87%
MSA-Suburban	66%	6:36	15%	5%	96%
MSA-Rural	22%	8:24	9%	2%	98%
Small Urban	37%	5:55	10%	1%	94%
Rural	13%	8:11	9%	0%	97%

Source: 2009 American Housing Survey

Table 10. Rural Transit Livability Statistics

	Transit Availability	Transit Accessibility	Transit Use	Transit Desirability	Vehicle Availability
Rural Total	13%	8:11	9%	0%	97%
Region					
Northeast	16%	8:02	13%	0%	97%
Midwest	15%	5:39	8%	1%	97%
South	8%	12:32	3%	0%	97%
West	25%	6:50	13%	1%	98%
Individual Characteristics					
Low-income	17%	10:31	13%	1%	89%
Senior	13%	8:24	7%	0%	96%
Male	13%	8:33	9%	0%	98%
Receiving disability payments	13%	7:08	16%	0%	97%

Source: 2009 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. The Rural NTD began collecting data in 2007. Data for 2011 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 1,403 in 2010 to 1,392 in 2011 (see Table 11).

Many of these agencies offer strictly a demand-response service, while 262 offer both demand-response and fixed-route, and some offer just fixed-route.¹ A total of 464 systems provided fixed-route service in 2011, including either a traditional fixed-route service or deviated fixed-routes.

Table 11. Number of Rural Transit Providers Nationwide

	2008	2009	2010	2011
Total	1,358	1,358	1,403	1,392
<u>Type of Service Offered:</u>				
Total fixed-route	440	429	472	464
Traditional fixed-route	225	243	246	238
Deviated fixed-route	287	278	302	297
Both	72	92	76	71
Demand-response	1,149	1,169	1,180	1,121
Demand-response & fixed-route	228	235	253	262
Demand-response taxi	-	-	-	78
Ferryboat	-	-	-	4
Commuter bus	-	-	-	58
Van pool	16	14	16	18
Other not specified	40	22	21	15

Source: Rural National Transit Database, 2008–2011

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.

Table 12. Counties with Rural Transit Service

State	Number of counties in state	Counties with 5311 Service			
		2008	2009	2010	2011
Alabama	67	24	50	50	51
Alaska	29	12	12	12	12
Arizona	15	10	10	10	10
Arkansas	75	42	42	42	42
California	58	56	56	56	56
Colorado	64	38	38	38	38
Connecticut	8	8	8	8	8
Delaware	3	1	1	1	1
Florida	67	62	62	62	62
Georgia	159	110	110	110	110
Hawaii	4	3	3	3	3
Idaho	44	34	22	43	43
Illinois	102	64	64	73	78
Indiana	92	66	66	66	66
Iowa	99	99	99	99	99
Kansas	105	96	87	87	87
Kentucky	120	89	89	103	103
Louisiana	64	31	31	32	32
Maine	16	16	16	16	16
Maryland	24	20	20	20	20
Massachusetts	14	10	10	10	10
Michigan	83	72	72	72	72
Minnesota	87	73	73	73	73
Mississippi	82	47	47	47	47
Missouri	115	114	114	114	114
Montana	56	20	39	39	30
Nebraska	93	74	74	74	74
Nevada	17	7	11	11	11
New Hampshire	10	6	6	6	6
New Jersey	21	10	14	15	15
New Mexico	33	17	17	24	23
New York	62	44	44	44	44
North Carolina	100	75	80	97	97
North Dakota	53	53	53	53	53
Ohio	88	36	36	36	36
Oklahoma	77	67	67	67	73
Oregon	36	28	32	31	31
Pennsylvania	67	26	27	29	29
Rhode Island	5	2	2	2	2
South Carolina	46	35	37	37	37
South Dakota	66	50	50	59	59
Tennessee	95	95	95	95	95
Texas	254	247	247	247	247
Utah	29	4	4	4	6
Vermont	14	14	14	14	14
Virginia	95	55	55	55	57
Washington	39	24	24	24	36
West Virginia	55	24	24	25	25
Wisconsin	72	43	44	44	44
Wyoming	23	13	13	13	13
Total	3102	2266	2311	2392	2410
Percentage of counties served		73.0%	74.5%	77.1%	77.7%

Source: Rural National Transit Database, 2008–2011

OPERATING STATISTICS

Total annual ridership for rural transit systems increased 1% in 2011, from 121 million rides in 2010 to 123 million rides (see Table 13). The data suggest a decrease in ridership for both fixed-route and demand-response service in 2011, but this could be due to how the data were reported. Data for commuter bus, demand-response taxi, and ferryboat service were reported for the first time in 2011. It is likely that commuter bus service was previously classified as fixed-route, while demand-response taxi may have been classified as demand-response.

Table 13. Rural Transit Operating Statistics

	2008	2009	2010	2011	% change 2010-2011
	----- millions -----				
Annual Ridership					
Fixed-route	64.9	71.4	76.1	69.2	-9%
Demand-response	43.5	44.0	43.2	41.2	-5%
Van pool	0.4	0.5	0.6	0.8	29%
Commuter bus	-	-	-	8.4	-
Demand-response taxi	-	-	-	1.8	-
Ferryboat	-	-	-	0.8	-
Other	2.4	0.4	1.0	0.4	-58%
Total	111.2	116.4	120.9	122.6	1%
Annual Vehicle Miles					
Fixed-route	115.3	114.1	133.8	125.8	-6%
Demand-response	325.5	357.3	389.3	376.2	-3%
Van pool	3.4	2.8	3.6	4.8	34%
Commuter bus	-	-	-	16.7	-
Demand-response taxi	-	-	-	6.7	-
Ferryboat	-	-	-	0.4	-
Other	18.8	24.2	23.4	0.2	-99%
Total	463.0	498.4	550.1	530.8	-4%
Annual Vehicle Hours					
Fixed-route	6.7	6.6	7.4	6.9	-7%
Demand-response	22.0	22.3	23.9	22.7	-5%
Van pool	0.1	0.0	0.1	0.3	226%
Commuter bus	-	-	-	0.7	-
Demand-response taxi	-	-	-	0.9	-
Ferryboat	-	-	-	0.1	-
Other	0.3	0.7	0.5	0.0	-97%
Total	29.1	29.6	32.0	31.5	-1%

Source: Rural National Transit Database, 2008–2011

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 61% of existing providers experienced an increase in ridership from 2010 to 2011, while 59% and 54% increased vehicle miles and hours, respectively (see Table 14). The median change from 2010 to 2011 was a 2.6% increase in vehicle miles, a 0.9% increase in vehicle hours, and a 3.8% increase in ridership. Some agencies experienced more significant gains. Forty-seven percent had an increase in ridership of 5% or more, more than a third increased ridership by 10% or more, and 22% 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, 2010-2011

	Vehicle Miles	Vehicle Hours	Total Trips
Median Change	+2.6%	+0.9%	+3.8%
Percentage of Agencies with an Increase	59%	54%	61%
Percentage of Agencies with an Increase of:			
5% or more	41%	45%	39%
10% or more	40%	36%	47%
20% or more	28%	25%	36%
50% or more	7%	6%	9%
100% or more	3%	3%	5%
Percentage of Agencies with an Decrease of:			
5% or more	27%	30%	28%
10% or more	18%	22%	20%
20% or more	9%	14%	12%
50% or more	2%	4%	4%

Source: Rural National Transit Database, 2010, 2011

Table 15 shows median and percentile rankings for vehicle miles and hours and passenger trips per agency in 2011. The data show that the median vehicle miles provided per system was 184,046, the median hours of service was 11,549, and the median number of trips provided was 27,171. For systems providing fixed-route service, the median fixed-route miles provided was 166,921, the median fixed-route hours of service was 10,377, and the median number of rides provided was 50,740. For demand-response operations, the median values were 138,613 miles, 8,633 hours, and 17,877 rides. These median numbers changed slightly from the previous year. However, as Table 15 shows, there is significant variation in these numbers. For example, 10% of the agencies provided 853,958 or more miles of service, and the smallest 10% provided 22,606 miles or less.

Table 15. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2011

Percentile	Vehicle Miles			Vehicle Hours			Regular Unlinked Trips		
	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total
10th	29,271	17,473	22,606	1,945	1,402	1,862	4,306	2,460	3,374
25th	64,779	46,472	62,549	3,960	3,032	3,959	15,477	7,042	9,278
50th	166,921	138,613	184,046	10,377	8,633	11,549	50,740	17,877	27,171
75th	352,034	344,163	442,632	20,356	20,827	26,671	147,856	41,873	75,557
90th	611,228	757,419	853,958	32,351	44,517	49,412	387,494	83,127	188,771
Number of agencies reporting	457	1,114	1,372	457	1,114	1,372	456	1,080	1,354

Source: Rural National Transit Database, 2011

FINANCIAL STATISTICS

Federal funding for capital projects more than doubled in 2010 because of spending from the American Recovery and Reinvestment Act (ARRA) (see Table 16). Federal funding for capital projects dropped in 2011 but was still significantly higher than 2009 due to continued ARRA spending. Meanwhile capital funding decreased 7% from state governments and increased 21% from local sources in 2011, following declines from both sources in 2010.

Federal support of operating costs increased 23% in 2011, from \$372 million to \$456 million. State funding for operations increased 3% to \$243 million and local funding was unchanged at \$323 million. Total fare revenues and contract revenues were also largely unchanged from 2010 to 2011. Meanwhile, total operating expenses increased 4%.

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 3 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 had been steadily increasing from 2005 through 2008, before dropping in 2009 and then increasing significantly in 2010. The figure shows a decrease in spending in 2011, but spending levels were higher than those in 2008 and 2009.

Table 16. Rural Transit Financial Statistics: Sources of Funding

	2008	2009	2010	2011	Change 2010-2011
----- million dollars -----					
Capital Funding					
Federal					
5309	47.4	49.7	45.8	41.3	-10%
5310	9.2	12.8	11.7	8.5	-27%
5311	68.1	58.7	47.5	46.6	-2%
5316	0.9	1.1	3.2	1.4	-55%
5317	0.1	2.0	1.2	1.4	16%
5320	1.1	0.0	0.1	0.2	95%
Other Federal	1.2	0.5	5.3	1.4	-74%
ARRA	0.0	34.5	253.6	152.1	-40%
Total	128.1	159.3	368.4	253.0	-31%
State	27.3	40.6	24.5	22.8	-7%
Local	32.2	30.1	19.2	23.3	21%
Operating					
Federal Assistance					
5309	1.8	5.5	2.1	3.0	41%
5310	7.4	7.6	10.2	10.4	1%
5311	257.1	279.8	307.3	370.6	21%
5316	9.0	10.1	12.7	14.8	16%
5317	0.3	1.5	3.6	5.4	51%
5320	0.0	0.2	0.2	0.1	-65%
Other Federal	17.4	30.6	24.8	39.4	59%
ARRA	0.0	3.8	10.7	12.3	15%
Total	293.0	339.0	371.7	455.9	23%
State Assistance	193.6	213.8	235.8	242.5	3%
Local Assistance	275.8	296.1	322.1	323.0	0%
Fare Revenues	85.7	97.4	99.9	99.9	0%
Contract Revenues	214.4	198.1	243.7	246.5	1%
Total Expenses	1063.2	1153.0	1274.2	1322.6	4%

Source: Rural National Transit Database, 2008–2011

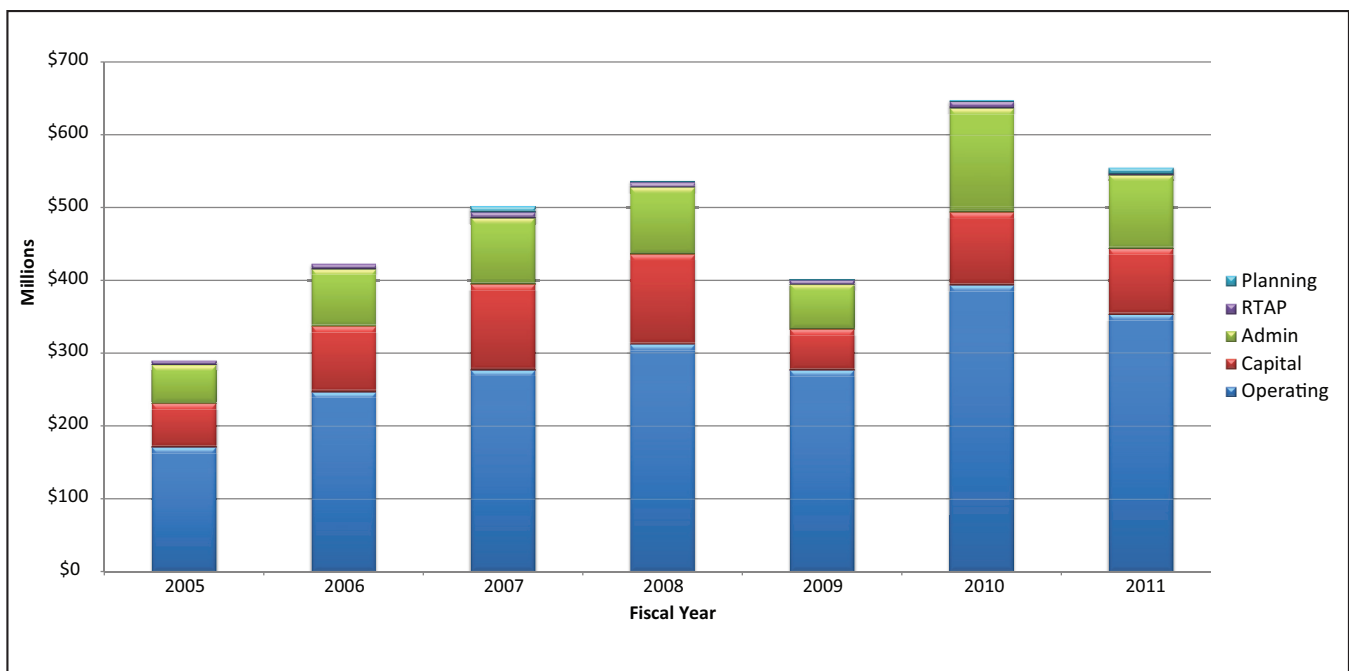


Figure 3. FTA Spending under the Section 5311 Program, 2005–2011

Source: Federal Transit Administration. Grants Data. 2013.

FLEET STATISTICS

Average fleet size rose from 15.4 to 16.5 vehicles in 2010 and then increased slightly to 16.6 vehicles in 2011 (see Table 17). Rural transit providers operated a total of 23,132 vehicles in 2011, nearly the exact same number as the previous year (see Table 18).

The number of buses (excluding cutaways) in operation decreased 8% in 2011, while the number of cutaways increased 3%. The number of cutaways in operation has increased 50% since 2008.

Table 17. Average Fleet Size

Vehicles per Agency	
2007	14.3
2008	14.7
2009	15.4
2010	16.5
2011	16.6

Source: Rural National Transit Database, 2007–2011

Table 18. Number of Vehicles in Operation

	2008	2009	2010	2011
Total	19,921	20,890	23,133	23,132
Buses	3,930	3,640	3,904	3,605
Cutaways	7,230	8,474	10,621	10,907
Vans	5,165	4,927	4,459	4,350
Minivans	2,827	3,025	3,422	3,496
Automobiles	421	446	420	413
School Bus	80	68	73	74
Over-the-road bus	11	57	84	94
Sports utility vehicle	71	106	146	187
Other	186	147	4	6

Source: Rural National Transit Database, 2008–2011

Figure 4 shows the fleet composition of rural transit agencies. Cutaways comprise the largest portion (47%) of the vehicle fleet, while vans account for 19% of the vehicles, buses 16%, and minivans 15%.

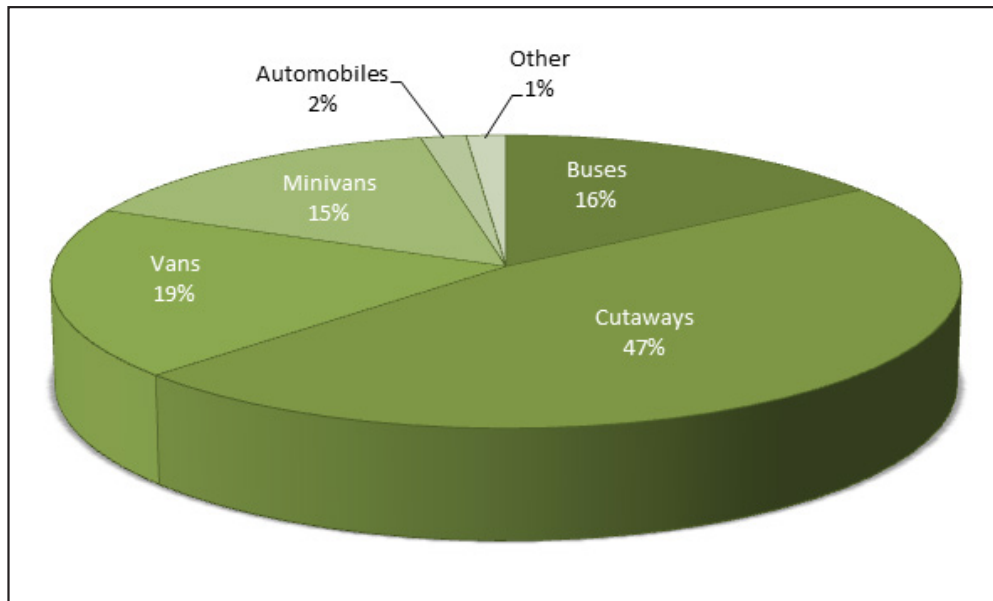


Figure 4. Fleet Composition

Eighty-two percent of these vehicles are ADA accessible (see Table 19). Most buses (95%) and cutaways (93%) are ADA accessible, whereas 65% of vans and minivans were ADA accessible in 2011.

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

	2008	2009	2010	2011
	----- Percentage -----			
Total	77	77	82	82
Bus	92	92	95	95
Cutaway	93	91	94	93
Van	59	63	66	65
Minivan	57	56	62	65
Automobiles	3	4	11	13
School Bus	36	22	15	30
Over-the-road bus	64	79	85	82
Sports utility vehicle	59	12	5	8

Source: Rural National Transit Database, 2008–2011

The average age of the vehicles was 5.6 years in 2011. The average vehicle length was 22.5 feet with an average seating capacity of 14.6 (see Tables 20–22). The average bus is 30.5 feet and has a seating capacity of 26.6, while the average cutaway is 23.5 feet with a seating capacity of 14.9. Average vehicle age, length, and seating capacity changed just slightly from the previous year.

Table 20. Average Vehicle Age

	2008	2009	2010	2011
	----- Years -----			
Total	6.1	6.2	5.5	5.6
Bus	7.1	6.9	6.8	6.4
Cutaway	5.8	5.9	5.1	5.4
Van	5.9	6.3	5.7	5.7
Minivan	5.2	5.5	4.9	5.2
Automobiles	7.0	7.4	6.9	7.2
School Bus	7.1	9.3	9.7	10.9
Over-the-road bus	9.0	10.1	6.6	7.5
Sports utility vehicle	5.5	4.0	3.6	4.0

Source: Rural National Transit Database, 2008–2011

Table 21. Average Vehicle Length

	2008	2009	2010	2011
	----- Feet -----			
Total	22.4	22.3	22.6	22.5
Bus	29.3	29.9	30.6	30.5
Cutaway	23.3	23.3	23.4	23.5
Van	18.8	19.1	18.9	19.0
Minivan	16.7	16.1	16.2	16.2
Automobiles	14.9	15.0	15.5	15.4
School Bus	32.0	33.6	34.2	30.8
Over-the-road bus	35.6	41.4	43.6	42.3
Sports utility vehicle	-	-	14.7	14.4

Source: Rural National Transit Database, 2008–2011

Table 22. Average Seating Capacity

	2008	2009	2010	2011
Total	15.1	14.8	15.0	14.6
Bus	25.5	26.0	27.2	26.6
Cutaway	15.1	14.9	15.1	14.9
Van	12.0	11.4	10.9	10.8
Minivan	6.7	6.3	6.1	6.0
Automobiles	4.7	4.8	4.5	4.4
School Bus	41.1	45.0	46.5	40.3
Over-the-road bus	37.0	45.1	48.7	45.0
Sports utility vehicle	-	-	4.7	4.7

Source: Rural National Transit Database, 2008–2011

Sixty-eight percent of the vehicles are owned by the transit provider, while most of the remainder are owned by a public agency for the service provider (see Table 23). One percent of the vehicles are leased. Cutaways are most likely to be owned by the transit provider.

Table 23. Vehicle Ownership, 2011

	Owned by provider	Leased by provider	Owned by public agency
	Percentage		
Total	68	1	31
Bus	58	3	38
Cutaway	75	1	24
Van	54	1	44
Minivan	70	1	28
Automobiles	73	3	23
School Bus	82	5	11
Over-the-road bus	79	3	18
Sports utility vehicle	79	1	20

Source: Rural National Transit Database, 2011

The FTA is the primary funding source for 83% of rural transit vehicles, including 84% of buses, 85% of cutaways, and 82% of vans (see Table 24). State or local sources provide the primary funding source for 13% of the vehicles.

Table 24. Primary Funding Source for Vehicles, 2011

	FTA	Other Federal	State or Local	Private
	Percentage			
Total	83	2	13	2
Bus	84	2	13	2
Cutaway	85	2	12	1
Van	82	1	15	2
Minivan	82	2	12	4
Automobiles	41	2	35	21
School Bus	16	9	66	8
Over-the-road bus	56	9	23	12
Sports utility vehicle	93	1	4	3

Source: Rural National Transit Database, 2011



Photo: AAA Foundation for Traffic Safety

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, and miles of service per vehicle can be measured, as well as the farebox recovery ratio.

Trips per mile increased 5% to 0.23 in 2011. As Table 25 shows, trips per mile is significantly higher for fixed-route service (0.55) than it is for demand-response (0.11). Trips per hour increased slightly to 3.9 in 2011. The number of trips per hour was 10.0 for fixed-route service and 1.8 for demand-response.

These numbers represent the industry averages, but there is some 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 the smallest systems are also shown to provide a higher 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.

Table 25. Trips per Mile and Trips per Hour

	2008	2009	2010	2011	% change 2010-2011
Trips per Mile					
Fixed-route	0.56	0.63	0.57	0.55	-3%
Demand-response	0.13	0.12	0.11	0.11	-1%
Van pool	0.13	0.18	0.17	0.16	-4%
Commuter bus				0.50	
Demand-response taxi				0.27	
Ferryboat				1.84	
Total	0.24	0.23	0.22	0.23	5%
Trips per Hour					
Fixed-route	9.7	10.8	10.2	10.0	-2%
Demand-response	2.0	2.0	1.8	1.8	0%
Van pool	6.6	18.5	7.9	3.1	-60%
Commuter bus				12.4	
Demand-response taxi				2.1	
Ferryboat				14.2	
Total	3.8	3.9	3.8	3.9	3%

Source: Rural National Transit Database, 2008–2011

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, 2011

Percentile Rank	Vehicle Miles Provided	Average Trips per Mile
Fixed-Route		
1-10	<25,482	0.54
11-25	25,482-61,803	0.37
26-50	61,803-164,397	0.40
51-75	164,397-348,402	0.57
76-90	348,402-606,878	0.56
>90	>606,878	0.66
Demand-Response		
1-10	<16,397	0.50
11-25	16,397-46,041	0.30
26-50	46,041-137,729	0.25
51-75	137,729-337,171	0.16
76-90	337,171-753,220	0.11
>90	>753,220	0.10

Source: Rural National Transit Database, 2011

Table 27. Trips per Hour by Number of Hours Provided, 2011

Percentile Rank	Vehicle Hours Provided	Average Trips per Hour
Fixed-Route		
1-10	<1,804	6.7
11-25	1,804-3,829	4.9
26-50	3,829-10,043	6.1
51-75	10,043-20,240	7.7
76-90	20,240-32,181	10.2
>90	>32,181	13.0
Demand-Response		
1-10	<1,353	4.0
11-25	1,353-2,946	4.2
26-50	2,946-8,525	3.2
51-75	8,525-20,495	2.6
76-90	20,495-44,389	1.8
>90	>44,389	1.7

Source: Rural National Transit Database, 2011

Trips per vehicle increased 1% in 2011 to 5,301. Meanwhile, rural transit vehicles averaged 22,947 miles and 1,364 hours of service in 2011, small decreases from 2010 (see Table 28).

Operating cost per trip was \$10.78 in 2011, a 2% 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 2011, 816 such systems operated just demand-response service, and 192 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 \$6.96 per trip in 2011, while that for demand-response-only systems increased to \$17.31 per trip. Operating cost per mile in 2011 was \$2.83 for fixed-route-only systems, \$2.06 for demand-response-only systems, and \$2.49 per mile overall. Costs tend to be higher per mile for the fixed-route operators but lower per trip due to the greater number of rides provided.

Fare revenues in 2011 covered 8% of the operating costs. The farebox recovery ratio has been unchanged since 2007 and is just slightly higher for fixed-route systems.

Table 28. Trips, Miles, and Hours per Vehicle

	2008	2009	2010	2011	% change 2010-11
Trips per Vehicle	5,580	5,572	5,227	5,301	1%
Miles per Vehicle	23,243	23,857	23,778	22,947	-3%
Hours per Vehicle	1,462	1,418	1,383	1,364	-1%

Source: Rural National Transit Database, 2008–2011

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

	2008	2009	2010	2011	% change 2010-11
<u>Operating Expense per Trip</u>					
Total	9.57	9.91	10.54	10.78	2%
Fixed-route-only	6.13	5.96	6.80	6.96	2%
Demand-response-only	14.62	15.18	16.83	17.31	3%
<u>Operating Expense per Mile</u>					
Total	2.30	2.31	2.32	2.49	8%
Fixed-route-only	3.05	3.06	2.93	2.83	-4%
Demand-response-only	1.99	2.01	2.02	2.06	2%
<u>Farebox Recovery Ratio</u>					
Total	0.08	0.08	0.08	0.08	-4%
Fixed-route-only	0.09	0.09	0.08	0.08	0%
Demand-response-only	0.07	0.07	0.07	0.06	-8%

Source: Rural National Transit Database, 2008–2011

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 \$5.35, while 50% have an operating expense per trip at or below \$13.82, and 90% are at or below \$54.29.)

Table 30. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2011

Operating Expense				Farebox Recovery Ratio
Percentile Rank	Operating Expense			
	Per Trip	Per Mile		
Total				
10 th	5.35	1.30	0.02	
20 th	8.40	1.80	0.04	
50 th	13.82	2.56	0.07	
75 th	25.07	3.65	0.12	
90 th	54.29	5.14	0.20	
Fixed-route-only				
10 th	3.75	1.50	0.01	
20 th	6.49	2.11	0.03	
50 th	11.43	3.01	0.07	
75 th	19.02	4.09	0.12	
90 th	30.89	5.80	0.18	
Demand-reponse-only				
10 th	5.80	1.18	0.02	
20 th	9.27	1.64	0.04	
50 th	15.55	2.31	0.08	
75 th	30.08	3.29	0.12	
90 th	60.33	4.67	0.18	

Source: Rural National Transit Database, 2011

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, 2011

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	137	0	23	1,662	676	963	8,134	12.05	4.89	0.12
Small	206	23	63	8,556	2,506	2,373	28,928	11.54	3.38	0.08
Medium-small	343	63	184	39,788	11,153	9,822	115,134	10.32	2.89	0.09
Medium-large	343	184	443	98,215	28,461	38,009	270,185	9.49	2.75	0.14
Large	206	443	854	124,549	36,364	27,649	330,854	9.10	2.66	0.08
Very large	137	854	0	258,041	43,420	33,375	566,625	13.05	2.20	0.06

*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, 2011



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

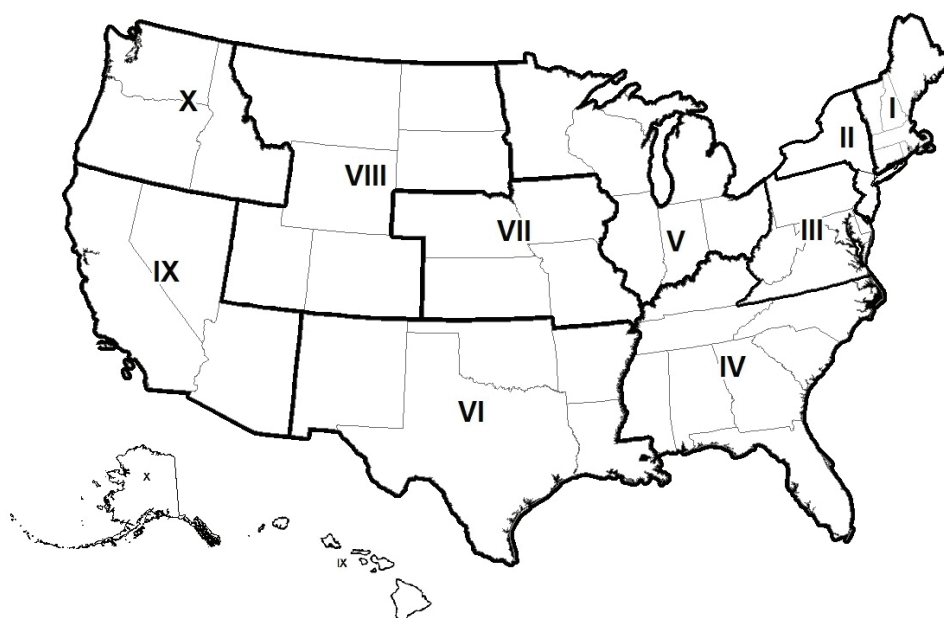


Figure 5. FTA Regions

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 2011 was highest in regions 5 (19.2 million rides) and 8 (17.9 million rides). Region 4 provided the highest level of service, by a significant margin, with 154 million vehicle miles and 9.1 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. For the fixed-route-only agencies, cost per trip was highest in region 2 at \$10.54 and lowest in region 7 at \$4.31. The lowest cost for demand-response-only providers was \$9.54 per trip in region 7.

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

Table 32. Regional Data, 2011

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Agencies										
Fixed-route	29	51	51	63	45	33	14	42	69	67
Demand-response	30	9	31	251	232	109	189	114	74	82
Total	36	57	58	279	287	117	197	140	106	115
Counties Served	84%	71%	54%	82%	70%	83%	91%	68%	85%	82%
Annual Ridership (million rides)										
Fixed-route	4.8	4.3	10.5	7.3	3.4	2.7	1.9	12.2	10.2	11.8
Demand-response	0.6	0.6	1.2	6.3	11.2	5.6	8.0	3.6	2.1	1.8
Total	5.8	5.0	11.9	14.1	19.2	8.5	10.3	17.9	14.8	15.0
Annual Vehicle Miles (million miles)										
Fixed-route	8.0	14.6	21.0	18.6	7.8	6.6	3.0	10.7	17.9	17.5
Demand-response	17.6	6.3	12.7	133.5	74.0	53.7	44.5	13.7	8.3	11.8
Total	28.2	21.3	34.3	154.1	88.8	61.8	47.7	27.4	32.7	34.5
Annual Vehicle Hours (million hours)										
Fixed-route	0.4	0.8	1.1	1.0	0.5	0.4	0.2	0.7	1.0	0.8
Demand-response	0.7	0.4	0.7	8.0	4.6	3.4	2.6	1.1	0.6	0.7
Total	1.4	1.2	1.8	9.1	5.7	3.8	2.8	1.9	1.9	1.9
Number of Vehicles										
Total	755	829	1,527	5,875	4,075	3,251	2,340	1,611	1,332	1,537
Bus	244	345	409	617	662	101	109	387	419	312
Cutaway	406	428	828	2,182	1,833	1,780	1,416	626	682	726
Van	58	19	126	2,228	720	435	314	145	53	252
Minivan	40	7	94	683	667	851	473	382	97	202
Other	4	30	70	165	193	84	28	71	81	43
Vehicles ADA Accessible	91%	95%	93%	73%	87%	81%	82%	75%	89%	78%

Table 32. Regional Data, 2011 (continued)

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Average Vehicle Age	5.7	5.3	5.3	4.7	5.4	5.8	6.1	7.2	6.3	6.7
Average Vehicle Length	25.6	25.0	23.8	20.8	22.2	21.0	22.1	24.3	26.7	24.0
Average Vehicle Capacity	19.1	16.9	17.1	12.5	13.5	12.3	13.1	17.5	21.8	17.4
Trips Per Mile										
Total	0.21	0.24	0.35	0.09	0.22	0.14	0.22	0.65	0.45	0.44
Fixed-route	0.60	0.30	0.50	0.39	0.44	0.41	0.63	1.14	0.57	0.68
Demand-response	0.03	0.10	0.10	0.05	0.15	0.10	0.18	0.26	0.25	0.15
Trips Per Hour										
Total	4.0	4.1	6.5	1.6	3.4	2.2	3.7	9.3	7.9	7.9
Fixed-route	11.5	5.3	9.4	7.3	7.6	7.2	9.0	18.6	10.0	14.0
Demand-response	0.9	1.6	1.9	0.8	2.4	1.7	3.1	3.2	3.4	2.5
Trips Per Vehicle	7,686	6,061	7,792	2,408	4,715	2,608	4,406	11,106	11,139	9,778
Miles Per Vehicle	37,324	25,724	22,493	26,226	21,794	19,014	20,377	16,978	24,536	22,472
Hours Per Vehicle	1,915	1,494	1,193	1,545	1,389	1,168	1,196	1,198	1,413	1,235
Operating Expense Per Trip										
Total	14.37	12.67	8.24	19.42	12.17	15.79	8.34	5.79	8.54	7.91
Fixed-route only	10.22	10.54	8.82	5.28	6.78	9.22	4.31	4.69	8.08	6.28
Demand-response-only	15.97	23.09	13.32	32.51	17.71	18.63	9.54	9.68	21.20	18.05
Operating Expense Per Mile										
Total	2.96	2.99	2.85	1.78	2.63	2.17	1.80	3.79	3.88	3.44
Fixed-route-only	0.95	3.04	2.33	1.73	3.06	1.94	3.39	4.75	3.80	4.31
Demand-response-only	3.89	5.07	1.70	1.70	2.54	2.06	1.71	2.51	5.48	2.61
Farebox Recovery Ratio	0.05	0.06	0.09	0.05	0.09	0.05	0.08	0.10	0.10	0.10

Source: Rural National Transit Database, 2011

Table 33. Rural Transit Vehicle Revenue Miles of Service by State, 2008-2011 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
Alabama	6.3	6.3	5.9	5.3	.0	.0	.0	.0	6.3	6.3	5.9	5.3	.0	.0	.0	.0
Alaska	2.2	2.3	1.8	2.7	1.1	1.2	1.3	1.4	1.1	1.1	.5	.8	.0	.0	.0	.5
Arizona	2.7	2.8	3.2	3.7	2.2	2.3	2.8	2.6	.5	.5	.4	.6	.0	.0	.0	.6
Arkansas	7.3	7.7	8.1	8.1	.2	.0	.0	.2	7.2	7.7	8.1	7.9	.0	.0	.0	.0
California	18.8	17.8	20.0	18.5	13.1	13.2	15.2	9.8	4.4	4.6	4.8	4.8	1.2	.0	.0	3.9
Colorado	10.7	10.2	11.0	10.7	9.9	8.7	8.3	5.7	.8	1.5	2.7	2.5	.1	.1	.0	2.4
Connecticut	1.4	1.5	1.5	1.6	.6	.5	.7	.7	.8	1.0	.7	.8	.0	.0	.0	.1
Delaware	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
Florida	14.5	13.7	14.5	17.2	2.0	2.8	3.0	5.2	11.4	10.9	11.4	11.8	1.1	.1	.0	.2
Georgia	13.0	13.0	15.1	16.3	.0	.0	.0	.0	13.0	13.0	15.1	16.3	.0	.0	.0	.0
Hawaii	4.2	5.0	5.0	7.0	4.2	4.9	5.0	3.3	.0	.1	.0	1.7	.0	.0	.0	2.1
Idaho	1.9	1.7	2.8	2.7	.9	.9	1.9	1.8	.8	.5	.7	.7	.2	.2	.0	.2
Illinois	9.4	11.1	12.8	15.0	.9	1.0	1.0	.0	8.5	10.1	11.7	13.7	.0	.0	.0	1.4
Indiana	12.6	13.1	14.9	15.0	.3	.5	.8	.7	12.3	12.7	14.1	14.3	.0	.0	.0	.0
Iowa	15.5	15.3	15.1	14.7	.0	.0	.0	2.0	15.5	15.3	15.1	12.7	.0	.0	.0	.0
Kansas	6.8	6.2	6.3	6.9	.5	.4	.6	.8	6.3	5.8	5.7	6.1	.0	.0	.0	.0
Kentucky	24.6	25.4	30.4	27.2	2.3	1.5	.8	.6	22.3	23.9	29.6	26.6	.0	.0	.0	.0
Louisiana	6.1	5.7	5.9	6.0	.7	.0	.0	.1	5.4	5.7	5.9	6.0	.0	.0	.0	.0
Maine	23.0	42.5	41.3	14.1	1.5	2.6	1.0	2.8	9.1	18.7	17.1	10.1	12.4	21.2	23.2	1.2
Maryland	4.8	5.3	9.4	7.0	2.8	3.2	5.4	4.2	1.9	2.1	3.9	2.6	.0	.0	.0	.2
Massachusetts	2.0	1.9	2.0	2.2	1.3	1.4	1.6	1.7	.6	.5	.4	.5	.0	.0	.0	.0
Michigan	22.9	22.7	23.8	23.7	1.9	.0	.0	.0	21.0	22.7	23.8	23.7	.0	.0	.0	.0
Minnesota	9.9	12.1	12.6	13.9	3.3	3.2	3.0	3.7	6.6	8.9	9.6	10.2	.0	.0	.0	.0
Mississippi	7.9	8.5	8.6	8.1	7.9	1.2	8.6	8.1	.0	7.3	.0	.0	.0	.0	.0	.0
Missouri	18.6	23.2	23.4	23.0	.1	.6	.0	.0	18.5	22.6	23.2	22.8	.0	.0	.2	.2
Montana	2.7	2.9	3.3	3.4	1.2	1.4	1.3	1.4	1.3	1.4	1.8	1.5	.3	.2	.0	.4
Nebraska	2.4	2.5	2.5	2.6	.0	.0	.0	.0	2.4	2.5	2.5	2.6	.0	.0	.0	.0
Nevada	.6	1.5	1.6	1.4	.5	1.0	.9	.9	.0	.6	.7	.5	.0	.0	.0	.0
New Hampshire	1.0	1.3	1.4	1.4	.9	1.0	1.0	1.0	.2	.3	.4	.4	.0	.0	.0	.0
New Jersey	9.4	.1	7.3	7.5	1.4	.0	1.4	1.2	8.0	.0	5.9	6.3	.0	.0	.0	.0
New Mexico	3.6	4.4	6.2	5.0	1.9	2.2	4.5	3.0	1.6	2.2	1.8	1.5	.0	.0	.0	.5
New York	13.3	13.4	13.7	13.8	13.3	13.4	13.7	13.4	.0	.0	.0	.0	.0	.0	.0	.4
North Carolina	28.5	33.1	44.4	41.4	.4	2.9	3.2	1.6	28.0	30.3	41.2	39.9	.0	.0	.0	.0
North Dakota	2.5	2.6	2.9	3.1	.9	.2	.2	.0	1.6	2.4	2.7	3.0	.0	.0	.0	.1
Ohio	10.1	10.4	10.9	11.2	.5	.5	.7	.6	9.6	9.9	10.2	10.6	.0	.0	.0	.0
Oklahoma	16.0	16.5	17.1	18.7	.8	1.1	1.4	1.1	15.2	15.4	15.7	17.6	.0	.0	.0	.0
Oregon	6.6	7.6	8.8	9.6	4.3	4.4	5.0	4.4	2.2	3.2	3.8	4.4	.0	.0	.0	.8
Pennsylvania	9.1	9.2	13.2	11.8	4.2	4.6	4.9	4.4	4.9	4.5	8.3	7.0	.0	.0	.0	.4
Rhode Island	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
South Carolina	7.3	7.8	7.4	7.5	2.2	2.3	2.3	1.2	1.7	2.6	5.1	5.2	3.3	2.9	.0	1.1
South Dakota	3.9	4.1	4.0	4.2	.0	.0	.0	.0	3.9	4.1	4.0	4.2	.0	.0	.0	.0
Tennessee	23.5	24.6	26.3	29.4	.0	1.0	1.3	1.0	22.4	23.6	25.0	27.7	1.0	.0	.0	.6
Texas	19.2	20.6	21.2	21.4	.0	.0	.0	1.4	19.2	20.6	21.2	19.1	.0	.0	.0	.8
Utah	1.1	1.3	1.3	1.3	1.1	1.2	1.2	1.2	.1	.1	.1	.1	.0	.0	.0	.0
Vermont	12.5	11.6	11.6	8.8	2.6	2.5	2.8	1.8	9.8	9.1	8.8	5.7	.0	.0	.0	1.2
Virginia	8.0	8.2	8.5	11.4	4.9	5.3	5.4	8.2	3.1	2.8	3.1	3.1	.0	.0	.0	.0
Washington	16.0	15.7	16.0	16.9	7.8	7.9	8.6	8.0	5.9	5.7	4.7	5.4	2.3	2.2	.0	3.5
West Virginia	4.0	4.1	4.1	4.2	3.5	4.1	4.1	4.2	.5	.0	.0	.0	.0	.0	.0	.0
Wisconsin	6.9	7.2	7.5	8.3	1.4	1.5	2.4	2.8	5.5	5.7	5.1	.6	.0	.0	.0	5.0
Wyoming	3.0	3.2	2.4	2.4	1.4	1.3	1.4	1.2	1.6	2.0	1.0	1.2	.0	.0	.0	.0

Source: Rural National Transit Database, 2008-2011

Table 34. State Operating Statistics, 2011

	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	51	76%	1,008	0	1,008	5,318	0	5,318	342	0	342
Alaska	12	41%	1,879	1,662	106	2,662	1,364	777	172	80	51
Arizona	10	67%	1,360	1,128	172	3,728	2,586	573	293	219	44
Arkansas	42	56%	787	167	620	8,092	155	7,937	447	11	436
California	56	97%	7,588	4,797	1,409	18,458	9,790	4,784	979	523	327
Colorado	38	59%	10,406	7,914	520	10,693	5,704	2,550	697	356	223
Connecticut	8	100%	447	271	152	1,592	666	815	96	40	50
Delaware	1	33%	0	0	0	0	0	0	0	0	0
Florida	62	93%	1,154	732	378	17,242	5,209	11,810	996	238	752
Georgia	110	69%	883	0	883	16,305	0	16,305	986	0	986
Hawaii	3	75%	4,504	3,025	395	7,009	3,275	1,661	416	161	169
Idaho	43	98%	1,408	1,324	52	2,723	1,843	667	150	96	49
Illinois	78	76%	4,501	0	2,138	15,025	0	13,663	886	0	801
Indiana	66	72%	2,639	678	1,960	15,004	715	14,289	993	60	933
Iowa	99	100%	4,981	1,543	3,438	14,685	1,967	12,718	1,008	154	854
Kansas	87	83%	1,602	331	1,270	6,944	835	6,109	343	53	290
Kentucky	103	86%	1,591	378	1,212	27,193	564	26,629	2,028	39	1,989
Louisiana	32	50%	647	11	637	6,039	58	5,981	334	3	332
Maine	16	100%	938	746	139	14,059	2,838	10,052	721	82	335
Maryland	20	83%	4,975	4,540	387	6,998	4,179	2,570	450	272	152
Massachusetts	10	71%	1,558	1,491	67	2,153	1,698	455	142	103	39
Michigan	72	87%	3,517	0	2,747	23,734	0	23,709	1,440	0	1,421
Minnesota	73	84%	4,147	1,493	2,655	13,900	3,654	10,246	889	189	700
Mississippi	47	57%	1,366	1,366	0	8,138	8,138	0	409	409	0
Missouri	114	99%	2,927	0	2,510	23,007	0	22,828	1,235	0	1,217
Montana	30	54%	1,453	735	646	3,357	1,436	1,532	200	86	98
Nebraska	74	80%	753	0	753	2,576	0	2,576	199	0	199
Nevada	11	65%	886	868	18	1,449	915	534	99	70	30
New Hampshire	6	60%	1,099	1,038	61	1,394	1,007	387	116	77	38
New Jersey	15	71%	1,106	459	647	7,479	1,215	6,265	487	79	408
New Mexico	23	70%	1,547	1,169	304	4,966	3,011	1,476	314	180	115
New York	44	71%	3,918	3,869	0	13,846	13,423	0	752	732	0
North Carolina	97	97%	3,191	1,566	1,473	41,450	1,589	39,861	2,224	116	2,108
North Dakota	53	100%	679	0	670	3,129	0	3,035	237	0	215
Ohio	36	41%	1,698	219	1,479	11,247	612	10,636	684	30	653
Oklahoma	73	95%	2,381	756	1,625	18,660	1,070	17,590	1,007	73	934
Oregon	31	86%	3,654	2,237	920	9,630	4,444	4,385	565	229	302
Pennsylvania	29	43%	3,797	3,120	542	11,819	4,422	6,984	668	295	363
Rhode Island	2	40%	0	0	0	0	0	0	0	0	0
South Carolina	37	80%	2,109	1,688	173	7,523	1,245	5,174	400	85	263
South Dakota	59	89%	1,185	0	1,185	4,179	0	4,179	369	0	369
Tennessee	95	100%	2,718	1,513	1,145	29,367	1,026	27,734	1,596	77	1,493
Texas	247	97%	2,756	474	2,181	21,360	1,403	19,119	1,220	72	1,130
Utah	6	21%	2,011	1,990	17	1,331	1,205	108	87	77	10
Vermont	14	100%	1,746	1,281	168	8,754	1,828	5,716	370	115	207
Virginia	57	60%	2,153	1,844	309	11,364	8,218	3,146	451	302	150
Washington	36	92%	7,705	6,293	709	16,885	7,978	5,375	903	366	314
West Virginia	25	45%	973	973	0	4,165	4,165	0	251	251	0
Wisconsin	44	61%	2,540	1,022	110	8,306	2,789	557	697	170	42
Wyoming	13	57%	1,968	1,498	470	2,383	1,194	1,189	224	97	127

Source: Rural National Transit Database, 2011

Table 35. State Financial Statistics, 2011

	Capital Funding			Operating Funding		
	Local	State	Federal	Local	State	Federal
	-----thousand dollars-----					
Alabama	0	0	5,289	3,768	0	4,401
Alaska	0	5	1,038	4,732	424	5,118
Arizona	169	10	5,145	4,151	596	6,874
Arkansas	0	118	3,412	2,106	1,434	5,975
California	1,156	4,813	6,324	32,623	14,788	13,904
Colorado	4,837	408	2,223	29,532	671	7,582
Connecticut	0	250	417	484	1,655	1,814
Delaware	0	0	0	0	0	0
Florida	139	63	2,301	4,291	7,616	10,299
Georgia	10	14	9,273	9,766	97	9,128
Hawaii	346	0	1,366	22,210	0	2,950
Idaho	27	0	5,386	2,573	12	4,043
Illinois	0	0	1,633	3,933	21,995	10,042
Indiana	135	0	2,259	7,352	5,588	14,906
Iowa	729	931	4,939	5,223	6,005	9,108
Kansas	48	0	249	3,001	1,906	5,242
Kentucky	92	138	2,957	1,953	0	12,998
Louisiana	0	0	0	2,222	0	7,486
Maine	279	286	1,855	2,872	3,437	19,268
Maryland	745	577	6,576	13,473	4,305	3,322
Massachusetts	0	1,966	7,224	1,512	2,230	2,654
Michigan	38	2,013	12,638	16,955	27,066	12,978
Minnesota	217	154	3,177	365	16,259	9,679
Mississippi	0	0	5,179	1,154	32	5,848
Missouri	1,145	0	5,881	9,913	158	11,939
Montana	192	1	5,207	2,902	558	4,780
Nebraska	0	0	224	1,496	1,427	3,016
Nevada	117	4	31	3,761	20	1,995
New Hampshire	1	110	2,797	1,154	305	3,622
New Jersey	158	124	592	10,655	7,568	2,327
New Mexico	403	0	1,669	4,774	0	7,081
New York	131	105	5,621	8,009	13,292	4,086
North Carolina	1,816	2,220	10,646	9,751	19,791	20,250
North Dakota	415	76	2,644	988	1,946	3,169
Ohio	1,023	319	11,789	4,043	3,688	14,105
Oklahoma	25	41	7,334	3,445	3,218	11,809
Oregon	708	867	4,299	8,604	4,918	9,669
Pennsylvania	586	2,619	7,321	927	14,141	7,903
Rhode Island	0	0	0	0	0	0
South Carolina	652	148	5,933	3,683	1,569	4,953
South Dakota	1,015	0	6,495	2,803	991	5,785
Tennessee	483	330	6,818	3,413	8,770	13,672
Texas	1,356	109	10,762	2,524	12,828	21,944
Utah	520	0	6,086	4,363	0	218
Vermont	513	479	3,334	2,002	5,840	17,296
Virginia	101	1,682	2,884	6,407	2,620	9,169
Washington	2,303	1,212	11,131	34,080	11,602	7,764
West Virginia	0	146	1,104	3,818	1,317	3,453
Wisconsin	70	0	3,463	2,971	5,469	8,156
Wyoming	175	416	2,313	2,922	430	4,238

Source: Rural National Transit Database, 2011

Table 36. State Fleet Statistics, 2011

	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	382	67%	5.1	22.3	17.7	2.6	13.9	.9
Alaska	100	90%	4.8	28.2	20.3	18.8	26.6	1.7
Arizona	132	92%	4.8	24.1	17.6	10.3	28.2	2.2
Arkansas	404	69%	5.3	21.5	11.8	1.9	20.0	1.1
California	760	92%	5.8	27.2	21.8	10.0	24.3	1.3
Colorado	496	87%	7.5	29.0	24.2	21.0	21.6	1.4
Connecticut	75	100%	4.9	24.0	16.4	6.0	21.2	1.3
Delaware	0	-	-	-	-	-	-	-
Florida	557	83%	5.1	21.6	12.5	2.1	31.0	1.8
Georgia	713	74%	3.5	21.3	13.4	1.2	22.9	1.4
Hawaii	249	85%	7.1	27.8	26.0	18.1	28.1	1.7
Idaho	141	81%	6.1	25.6	18.1	10.0	19.3	1.1
Illinois	768	99%	6.3	23.3	14.4	5.9	19.6	1.2
Indiana	845	77%	5.6	18.8	9.6	3.1	17.8	1.2
Iowa	999	90%	6.8	24.6	15.2	5.0	14.7	1.0
Kansas	358	70%	6.4	19.5	11.7	4.5	19.4	1.0
Kentucky	1,208	63%	5.2	19.6	10.5	1.3	22.5	1.7
Louisiana	231	84%	7.0	19.2	10.0	2.8	26.1	1.4
Maine	245	78%	7.3	24.2	17.7	3.8	57.4	2.9
Maryland	340	90%	6.8	25.4	20.4	14.6	20.6	1.3
Massachusetts	104	100%	5.5	26.2	20.3	15.0	20.7	1.4
Michigan	1,042	89%	5.1	24.9	17.5	3.4	22.8	1.4
Minnesota	470	100%	5.6	25.3	17.0	8.8	29.6	1.9
Mississippi	260	77%	4.6	23.0	18.9	5.3	31.3	1.6
Missouri	791	82%	5.2	20.7	11.5	3.7	29.1	1.6
Montana	232	73%	7.3	24.3	16.1	6.3	14.5	.9
Nebraska	175	67%	5.7	20.1	11.0	4.3	14.7	1.1
Nevada	114	89%	7.6	22.5	15.1	7.8	12.7	.9
New Hampshire	78	100%	4.6	27.6	20.4	14.1	17.9	1.5
New Jersey	382	92%	5.7	23.2	14.9	2.9	19.6	1.3
New Mexico	284	73%	5.0	22.9	15.5	5.4	17.5	1.1
New York	447	98%	5.0	26.5	18.5	8.8	31.0	1.7
North Carolina	1,376	73%	4.5	20.1	11.3	2.3	30.1	1.6
North Dakota	205	80%	6.1	20.5	11.4	3.3	15.3	1.2
Ohio	541	88%	4.2	19.4	9.9	3.1	20.8	1.3
Oklahoma	880	81%	4.7	20.7	12.1	2.7	21.2	1.1
Oregon	427	93%	6.4	23.6	16.3	8.6	22.6	1.3
Pennsylvania	568	100%	5.7	24.6	17.2	6.7	20.8	1.2
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	281	86%	5.7	25.6	18.9	7.5	26.8	1.4
South Dakota	389	57%	8.4	20.1	12.7	3.0	10.7	.9
Tennessee	1,050	79%	4.5	20.0	10.5	2.6	28.0	1.5
Texas	1,345	87%	6.8	21.3	12.5	2.0	15.9	.9
Utah	51	98%	5.3	29.5	24.9	39.4	26.1	1.7
Vermont	243	100%	4.6	26.8	20.9	7.2	36.0	1.5
Virginia	387	93%	4.0	22.3	15.5	5.6	29.4	1.2
Washington	768	69%	7.5	23.8	18.2	10.0	22.0	1.2
West Virginia	232	80%	4.5	22.1	14.3	4.2	18.0	1.1
Wisconsin	349	63%	5.2	20.4	9.7	7.3	23.8	2.0
Wyoming	169	79%	6.8	23.7	17.2	11.6	14.1	1.3

Source: Rural National Transit Database, 2011

Table 37. State Performance Measures, Median Agencies Values, 2011

	Trips Per Mile			Trips Per Hour			Operating	Operating	Farebox
	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Expense Per Trip	Expense Per Mile	Recovery Ratio
Alabama	0.13	-	0.13	2.29	-	2.29	12.96	1.83	0.10
Alaska	0.34	0.58	0.18	4.66	10.73	1.95	17.14	6.40	0.11
Arizona	0.27	0.50	0.27	3.57	4.57	3.26	14.70	3.65	0.06
Arkansas	0.08	1.08	0.08	1.72	14.60	1.72	20.27	1.70	0.06
California	0.32	0.36	0.27	6.10	6.43	3.54	12.66	4.62	0.11
Colorado	0.26	0.88	0.21	2.64	16.76	2.24	12.20	3.99	0.04
Connecticut	0.23	0.38	0.18	3.99	5.32	3.17	13.85	2.99	0.07
Delaware	-	-	-	-	-	-	-	-	-
Florida	0.06	0.17	0.06	0.90	2.61	0.85	37.28	2.31	0.02
Georgia	0.07	-	0.07	1.03	-	1.03	23.07	1.56	0.10
Hawaii	0.50	0.54	0.18	10.86	14.64	2.16	5.47	3.64	0.11
Idaho	0.20	0.75	0.09	3.51	14.55	1.41	14.95	3.06	0.04
Illinois	0.14	-	0.14	2.37	-	2.21	16.97	2.63	0.05
Indiana	0.14	0.51	0.13	2.13	7.10	2.07	13.69	2.05	0.06
Iowa	0.34	0.85	0.27	5.29	11.27	4.29	7.18	2.70	0.13
Kansas	0.25	0.31	0.25	4.04	5.47	3.92	7.66	1.85	0.12
Kentucky	0.08	0.61	0.05	1.26	7.31	0.96	32.09	1.94	0.02
Louisiana	0.11	0.18	0.11	2.27	4.11	2.26	19.44	2.09	0.04
Maine	0.09	0.37	0.04	1.08	4.97	0.58	43.69	5.77	0.03
Maryland	0.23	0.29	0.16	3.82	4.42	1.90	11.63	2.77	0.07
Massachusetts	0.88	0.94	0.15	13.12	14.82	2.24	6.71	7.77	0.21
Michigan	0.13	-	0.12	1.85	-	1.85	25.73	3.07	0.07
Minnesota	0.31	0.33	0.31	4.73	5.59	4.21	9.52	3.03	0.13
Mississippi	0.14	0.14	-	3.49	3.49	-	8.87	1.50	0.06
Missouri	0.31	-	0.28	3.32	-	3.23	9.73	2.01	0.10
Montana	0.28	0.33	0.28	3.16	4.50	3.16	10.23	2.56	0.05
Nebraska	0.25	-	0.25	2.96	-	2.96	10.85	2.69	0.09
Nevada	0.24	0.61	0.24	4.07	8.29	4.07	43.91	4.83	0.02
New Hampshire	0.33	0.42	0.16	4.22	5.21	2.27	12.55	3.87	0.04
New Jersey	0.19	0.32	0.09	2.31	4.49	2.09	21.11	3.43	0.03
New Mexico	0.22	0.25	0.18	3.14	3.59	2.37	10.72	2.67	0.08
New York	0.23	0.24	-	4.77	4.91	-	14.55	3.10	0.05
North Carolina	0.05	0.23	0.04	0.91	3.71	0.78	37.62	1.80	0.03
North Dakota	0.20	-	0.22	2.52	-	2.59	13.35	3.18	0.08
Ohio	0.13	0.32	0.13	2.10	7.67	1.96	20.14	2.67	0.06
Oklahoma	0.13	0.29	0.11	2.31	6.40	1.91	12.63	1.62	0.07
Oregon	0.28	0.41	0.24	4.64	8.05	3.07	10.70	3.11	0.07
Pennsylvania	0.32	0.41	0.12	5.50	7.43	2.61	11.08	3.94	0.05
Rhode Island	-	-	-	-	-	-	-	-	-
South Carolina	0.05	0.32	0.04	0.93	4.54	0.84	30.48	1.77	0.05
South Dakota	0.36	-	0.36	3.42	-	3.42	9.63	3.30	0.11
Tennessee	0.05	1.69	0.04	0.92	22.08	0.63	32.08	1.58	0.03
Texas	0.10	0.46	0.08	1.82	8.18	1.56	25.77	2.78	0.04
Utah	0.23	0.34	0.15	4.25	5.77	1.67	20.28	5.34	0.01
Vermont	0.18	0.48	0.06	4.60	7.62	1.33	15.60	2.98	0.02
Virginia	0.20	0.28	0.08	3.47	4.37	2.90	9.05	2.10	0.04
Washington	0.20	0.47	0.15	4.13	7.80	2.37	12.77	3.13	0.04
West Virginia	0.16	0.16	-	3.12	3.12	-	12.83	2.17	0.09
Wisconsin	0.28	0.22	0.20	2.80	3.86	2.61	9.19	2.66	0.25
Wyoming	0.39	0.29	0.39	4.46	2.91	3.73	6.57	2.87	0.03

Source: Rural National Transit Database, 2011



Photo: Alaska DOT

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 (see Table 38).

Table 38. Mobility Needs Indicators for Native American and Alaska Native Communities

Need Indicator	Standard	National Average	Tribal Finding
Age 60+	Percent of population age 60 and over	16.3%	31 reservations at 20% or higher
Youth	Percent of population age 5-19	20.4%	33 reservations at 33–38%
Disabilities	Percent of population with a disability	7.7%	no significant difference
Income	Percent of population considered low income	12.2%	33.2%
No vehicle	Percent of population with no vehicle in household	10.3%	28 reservations at 15–30%
Spent on fuel	Percent of annual income spent on fuel	7.8%	29 Native counties at 14.8%
Population density	Residents per square mile	19.6 residents per square mile in non-urban areas	101 5311(c) recipients average 15.5 residents per square mile
Remoteness	Frontier designation		22 5311(c) recipients have fewer than 6 residents per square mile, many of which are located 50-100 miles from a major service center

Source: Mielke 2011

Figure 6 presents a pictorial of the FTA's 10 regions, the number of tribes in each region, and the number of existing and planned transit operations in each region, as identified in TCRP Project H-38. The number of tribes in each FTA region is based on the tribes listed in the October 1, 2010, Federal Register. Some variations among regions may result because some tribes straddle state and regional boundaries. Based on this TCRP report and start-up grants announced by the FTA in Federal Registers of December 31, 2009, and March 2, 2011, there are 118 existing tribal transit services, with an additional 45 tribes in the planning stage.

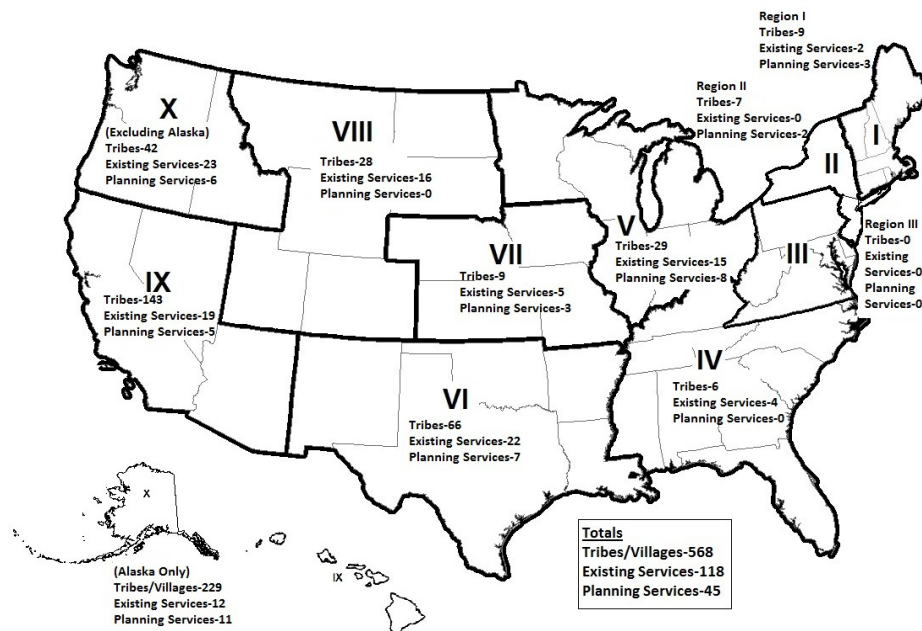


Figure 6. FTA Regions and Corresponding Tribes and Transit Services

Of these rural transit providers, 82 submitted data to the 2011 rural NTD. Statistics for these transit agencies are shown in Table 39. These 82 agencies provided a total of 2.4 million rides in 2011.

Table 39. Tribal Transit Statistics, 2011

	Tribal
Number of Agencies	82
Annual Ridership (thousand rides)	
Total	2,415
Fixed-Route	1,618
Demand-Response	705
Annual Vehicle Miles (thousand miles)	
Total	14,964
Fixed-Route	8,071
Demand-Response	5,945
Annual Vehicle Hours (thousand hours)	
Total	1,033
Fixed-Route	330
Demand-Response	669
Number of Vehicles	456
% Vehicles ADA	61%
Average Vehicle Age	4.2
Average Vehicle Length (feet)	21.3
Average Vehicle Capacity	13.5
Trips per Vehicle	5,295
Miles per Vehicle	32,817
Hours per Vehicle	2,265
Trips per Mile	
Total	0.16
Fixed-Route	0.20
Demand-Response	0.12
Trips per Hour	
Total	2.34
Fixed-Route	4.91
Demand-Response	1.05
Operating Expense Per Trip	13.45
Operating Expense Per Mile	2.17
Farebox Recovery Ratio	0.03

Source: Rural National Transit Database, 2011

REFERENCES

- American Public Transportation Association. A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys. May 2007.
- Federal Transit Administration. U.S. Department of Transportation. 2008-2011 Rural National Transit Database. Retrieved February 2013, from <http://www.ntdprogram.gov/ntdprogram/data.htm>
- Federal Transit Administration. U.S. Department of Transportation. Grants Data. Retrieved March 2013, from <http://www.fta.dot.gov/grants/13442.html>
- Mielke, Jon. (October 2011) 5311(c) Tribal Transit Funding: Assessing Impacts and Determining Future Program Needs. UGPTI Report DP-243, Upper Great Plains Transportation Institute, North Dakota State University, Fargo.
- Ripplinger, David, Elvis Ndembe, and Jill Hough. (December 2012) "2011 Transit and Community Livability Report." UGPTI Report DP-262, Upper Great Plains Transportation Institute, North Dakota State University, Fargo.
- U.S. Census Bureau. 2009-2011 American Community Survey. Retrieved April 2013, from <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
- U.S. Department of Transportation, Federal Highway Administration. (February 2011) 2009 National Household Travel Survey, Version 2.1. Retrieved April 2011, from <http://nhts.ornl.gov/download.shtml>
- U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information. Traffic Volume Trends. Various Issues. Retrieved April 2013, from http://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm

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.

