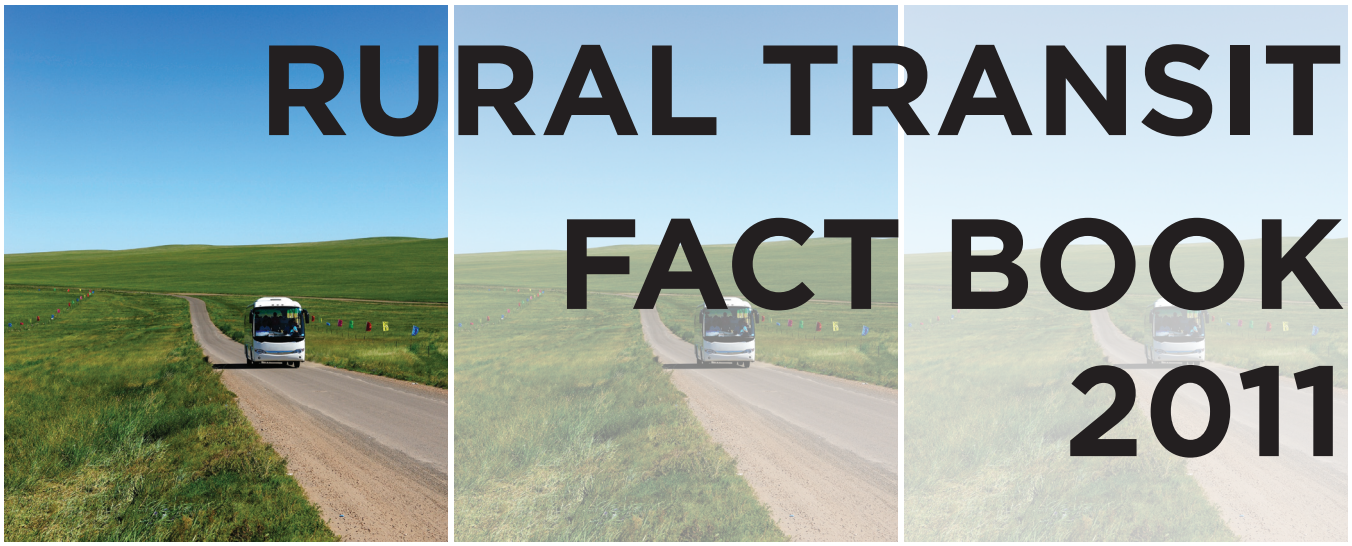

RURAL TRANSIT FACT BOOK 2011

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Upper Great Plains Transportation Institute
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Contents

Acknowledgements

This research was sponsored by the Federal Transit Administration (FTA), United States Department of Transportation, and conducted by the Small Urban & Rural Transit Center within the Upper Great Plains Transportation Institute at North Dakota State University. The guidance of Jarrett Stoltzfus, FTA Project Manager for the project, is also acknowledged.

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.

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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. Despite the widespread benefits, no regularly-published national rural transit information resource has been previously made available. The *Rural Transit Fact Book* is being initiated to provide 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) for 2007-2009. The 2009 data were released early this year and were the most recent data available at the time of publication, and 2007 is the first year in which data for the Rural NTD were collected. 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.

RURAL AMERICA

Geography influences the type and level of transit service that best serves a community. About 71 million Americans, or close to a quarter of the country's population, live in a rural area, according to data from the American Community Survey (ACS). Table 1 shows select demographic data from the 2007-09 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 older. The median age is 39.7 in rural areas and 35.7 in urban areas. Approximately 14% of residents in rural areas are aged 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%).

Rural areas tend to be less ethnically diverse. Urban residents are more likely to be non-white or Hispanic, and the foreign-born population is much higher in urban areas (15%) than it is in rural areas (4%).

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.

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

	United States	Urban	Rural
Total Population (million people)	304	234	71
Average household size	2.62	2.61	2.65
Gender			
Male (%)	49	49	50
Female (%)	51	51	50
Age			
Median Age	36.7	35.7	39.7
65 or older (%)	12.7	12.5	13.5
85 or older (%)	1.8	1.9	1.4
Race (%)			
White	74.6	70.9	86.9
African-American	12.4	14.2	6.5
American Indian and Alaska Native	0.8	0.6	1.4
Asian	4.4	5.3	1.5
Hispanic or Latino	15.4	18.1	6.5
Foreign Born (%)	12.5	15.0	4.3
Education Level Completed (%)			
High school	84.9	84.8	85.4
Bachelor's degree	27.8	29.7	21.8
Advanced degree	10.2	11.1	7.5
Economic Characteristics			
Individuals below the poverty line (%)	13.6	14.4	11.2
Median household income (thousand dollars)	51.4	51.1	52.3
Population aged 16 to 64 in the labor force (%)	75.0	75.4	73.6
Employment/population ratio for population 16-64	68.7	68.9	68.2
Housing units that are owner-occupied (%)	66.4	61.8	81.8
Mortgaged owners spending 30 percent of more of household income on selected monthly owner costs (%)	37.5	38.7	34.2
Renter-occupied units spending 30 percent or more of household income on rent and utilities (%)	46.6	48.2	35.1

Source: American Community Survey 2007-2009

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 16% of urban residents have moved during the last year, compared to 12% of rural residents. Urban residents are also more likely to make longer moves, as 2.6% lived in a different state one year ago, compared to 2.1% of rural residents. Rural residents are also more likely than urban residents to live in the state in which they were born.

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 Table 3). Fewer than 1% of rural residents use public transportation to travel to work, compared to 6% of urban residents. Similarly, a higher percentage of rural workers travel alone to work by car or truck. Automobile ownership also tends to be higher in rural areas.

Table 2. Geographic Mobility

	United States	Urban	Rural
	----------Percentage----------		
Native population born in their state of residence	67.3	66.5	69.8
Lived in a different house in either the U.S. or Puerto Rico 1 year ago	15.2	16.2	11.7
Lived in a different house within the same state 1 year ago	12.7	13.7	9.7
Lived in a different state 1 year ago	2.4	2.6	2.1

Source: American Community Survey 2007-2009

Table 3. Travel to Work

	United States	Urban	Rural
Mean travel time to work (minutes)	25.3	24.9	26.8
Workers who travel to work by:			
Car, truck, or van alone (%)	75.8	74.5	80.4
Carpool (%)	10.4	10.3	10.7
Public transportation (%)	5	6.3	0.6
Vehicles available (to workers 16 or older) (%)			
0	4.3	5.2	1.4
1	21.2	23.5	13.2
2	42.3	42.2	42.5
3	20.8	19.1	26.4
4	8.0	7.1	11.0
5 or more	3.4	2.8	5.5

Source: American Community Survey 2007-2009

Only 1.4% of rural workers age 16 or older do not have access to a vehicle, compared to 5.2% of their urban counterparts. Meanwhile, 43% of employed residents in rural areas have three or more vehicles available, compared to 29% for those in urban areas. Rural residents also tend to have slightly longer commutes (measured in minutes).

Despite the heavy reliance on automobiles, vehicle miles traveled (VMT) on rural roads has actually 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. The VMT depicted in Figure 1 includes both personal and commercial travel and is total VMT, as opposed to per capita VMT.

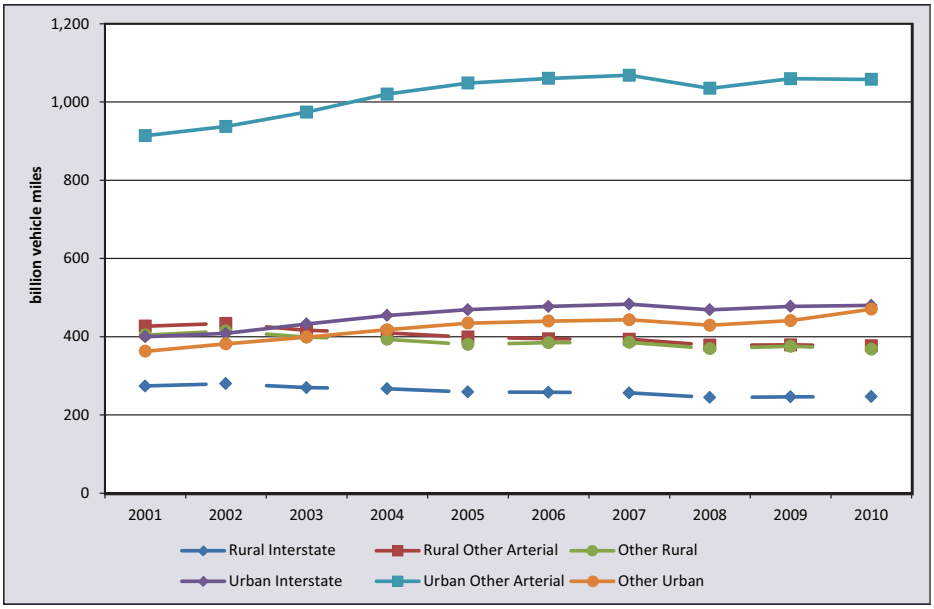


Figure 1. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

The National Household Travel Survey (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 Federal Highway Administration. 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. Table 4 provides statistics on travel behavior obtained from the 2009 NHTS for urban and rural residents. Data were calculated using the appropriate weights.

Table 4. Travel Behavior

	Miles driven per individual over last 12 months		How often individual used public transit over last month[1]		Distance to work (one-way miles)		Distance per individual trip (miles)		Time per individual trip (minutes)		Percentage of trips using public transit	
	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
Average	11,845	15,931	3.5	2.0	12.0	17.6	8.9	12.5	19.5	21.3	2.4%	0.2%
Percentile												
10th	1,000	2,000	0	0	1	2	0.5	0.6	5	5		
25th	5,000	6,000	0	0	3	6	1	2	7	7		
50th	10,000	12,000	0	0	8	13	3	6	15	15		
75th	15,000	20,000	1	0	15	23	8	13	21	25		
90th	24,000	30,000	10	2	26	36	17	26	36	43		

[1]Not specified as either one-way trips or round-trips.
Source: 2009 National Household Travel Survey

As the data show, rural residents drive more, on average, than their urban counterparts and are less likely to use public transportation. The vehicles driven by rural residents also tend to be a bit older with more miles and slightly lower miles per gallon (Table 5).

Table 5. Vehicle Statistics

	Odometer reading		Vehicle age (years)		Miles per gallon	
	Urban	Rural	Urban	Rural	Urban	Rural
Average	80,735	92,081	9.1	10.1	21.8	21.1
Percentile						
10th	12,565	15,279	2	2	14.3	13.3
25th	33,733	40,260	4	4	16.9	15.9
50th	69,430	82,138	8	8	20.6	19.1
75th	114,153	129,779	12	13	24.3	23.4
90th	157,039	178,601	17	20	28.9	28.3

Source: 2009 National Household Travel Survey

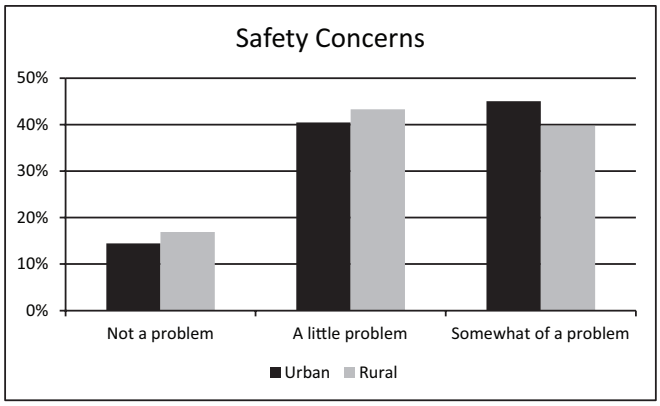
Table 6. Trip Purpose for Transit and Non-Transit Trips

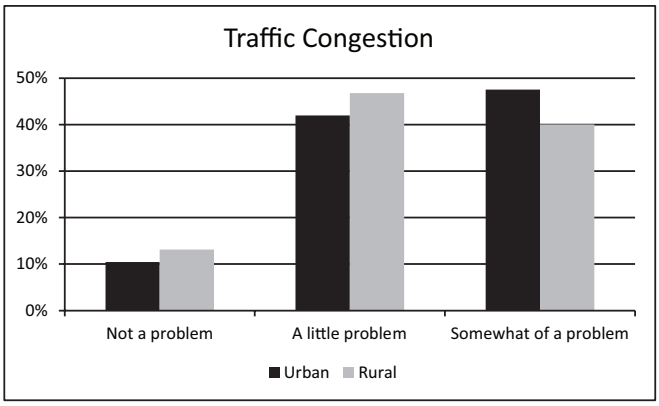
	Transit Trips		Non-transit trips	
Trip Purpose	Urban	Rural	Urban	Rural
	----------Percentage----------			
Home	36.5	34.2	34.8	32.9
Work	20.3	19.3	11.3	13.2
School/day care/religious activities	6.2	13.1	5.4	5.5
Medical/dental services	3.2	2.7	1.6	1.6
Shopping/errands	12.9	5.9	17.5	18.2
Social/recreational	11.1	8.1	12.1	12.1
Family personal business/obligations	2.4	1.6	3.1	3.5
Transport someone	1.6	6.2	6.5	5.7
Meals	2.3	5.2	6.9	6.8
Other	3.5	3.8	0.7	0.5

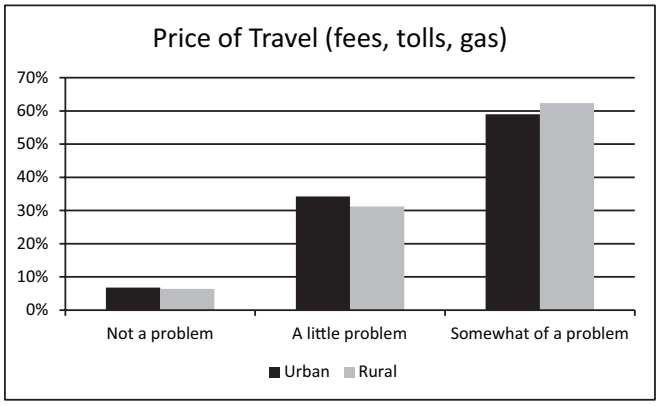
Source: 2009 National Household Travel Survey

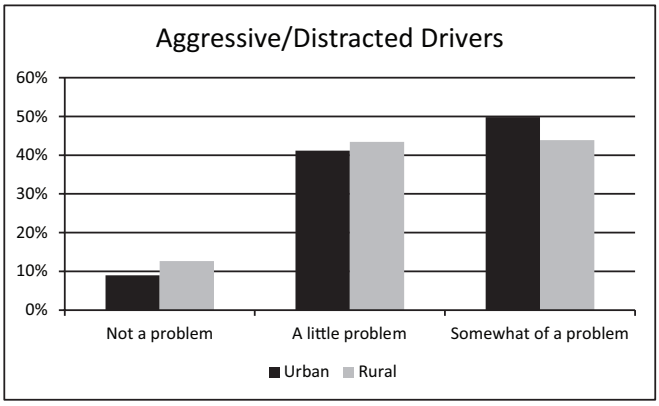
Table 6 shows the general purposes for transit and non-transit trips in urban and rural areas. For rural transit trips, the highest percentage of trips involves the rider traveling home, followed by work and then school/day care/religious activities. Just 2.7% of rural transit trips are to medical or dental services, but only 1.6% of non-transit trips are for medical or dental purposes, indicating a higher propensity for these types of trips to be made by transit. The data indicate that work, school, and medical trips have a greater likelihood than other trips of being made by transit in both rural and urban areas, and shopping and social trips are less likely to be made by transit. Shopping and social trips are especially less likely to be made by transit in rural areas, and school/day care/religious trips by transit are more common in rural areas than in urban areas.

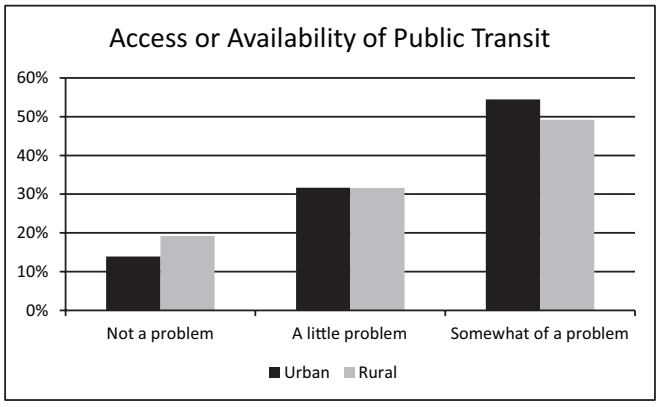
The NHTS also asks respondents about their views on a number of transportation issues, such as safety, traffic congestion, and access or availability of public transportation (see Figure 2). Responses by rural residents tended to be similar to those by their urban counterparts, but there are some differences. Urban respondents tended to be more likely to view safety, traffic congestion, and aggressive or distracted drivers as a problem. About half of rural residents viewed access or availability of public transportation as a problem. Somewhat surprisingly, a slightly higher percentage, 54%, of urban residents said the same, despite greater availability of transit in urban areas. This may be due to urban residents relying more on public transportation than those in rural areas.











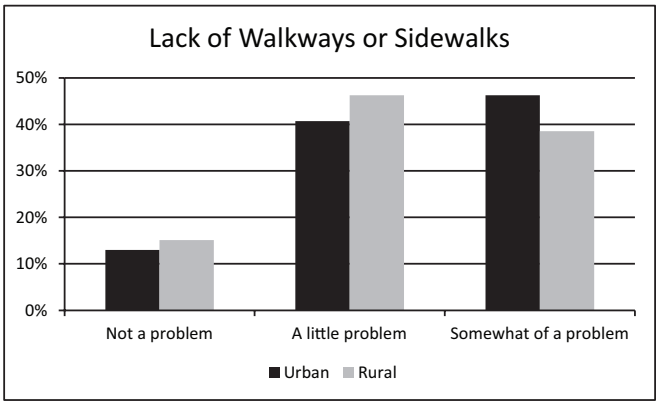


Figure 2. Views on Transportation Issues, Urban vs. Rural
Source: 2009 National Household Travel Survey

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 2009 were released in early 2011 and are the most recent data reported in this fact book.

The number of agencies providing rural transit service, as reported in the Rural NTD, increased from 1,293 in 2007 to 1,358 in 2008, the same number providing service in 2009 (see Table 7).

Many of these agencies offer strictly a demand-response service, while 235 offer both demand-response and fixed-route, and a few offer just fixed-route. A total of 429 providers offered fixed-route service in 2009, including either a traditional fixed-route service or deviated fixed-routes. The data indicate a slight increase in demand-response providers and a slight decrease in fixed-route service since 2007.

Nationwide, 75% of the counties have some level of rural transit service (see Table 8). This is a slight increase from the 73% covered the previous two years.

Table 7. Number of Rural Transit Providers Nationwide

	2007	2008	2009
Total	1,293	1,358	1,358
Type of service offered:			
Total fixed-route	453	440	429
Traditional fixed-route	206	225	243
Deviated fixed-route	319	287	278
Both	72	72	92
Demand-response	1,085	1,149	1,169
Demand-response & fixed-route	239	228	235
Van pool	8	16	14
Other or not specified	25	40	22

Source: Rural National Transit Database, 2007, 2008, 2009

Table 8. Counties with Rural Transit Service

State	Number of counties in state	Counties with 5311 Service 2007	2008	2009
Alabama	67	26	24	50
Alaska	29	10	12	12
Arizona	15	11	10	10
Arkansas	75	42	42	42
California	58	56	56	56
Colorado	64	38	38	38
Connecticut	8	8	8	8
Delaware	3	1	1	1
Florida	67	62	62	62
Georgia	159	103	110	110
Hawaii	4	3	3	3
Idaho	44	34	34	22
Illinois	102	64	64	64
Indiana	92	66	66	66
Iowa	99	99	99	99
Kansas	105	96	96	87
Kentucky	120	89	89	89
Louisiana	64	33	31	31
Maine	16	14	16	16
Maryland	24	20	20	20
Massachusetts	14	10	10	10
Michigan	83	72	72	72
Minnesota	87	73	73	73
Mississippi	82	47	47	47
Missouri	115	113	114	114
Montana	56	20	20	39
Nebraska	93	74	74	74
Nevada	17	7	7	11
New Hampshire	10	7	6	6
New Jersey	21	13	10	14
New Mexico	33	17	17	17
New York	62	43	44	44
North Carolina	100	75	75	80
North Dakota	53	53	53	53
Ohio	88	37	36	36
Oklahoma	77	67	67	67
Oregon	36	25	28	32
Pennsylvania	67	26	26	27
Rhode Island	5	2	2	2
South Carolina	46	35	35	37
South Dakota	66	50	50	50
Tennessee	95	95	95	95
Texas	254	247	247	247
Utah	29	2	4	4
Vermont	14	14	14	14
Virginia	95	55	55	55
Washington	39	28	24	24
West Virginia	55	21	24	24
Wisconsin	72	43	43	44
Wyoming	23	7	13	13
Total	3102	2253	2266	2311
Percentage of counties served		72.6%	73.0%	74.5%

Operating Statistics

Total annual ridership for rural transit systems increased 5% in 2009, from 111 million rides in 2008 to 116 million rides (see Table 9). The greatest increase was for ridership on fixed-route services. Fixed-route ridership increased 10% in 2009, from 64.8 million rides to 71.4 million rides, while demand-response ridership increased 1%, from 43.4 million rides to 44.0 million rides.

Table 9. Rural Transit Operating Statistics

	2007	2008	2009	% change 2008-2009
Annual Ridership				
Fixed-route	64,300,568	64,859,531	71,442,496	10%
Demand-response	42,067,274	43,404,586	44,025,151	1%
Van pool	1,666,255	444,401	509,271	15%
Other	614,348	2,447,738	417,220	-83%
Total	108,648,445	111,156,256	116,394,138	5%
Annual Vehicle Miles				
Fixed-route	108,830,052	115,324,011	114,066,969	-1%
Demand-response	318,109,719	325,454,212	357,254,482	10%
Van pool	5,546,249	3,404,224	2,818,860	-17%
Other	2,724,380	18,838,131	24,223,469	29%
Total	435,210,400	463,020,578	498,363,780	8%
Annual Vehicle Hours				
Fixed-route	6,257,340	6,707,966	6,599,643	-2%
Demand-response	16,379,251	21,998,484	22,297,032	1%
Van pool	52,076	66,987	27,581	-59%
Other	162,653	346,318	692,351	100%
Total	22,851,320	29,119,755	29,616,607	2%

Source: Rural National Transit Database, 2007, 2008, 2009

Fixed-route ridership increased despite a 1% decrease in vehicle miles and a 2% decrease in vehicle hours for fixed-route services. Overall, though, there was an increase in vehicles miles and hours of service, as annual vehicles miles increased 10% (from 325 million to 357 million) for demand-response service, and annual vehicle hours increased 1% for demand-response service. Total vehicle miles for rural providers increased 8% in 2009, from 463 million to 498 million, and vehicle hours increased 2%, from 29.1 million to 29.6 million.

Table 10 shows median and percentile rankings for vehicle miles and hours and passenger trips per agency in 2009. The data show that the median vehicle miles provided per system was 169,785, the median hours of service was 10,774, and the median number of trips provided was 25,509. For systems providing fixed-route service, the median fixed-route miles provided was 172,468, the median fixed-route hours of service was 10,463, and the median number of rides provided was 47,707. For demand-response operations, the median values were 123,147 miles, 8,623 hours, and 18,454 rides. There is significant variation in these numbers, however, as Table 10 shows. For example, 10% of the agencies provided 796,867 or more miles of service, and the smallest 10% provided 20,222 miles or less.

Table 10. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2009

	Vehicle Miles			Vehicle Hours			Regular Unlinked Trips		
Percentile	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total
10th	26,063	16,992	20,222	1,689	1,547	1,876	4,405	2,849	3,520
25th	61,063	43,462	56,122	4,189	3,434	4,156	15,013	7,230	9,473
50th	172,468	123,147	169,785	10,463	8,623	10,774	47,707	18,454	25,509
75th	376,546	308,985	394,338	20,533	19,769	24,641	163,854	42,139	69,708
90th	615,022	675,488	796,867	35,864	38,591	47,120	416,617	91,675	189,574
Number of agencies reporting	414	1,155	1,348	414	1,154	1,347	412	1,125	1,333

Source: Rural National Transit Database, 2009

Financial Statistics

In 2009, capital funding for rural transit increased 24%, from $128 million to $159 million, from the federal government and 49%, from $27 million to $41 million, from state governments (see Table 11). Capital funding from local governments, meanwhile, decreased 6%, from $32 million to $30 million.

Federal support of operating costs increased 16% in 2009, from $293 million to $339 million. State funding for operations increased 10% to $214 million and local funding increased 7% to $296 million. Transit operators also experienced a 14% increase in fare revenues in 2009 to $97 million, while contract revenues declined 8%. Meanwhile, total operating expenses increased 8%.

Table 11. Rural Transit Operating Statistics

	2007	2008	2009	Change 2008-2009
Capital Funding				
Federal	107,251,562	128,118,103	159,346,173	24%
State	23,808,314	27,314,677	40,565,774	49%
Local	37,886,750	32,184,429	30,115,042	-6%
Operating				
Federal Assistance	257,175,509	293,033,494	339,038,870	16%
State Assistance	192,751,020	193,599,123	213,787,126	10%
Local Assistance	298,126,617	275,787,715	296,125,982	7%
Fare Revenues	76,323,783	85,652,440	97,376,190	14%
Contract Revenues	193,893,072	214,445,705	198,061,533	-8%
Total Expenses	1,003,846,706	1,063,216,122	1,153,041,709	8%

Source: Rural National Transit Database, 2007, 2008, 2009

Fleet Statistics

Average fleet size increased from 14.7 vehicles in 2008 to 15.4 vehicles in 2009 (see Table 12). The total number of vehicles being operated by rural transit providers followed a similar increase to 20,890 in 2009 (see Table 13).

Since 2007, there has been a trend toward fewer buses and more cutaways. The number of buses in operation decreased 20% in 2008 and 7% in 2009, while the number of cutaways increased 43% in 2008 and 17% in 2009. Over that same period, the number of vans decreased slightly, while the use of minivans increased.

Figure 3 shows the fleet composition of rural transit agencies. Cutaways comprise the largest portion (41%) of the vehicle fleet, while vans account for about a quarter of the vehicles, buses 17%, and minivans 14%.

Seventy-seven percent of these vehicles are ADA accessible vehicles, the same as in 2008 and up from 73% in 2007 (see Table 14). Most buses and cutaways (91%) are ADA accessible, whereas 63% of vans and 56% of minivans were ADA accessible in 2009.

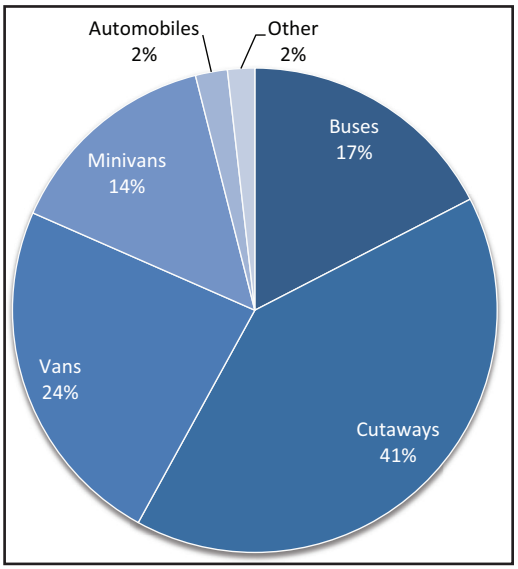


Figure 3. Fleet Composition
Source: Rural National Transit Database, 2009

The average age of the vehicles was 6.2 years in 2009, while the average vehicle length was 22.3 feet, with an average seating capacity of 14.8 (see Tables 15, 16 and 17). The average bus is 29.9 feet and has a seating capacity of 26.0, while the average cutaway is 23.3 feet with a seating capacity of 14.9. Average vehicle length and seating capacity have changed just slightly over the last couple years.

Table 12. Average Fleet Size

	Vehicles per Agency
2007	14.3
2008	14.7
2009	15.4

Source: Rural National Transit Database, 2007, 2008, 2009

Table 13. Number of Vehicles in Operation

	2007	2008	2009
Total	18,474	19,921	20,890
Bus	4,889	3,930	3,640
Cutaway	5,040	7,230	8,474
Van	5,311	5,165	4,927
Minivan	2,437	2,827	3,025
Automobiles	428	421	446
School Bus	174	80	68
Over-the-road bus	187	11	57
Sports utility vehicle	8	71	106
Other	0	186	147

Source: Rural National Transit Database, 2007, 2008, 2009

Table 14. Percentage of Rural Transit Vehicles that are ADA Accessible

	2007	2008	2009
	----------Percentage----------		
Total	73	77	77
Bus	88	92	92
Cutaway	91	93	91
Van	59	59	63
Minivan	50	57	56
Automobiles	3	3	4
School Bus	62	36	22
Over-the-road bus	77	64	79
Sports utility vehicle	50	59	12

Source: Rural National Transit Database, 2007, 2008, 2009

Table 15. Average Vehicle Age

	2007	2008	2009
	----------Years----------		
Total	5.8	6.1	6.2
Bus	7.0	7.1	6.9
Cutaway	5.8	5.8	5.9
Van	5.0	5.9	6.3
Minivan	5.3	5.2	5.5
Automobiles	6.8	7.0	7.4
School Bus	5.1	7.1	9.3
Over-the-road bus	6.3	9.0	10.1
Sports utility vehicle	6.6	5.5	4.0

Source: Rural National Transit Database, 2007, 2008, 2009

Table 16. Average Vehicle Length

	2007	2008	2009
	----------Feet----------		
Total	21.7	22.4	22.3
Bus	27.4	29.3	29.9
Cutaway	22.8	23.3	23.3
Van	18.4	18.8	19.1
Minivan	16.5	16.7	16.1
Automobiles	15.2	14.9	15.0
School Bus	21.9	32.0	33.6
Over-the-road bus	22.3	35.6	41.4
Sports utility vehicle	-	-	-

Source: Rural National Transit Database, 2007, 2008, 2009

Table 17. Average Seating Capacity

	2007	2008	2009
Total	15.3	15.1	14.8
Bus	23.2	25.5	26.0
Cutaway	14.9	15.1	14.9
Van	12.2	12.0	11.4
Minivan	7.6	6.7	6.3
Automobiles	5.0	4.7	4.8
School Bus	26.9	41.1	45.0
Over-the-road bus	15.0	37.0	45.1
Sports utility vehicle	-	-	-

Source: Rural National Transit Database, 2007, 2008, 2009

Sixty-nine 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 18). Two percent of the vehicles are leased. Cutaways are more likely to be owned by the transit provider.

Table 18. Vehicle Ownership, 2009

	Owned by provider	Leased by provider	Owned by public agency	Leased by public agency
	----------Percentage----------			
Total	69	1	29	1
Bus	59	2	38	1
Cutaway	79	1	19	1
Van	58	1	41	0
Minivan	66	1	32	1
Automobiles	77	4	19	1
School Bus	84	0	16	0
Over-the-road bus	93	4	4	0
Sports utility vehicle	71	0	29	0

Source: Rural National Transit Database, 2009

The FTA is the primary funding source for 82% of rural transit vehicles, including 84% of buses, 86% of cutaways, and 83% of vans (see Table 19). State or local sources provide the primary funding source for 13% of the vehicles.

Table 19. Primary Funding Source for Vehicles, 2009

	FTA	Other Federal	State or Local	Private
		----------Percentage----------		
Total	82	2	13	3
Bus	84	2	13	1
Cutaway	86	2	11	2
Van	83	1	14	2
Minivan	77	2	17	5
Automobiles	43	1	30	26
School Bus	51	18	26	4
Over-the-road bus	26	7	54	12
Sports utility vehicle	80	1	15	4

Source: Rural National Transit Database, 2009

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 decreased slightly to 0.23 in 2009. As Table 20 shows, trips per mile is significantly higher for fixed-route service (0.63) than it is for demand-response (0.12). Trips per hour, on the other hand, increased slightly to 3.9 in 2009. The increase occurred mostly in fixed-route service. The number of trips per hour was 10.8 for fixed-route service and 2.0 for demand-response.

Table 20. Trips per Mile and Trips per Hour

	2007	2008	2009	% change 2008-2009
Trips per Mile				
Fixed-route	0.59	0.56	0.63	11%
Demand-response	0.13	0.13	0.12	-8%
Total	0.25	0.24	0.23	-3%
Trips per Hour				
Fixed-route	10.3	9.7	10.8	12%
Demand-response	2.6	2.0	2.0	0%
Total	4.8	3.8	3.9	3%

Source: Rural National Transit Database, 2007, 2008, 2009

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 operations. Table 21 groups the transit systems into six categories based on the number of vehicle miles provided. The smaller providers, those in the bottom 10% of vehicle miles provided, tend to have the highest number of trips per mile, possibly due to these systems serving a small service area with very concentrated service hours. However, if these smallest systems are excluded, then we find that trips per mile increases with vehicle miles provided for fixed-route systems. For demand-response systems, on the other hand, trips per mile continually decreases with increases in vehicle miles.

Table 21. Trips per Mile by Number of Miles Provided, 2009

Percentile Rank	Vehicle Miles Provided	Average Trips per Mile
Fixed-Route		
1-10	<26,063	1.16
11-25	26,063-61,063	0.31
26-50	61,063-172,468	0.43
51-75	172,468-376,546	0.63
76-90	376,546-615,022	0.62
>90	>615,022	0.64
Demand-Response		
1-10	<16,992	2.32
11-25	16,992-43,462	0.35
26-50	43,462-123,147	0.25
51-75	123,147-308,985	0.19
76-90	308,985-675,488	0.13
>90	>675,488	0.09

Source: Rural National Transit Database, 2009

Table 22. Trips per Hour by Number of Hours Provided, 2009

Percentile Rank	Vehicle Hours Provided	Average Trips per Hour
Fixed-Route		
1-10	<1,689	6.3
11-25	1,689-4,189	4.3
26-50	4,189-10,463	6.0
51-75	10,463-20,533	8.9
76-90	20,533-35,864	11.4
>90	>35,864	13.6
Demand-Response		
1-10	<1,547	6.0
11-25	1,547-3,434	3.8
26-50	3,434-8,623	3.0
51-75	8,623-19,769	2.7
76-90	19,769-38,591	2.3
>90	>38,591	1.8

Source: Rural National Transit Database, 2009

There is a somewhat similar trend for trips per hour (see Table 22). The trend is the same for the demand-response systems, as trips per hour decreases with hours of service provided. For fixed-route systems, however, trips per hour is the highest for the largest systems providing the greatest number of service hours.

Trips per vehicle was essentially unchanged in 2009, at 5,572. Meanwhile, rural transit vehicles averaged 23,857 miles and 1,418 hours of service in 2009, small changes from 2008 (see Table 23).

Operating cost per trip was $9.91 in 2009, a slight increase from the previous year. The costs are 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 2009, 912 such systems operated just demand-response, and 184 offered just fixed-route service. Their average costs are shown in Table 24. The average operating cost for fixed-route only systems decreased 3% in 2009 to $5.96 per trip, while that for demand-response only systems increased 4% to $15.18 per trip. Operating cost per mile was nearly unchanged in 2009, at $3.06 for fixed-route only systems, $2.01 for demand-response only systems, and $2.31 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 2009 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 23. Trips, Miles, and Hours per Vehicle

	2007	2008	2009	% change 2008-2009
Trips per Vehicle	5,881	5,580	5,572	0%
Miles per Vehicle	23,558	23,243	23,857	3%
Hours per Vehicle	1,237	1,462	1,418	-3%

Source: Rural National Transit Database, 2007, 2008, 2009

Table 24. Operating Costs per Trip and per Mile and Farebox Recovery Ratio

	2007	2008	2009	% change 2008-2009
Operating Expense per Trip				
Total	9.37	9.57	9.91	4%
Fixed-Route Only	6.08	6.13	5.96	-3%
Demand-Response Only	15.62	14.62	15.18	4%
Operating Expense per Mile				
Total	2.34	2.30	2.31	1%
Fixed-Route Only	2.60	3.05	3.06	1%
Demand-Response Only	2.01	1.99	2.01	1%
Farebox Recovery Ratio				
Total	0.08	0.08	0.08	5%
Fixed-Route Only	0.08	0.09	0.09	3%
Demand-Response Only	0.07	0.07	0.07	-2%

Source: Rural National Transit Database, 2007, 2008, 2009

While Table 24 shows overall averages, there is significant variation in costs between transit agencies across the country. Table 25 shows percentile ranking for operating costs per trip and per mile and for farebox recovery ratio, including both demand-response and fixed-route service.

Some of the variations could be explained by the size of the operations. Table 26 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 systems tend to have fewer trips per mile of service.

Table 25. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2009

	Operating Expense		Farebox Recovery
Percentile Rank	Per Trip	Per Mile	Ratio
10th	4.83	1.25	0.02
20th	7.49	1.69	0.04
50th	12.65	2.43	0.09
75th	23.62	3.47	0.13
90th	44.29	4.88	0.20

Source: Rural National Transit Database, 2009

Table 26. Operating Statistics and Performance Measures by Size of Operation, 2009

	Vehicle Miles						Operating Expense		Farebox
Size of Agency	Min	Max	Total Miles	Total Trips	Fare revenues	Operating expenses	Per Trip	Per Mile	recovery ratio
	----------Thousands----------								
Very small	0	20	1,549	634	925	6,939	10.95	4.48	0.13
Small	20	56	7,494	2,547	2,272	22,631	8.89	3.02	0.10
Medium-small	56	170	34,822	9,638	9,818	101,199	10.50	2.91	0.10
Medium-large	170	394	88,109	25,816	21,798	235,305	9.11	2.67	0.09
Large	394	797	112,009	32,140	26,660	286,608	8.92	2.56	0.09
Very large	797		254,380	45,620	35,891	499,109	10.94	1.96	0.07

Source: Rural National Transit Database, 2009

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 FTAs regional classification. The FTA divides the country into 10 regions, as shown in Figure 4. Table 27 shows how rural transit statistics vary between those regions.

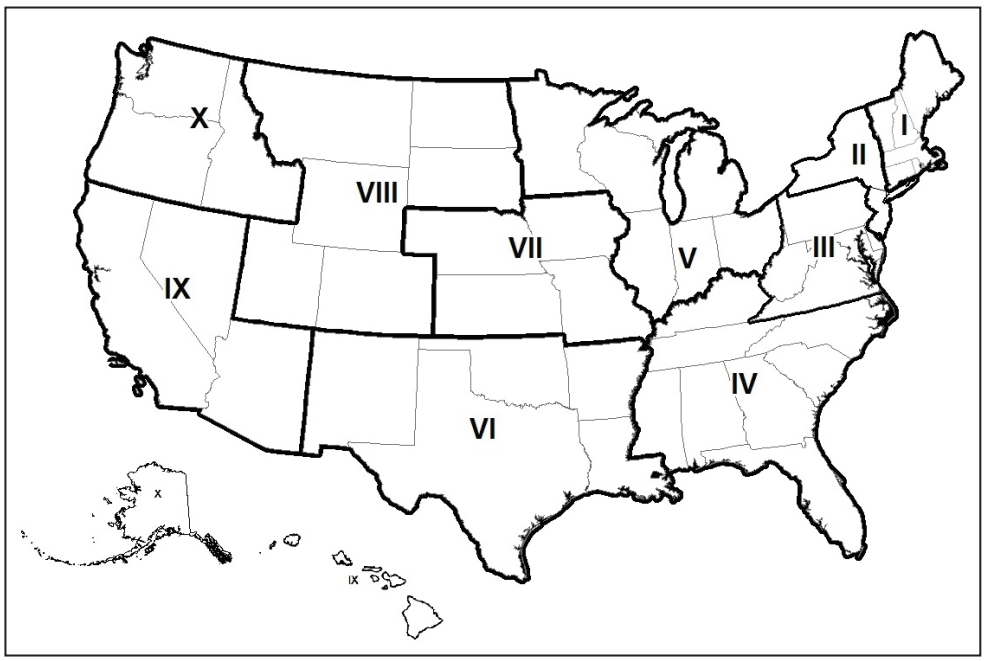


Figure 4. FTA Regions

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 2009 was highest in Regions 8 (18.4 million rides) and 5 (16.4 million rides). Region 4 provided the highest level of service, by a significant margin, with 133 million vehicle miles and 8.7 million vehicle hours of service, most of it being demand-response. Region 4 also has the greatest number of vehicles in service, nearly half of them being vans.

Trips per mile and per hour were highest in Region 8, according to the data, and Region 10 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 10 at $10.31 and lowest in Region 7 at $3.00. The lowest cost for demand-response only providers was $8.35 per trip in Region 8.

State-level statistics are shown in Tables 28-31, and tribal transit data are presented in Table 32.

Table 27. Regional Data

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Agencies										
Fixed-route	37	47	55	48	44	29	6	36	75	52
Demand-response	35	1	32	256	260	117	205	138	57	68
Van pool	0	0	0	1	1	0	0	2	0	10
Total	44	47	64	269	273	121	208	161	95	76
Counties Served	84%	70%	52%	77%	68%	80%	91%	68%	85%	61%
Annual Ridership (million rides)										
Fixed-route	5.2	3.9	9.9	7.6	4.9	1.8	0.5	15.1	11.4	11.2
Demand-response	0.7	0.0	1.4	6.7	11.5	7.3	10.0	3.3	1.4	1.8
Total	6.2	3.9	11.2	14.4	16.4	9.1	10.5	18.4	12.8	13.4
Annual Vehicle Miles (million miles)										
Fixed-route	8.2	13.4	17.2	11.6	6.6	3.7	1.2	13.2	23.5	15.4
Demand-response	29.7	0.0	9.5	118.4	70.7	53.1	46.2	12.0	6.6	11.0
Total	59.1	13.4	26.7	133.0	77.4	56.8	47.5	25.4	30.1	28.8
Annual Vehicle Hours (million hours)										
Fixed-route	0.5	0.8	1.0	0.8	0.4	0.3	0.1	0.8	1.2	0.7
Demand-response	1.0	0.0	0.6	7.7	4.4	3.5	2.9	1.1	0.5	0.7
Total	1.9	0.8	1.6	8.7	4.8	3.8	3.0	1.9	1.7	1.4
Number of Vehicles										
Total	778	463	1,354	5,187	3,709	3,003	2,483	1,584	1,195	1,134
Bus	243	444	395	586	703	123	96	344	394	312
Cutaway	400	16	680	1,336	1,424	1,559	1,320	624	614	501
Van	76	3	117	2,428	787	493	656	134	63	170
Minivan	52	0	85	605	570	751	359	385	76	142
Other	7	0	77	232	225	77	52	97	48	9
Vehicles ADA Accessible	89%	99%	88%	63%	83%	76%	80%	73%	89%	80%

Table 27. Regional Data (continued)

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Average Vehicle Age	6.0	5.6	6.1	5.1	6.4	5.8	7.5	6.7	6.9	7.3
Average Vehicle Length	25.2	26.1	23.7	20.7	22.0	20.8	21.8	23.8	26.7	24.1
Average Vehicle Capacity	18.8	19.9	17.1	12.9	13.8	12.4	12.8	17.1	22.4	18.2
Trips Per Mile										
Total	0.11	0.29	0.42	0.11	0.21	0.16	0.22	0.73	0.43	0.47
Fixed-route	0.64	0.29	0.57	0.65	0.74	0.48	0.43	1.14	0.48	0.73
Demand-response	0.02	0.23	0.14	0.06	0.16	0.14	0.22	0.28	0.22	0.16
Trips Per Hour										
Total	3.2	5.1	6.9	1.7	3.4	2.4	3.5	9.8	7.7	9.4
Fixed-route	10.9	5.1	9.4	9.1	11.3	7.1	8.7	19.0	9.5	15.4
Demand-response	0.8	2.8	2.4	0.9	2.6	2.0	3.4	3.1	3.1	2.6
Trips Per Vehicle	8,026	8,395	8,298	2,776	4,426	3,015	4,222	11,643	10,733	11,822
Miles Per Vehicle	75,992	29,017	19,730	25,649	20,874	18,929	19,115	16,055	25,207	25,369
Hours Per Vehicle	2,489	1,660	1,201	1,677	1,306	1,262	1,207	1,182	1,389	1,254
Operating Expense Per Trip										
Total	13.99	9.66	6.96	16.58	12.13	13.31	8.51	5.18	8.43	7.36
Fixed-route only	5.26	9.63	3.91	5.20	7.47	6.61	3.00	4.01	7.62	10.31
Demand-response only	46.66	-	14.29	28.03	15.63	14.85	8.67	8.35	16.24	26.02
Operating Expense Per Mile										
Total	1.48	2.79	2.93	1.79	2.57	2.12	1.88	3.76	3.59	3.43
Fixed-route only	2.97	2.79	2.65	2.77	3.72	3.13	2.00	4.68	3.31	2.61
Demand-response only	3.37	-	2.06	1.64	2.48	2.10	1.88	2.33	3.64	2.34
Farebox Recovery Ratio	0.11	0.08	0.12	0.06	0.09	0.06	0.09	0.10	0.11	0.08

Source: Rural National Transit Database, 2009

Table 28. State Operating Statistics

	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	25	75%	1,146	0	1,146	6,347	0	6,347	364	0	364
Alaska	7	41%	1,684	1,623	61	2,286	1,183	1,103	137	66	71
Arizona	14	67%	982	890	92	2,780	2,329	451	160	125	34
Arkansas	6	56%	805	0	805	7,738	0	7,738	304	0	304
California	56	97%	6,827	5,771	1,056	17,765	13,205	4,560	1,046	749	297
Colorado	29	59%	11,054	10,651	400	10,196	8,671	1,472	648	499	147
Connecticut	4	100%	402	232	170	1,469	482	986	92	34	58
Delaware	0	33%	0	0	0	0	0	0	0	0	0
Florida	22	93%	1,025	636	366	13,733	2,760	10,893	794	151	634
Georgia	86	69%	983	0	983	12,988	0	12,988	793	0	793
Hawaii	3	75%	3,672	3,660	12	4,988	4,930	59	159	150	9
Idaho	8	50%	602	472	102	1,712	936	547	92	55	32
Illinois	30	63%	3,888	2,152	1,737	11,118	969	10,148	622	76	545
Indiana	45	72%	2,165	316	1,849	13,107	454	12,653	840	43	796
Iowa	23	100%	5,155	0	5,155	15,276	0	15,276	1,093	0	1,093
Kansas	95	83%	1,644	116	1,526	6,227	431	5,759	463	24	410
Kentucky	24	74%	1,388	361	1,027	25,391	1,524	23,867	2,560	219	2,341
Louisiana	31	48%	693	0	693	5,725	0	5,725	682	0	682
Maine	13	100%	1,680	1,086	319	42,496	2,595	18,697	1,112	118	499
Maryland	9	83%	4,367	4,035	333	5,297	3,153	2,144	371	222	149
Massachusetts	3	71%	1,572	1,493	80	1,900	1,436	464	135	98	37
Michigan	58	87%	2,689	0	2,689	22,674	0	22,674	1,369	0	1,369
Minnesota	54	84%	3,611	1,302	2,309	12,091	3,183	8,908	709	185	524
Mississippi	19	57%	1,034	261	773	8,494	1,174	7,320	346	62	284
Missouri	25	99%	2,933	392	2,542	23,160	555	22,605	1,222	29	1,193
Montana	28	70%	1,230	773	449	2,936	1,394	1,356	164	78	84
Nebraska	62	80%	726	0	726	2,484	0	2,484	205	0	205
Nevada	13	65%	248	142	106	1,514	956	557	125	64	61
New Hampshire	6	60%	1,132	1,061	71	1,318	1,020	297	108	73	35
New Jersey	1	67%	17	7	11	85	38	47	6	2	4
New Mexico	24	52%	1,292	938	354	4,369	2,175	2,194	288	139	149
New York	46	71%	3,869	3,869	0	13,350	13,350	0	763	763	0
North Carolina	66	80%	4,152	2,919	1,233	33,136	2,872	30,264	1,724	208	1,517
North Dakota	35	100%	630	145	486	2,641	197	2,444	225	14	211
Ohio	35	41%	1,672	285	1,387	10,414	511	9,903	652	32	620
Oklahoma	19	87%	2,529	836	1,693	16,497	1,074	15,423	1,282	88	1,194
Oregon	30	89%	3,038	2,350	688	7,592	4,353	3,219	448	220	226
Pennsylvania	15	40%	3,906	3,219	687	9,159	4,642	4,517	558	294	264
Rhode Island	0	40%	0	0	0	0	0	0	0	0	0
South Carolina	14	80%	2,181	1,925	118	7,829	2,276	2,631	420	117	139
South Dakota	21	76%	1,155	0	1,155	4,094	0	4,094	337	0	337
Tennessee	12	100%	2,421	1,474	947	24,647	1,022	23,624	1,663	80	1,583
Texas	31	97%	3,649	0	3,649	20,553	0	20,553	1,160	0	1,160
Utah	3	14%	1,980	1,969	11	1,325	1,222	103	80	74	6
Vermont	10	100%	1,439	1,341	98	11,571	2,510	9,061	457	137	320
Virginia	29	58%	1,947	1,603	345	8,170	5,332	2,837	441	277	164
Washington	22	62%	7,926	6,599	883	15,745	7,850	5,698	687	345	333
West Virginia	11	44%	1,015	1,015	0	4,088	4,088	0	255	255	0
Wisconsin	49	61%	2,308	839	1,469	7,164	1,492	5,672	615	96	519
Wyoming	40	57%	2,329	1,540	789	3,241	1,277	1,964	353	116	237

Source: Rural National Transit Database, 2009

Table 29. State Financial Statistics

	Capital Funding			Operating Funding		
	Local	State	Federal	Local	State	Federal
	thousand dollars					
Alabama	23	0	93	1,341	0	3,745
Alaska	499	0	1,871	5,477	131	3,454
Arizona	173	54	1,257	2,105	1,258	4,816
Arkansas	0	430	1,722	3,349	832	4,951
California	2,141	10,092	5,400	32,603	13,534	10,636
Colorado	3,688	4,316	4,540	32,363	557	7,164
Connecticut	0	800	12	443	1,586	1,662
Delaware	0	0	0	0	0	0
Florida	184	555	3,794	4,116	6,334	4,386
Georgia	373	373	2,984	7,993	0	10,225
Hawaii	812	0	3,047	13,992	156	1,554
Idaho	59	0	273	1,364	19	2,612
Illinois	312	2,218	17,611	2,666	16,281	7,895
Indiana	413	64	8,257	7,739	5,127	11,410
Iowa	1,667	415	4,288	3,783	6,390	8,897
Kansas	585	0	2,391	2,793	1,843	4,993
Kentucky	436	825	7,955	7,253	0	10,204
Louisiana	0	0	0	974	7	6,607
Maine	81	87	705	2,124	8,968	21,666
Maryland	281	258	2,166	4,316	2,710	2,967
Massachusetts	0	1,278	1,113	1,450	2,283	1,990
Michigan	0	614	2,931	17,000	23,405	9,773
Minnesota	863	0	3,574	0	12,801	8,465
Mississippi	0	526	734	3,092	291	5,215
Missouri	844	0	4,070	23,034	1,052	11,098
Montana	248	0	1,140	2,485	194	4,077
Nebraska	0	0	0	1,159	1,129	2,480
Nevada	2	0	2	2,445	157	1,444
New Hampshire	3	169	1,705	882	330	3,164
New Jersey	0	0	54	88	38	75
New Mexico	158	706	9,293	4,398	958	5,470
New York	802	802	6,417	10,565	12,327	3,424
North Carolina	3,298	837	6,401	6,957	12,415	13,427
North Dakota	92	52	545	432	1,793	2,554
Ohio	366	323	2,591	4,511	4,222	12,614
Oklahoma	367	313	2,739	3,383	2,683	10,409
Oregon	966	463	2,852	7,960	3,533	7,223
Pennsylvania	284	5,077	7,937	1,090	19,531	9,228
Rhode Island	0	0	0	0	0	0
South Carolina	551	22	985	3,861	1,320	4,347
South Dakota	431	0	3,437	1,881	950	4,965
Tennessee	667	1,007	4,413	2,775	8,085	13,937
Texas	848	1,735	10,366	4,220	12,282	18,015
Utah	266	1,066	0	2,670	0	2,496
Vermont	612	1,367	6,041	1,485	3,118	18,182
Virginia	231	891	3,257	4,683	2,894	7,534
Washington	5,438	1,543	2,002	31,882	10,512	5,628
West Virginia	0	283	1,131	3,471	1,282	3,525
Wisconsin	229	0	914	2,835	4,881	6,562
Wyoming	396	716	1,427	3,430	1,495	3,338

Source: Rural National Transit Database, 2009

Table 30. State Fleet Statistics

	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	405	59%	6.0	22.4	17.4	2.8	15.7	0.9
Alaska	67	99%	6.3	26.6	19.4	25.1	34.1	2.0
Arizona	108	94%	6.0	24.4	18.4	9.1	25.7	1.5
Arkansas	348	64%	5.3	21.5	11.9	2.3	22.2	0.9
California	763	93%	7.2	26.8	22.0	8.9	23.3	1.4
Colorado	498	86%	6.7	28.2	24.0	22.2	20.5	1.3
Connecticut	78	100%	5.1	24.2	17.0	5.2	18.8	1.2
Delaware	0	-	-	-	-	-	-	-
Florida	492	81%	5.4	21.4	12.9	2.1	27.9	1.6
Georgia	469	66%	4.1	21.1	12.6	2.1	27.7	1.7
Hawaii	129	98%	6.9	29.7	27.5	28.5	38.7	1.2
Idaho	87	76%	7.1	24.9	17.8	6.9	19.7	1.1
Illinois	629	95%	8.2	23.5	14.6	6.2	17.7	1.0
Indiana	806	72%	6.4	18.7	10.7	2.7	16.3	1.0
Iowa	1,017	85%	8.9	24.2	14.4	5.1	15.0	1.1
Kansas	395	73%	5.7	19.3	11.4	4.2	15.8	1.2
Kentucky	1,216	49%	4.9	19.7	10.5	1.1	20.9	2.1
Louisiana	228	85%	5.6	19.2	9.9	3.0	25.1	3.0
Maine	280	73%	7.3	23.7	17.6	6.0	151.8	4.0
Maryland	323	79%	7.9	23.0	18.8	13.5	16.4	1.1
Massachusetts	103	100%	6.7	24.9	18.2	15.3	18.4	1.3
Michigan	980	88%	5.8	24.4	17.3	2.7	23.1	1.4
Minnesota	449	100%	6.5	25.4	17.3	8.0	26.9	1.6
Mississippi	251	78%	4.7	24.2	20.4	4.1	33.8	1.4
Missouri	892	78%	6.2	20.6	12.2	3.3	26.0	1.4
Montana	178	70%	7.1	24.4	15.9	6.9	16.5	0.9
Nebraska	170	75%	9.8	19.3	10.6	4.3	14.6	1.2
Nevada	93	88%	5.4	24.1	17.5	2.7	16.3	1.3
New Hampshire	63	100%	4.6	28.8	21.9	18.0	20.9	1.7
New Jersey	4	100%	4.3	21.8	17.8	4.3	21.2	1.5
New Mexico	252	67%	5.6	21.9	15.1	5.1	17.3	1.1
New York	459	99%	5.6	26.1	19.9	8.4	29.1	1.7
North Carolina	1,197	64%	4.4	20.2	12.4	3.5	27.7	1.4
North Dakota	194	76%	7.0	21.1	11.9	3.2	13.6	1.2
Ohio	505	81%	5.4	19.7	10.6	3.3	20.6	1.3
Oklahoma	822	68%	4.7	20.4	12.1	3.1	20.1	1.6
Oregon	320	97%	6.8	23.8	16.5	9.5	23.7	1.4
Pennsylvania	452	94%	6.5	25.0	17.9	8.6	20.3	1.2
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	227	74%	6.9	24.6	19.7	9.6	34.5	1.9
South Dakota	373	54%	7.2	20.2	13.1	3.1	11.0	0.9
Tennessee	914	67%	5.7	19.5	11.1	2.6	27.0	1.8
Texas	1,290	87%	6.9	21.2	12.8	2.8	15.9	0.9
Utah	42	100%	6.1	31.3	26.7	47.1	31.5	1.9
Vermont	230	100%	4.8	26.7	20.5	6.3	50.3	2.0
Virginia	361	92%	4.9	23.6	16.3	5.4	22.6	1.2
Washington	628	69%	7.8	24.0	19.2	12.6	25.1	1.1
West Virginia	218	80%	4.6	22.1	14.1	4.7	18.8	1.2
Wisconsin	309	50%	6.4	19.4	9.1	7.5	23.2	2.0
Wyoming	270	72%	6.4	21.1	13.5	8.6	12.0	1.3

Source: Rural National Transit Database, 2009

Table 31. State Performance Measures

	Trips Per Mile			Trips Per Hour			Operating Expense Per Trip	Operating Expense Per Mile	Farebox Recovery Ratio
	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response			
Alabama	0.18	-	0.18	3.15	-	3.15	6.52	1.18	0.12
Alaska	0.74	1.37	0.06	12.27	24.47	0.86	6.66	4.91	0.11
Arizona	0.35	0.38	0.20	6.14	7.09	2.67	9.24	3.26	0.10
Arkansas	0.10	-	0.10	2.65	-	2.65	14.57	1.52	0.09
California	0.38	0.44	0.23	6.53	7.71	3.55	10.89	4.19	0.13
Colorado	1.08	1.23	0.27	17.07	21.36	2.71	4.89	5.31	0.10
Connecticut	0.27	0.48	0.17	4.36	6.81	2.92	10.52	2.88	0.08
Delaware	-	-	-	-	-	-	-	-	-
Florida	0.07	0.23	0.03	1.29	4.21	0.58	35.19	2.63	0.05
Georgia	0.08	-	0.08	1.24	-	1.24	22.93	1.74	0.09
Hawaii	0.74	0.74	0.20	23.10	24.35	1.36	4.38	3.22	0.02
Idaho	0.35	0.50	0.19	6.57	8.65	3.14	8.46	2.98	0.08
Illinois	0.35	2.22	0.17	6.25	28.20	3.18	7.59	2.65	0.05
Indiana	0.17	0.70	0.15	2.58	7.27	2.32	12.19	2.01	0.07
Iowa	0.34	-	0.34	4.72	-	4.72	6.94	2.34	0.14
Kansas	0.26	0.27	0.26	3.55	4.91	3.72	6.69	1.77	0.12
Kentucky	0.05	0.24	0.04	0.54	1.64	0.44	33.28	1.82	0.03
Louisiana	0.12	-	0.12	1.02	-	1.02	18.14	2.20	0.05
Maine	0.04	0.42	0.02	1.51	9.23	0.64	21.69	0.86	0.03
Maryland	0.82	1.28	0.16	11.76	18.15	2.23	2.72	2.24	0.16
Massachusetts	0.83	1.04	0.17	11.63	15.21	2.15	6.53	5.40	0.19
Michigan	0.12	-	0.12	1.96	-	1.96	23.62	2.80	0.08
Minnesota	0.30	0.41	0.26	5.09	7.02	4.41	7.91	2.36	0.13
Mississippi	0.12	0.22	0.11	2.99	4.22	2.72	11.01	1.34	0.09
Missouri	0.13	0.71	0.11	2.40	13.32	2.13	12.25	1.55	0.02
Montana	0.42	0.55	0.33	7.50	9.91	5.35	6.15	2.58	0.05
Nebraska	0.29	-	0.29	3.55	-	3.55	7.74	2.26	0.12
Nevada	0.16	0.15	0.19	1.99	2.24	1.73	17.68	2.90	0.08
New Hampshire	0.86	1.04	0.24	10.52	14.59	2.05	5.18	4.45	0.04
New Jersey	0.20	0.18	0.23	2.93	3.18	2.79	16.18	3.29	0.01
New Mexico	0.30	0.43	0.16	4.49	6.77	2.38	8.89	2.63	0.05
New York	0.29	0.29	-	5.07	5.07	-	9.63	2.79	0.08
North Carolina	0.13	1.02	0.04	2.41	14.06	0.81	13.97	1.75	0.05
North Dakota	0.24	0.74	0.20	2.80	10.43	2.30	9.42	2.25	0.16
Ohio	0.16	0.56	0.14	2.57	8.92	2.24	18.09	2.90	0.07
Oklahoma	0.15	0.78	0.11	1.97	9.52	1.42	11.34	1.74	0.08
Oregon	0.40	0.54	0.21	6.78	10.67	3.04	7.44	2.98	0.10
Pennsylvania	0.43	0.69	0.15	7.00	10.96	2.60	10.26	4.37	0.14
Rhode Island	-	-	-	-	-	-	-	-	-
South Carolina	0.28	0.85	0.04	5.19	16.52	0.85	6.89	1.92	0.11
South Dakota	0.28	-	0.28	3.42	-	3.42	8.05	2.27	0.13
Tennessee	0.10	1.44	0.04	1.46	18.46	0.60	17.16	1.69	0.04
Texas	0.18	-	0.18	3.15	-	3.15	14.37	2.55	0.05
Utah	1.49	1.61	0.11	24.77	26.69	1.82	3.60	5.37	0.01
Vermont	0.12	0.53	0.01	3.15	9.78	0.31	20.92	2.60	0.19
Virginia	0.24	0.30	0.12	4.41	5.78	2.10	8.43	2.01	0.04
Washington	0.50	0.84	0.15	11.54	19.13	2.65	7.11	3.58	0.08
West Virginia	0.25	0.25	-	3.98	3.98	-	9.70	2.41	0.11
Wisconsin	0.32	0.56	0.26	3.75	8.74	2.83	8.17	2.63	0.24
Wyoming	0.72	1.21	0.40	6.61	13.31	3.33	4.12	2.96	0.09

Source: Rural National Transit Database, 2009

Table 32. Tribal Transit Statistics

	Tribal
Number of Agencies	53
Annual Ridership (thousand rides)	
Total	1,231
Fixed-Route	707
Demand-Response	519
Annual Vehicle Miles (thousand miles)	
Total	9,883
Fixed-Route	4,125
Demand-Response	5,644
Annual Vehicle Hours (thousand hours)	
Total	449
Fixed-Route	166
Demand-Response	279
Number of Vehicles	342
% Vehicles ADA	53%
Average Vehicle Age	4.9
Average Vehicle Length (feet)	21.5
Average Vehicle Capacity	14.7
Trips per Vehicle	3,598
Miles per Vehicle	28,898
Hours per Vehicle	1,313
Trips per Mile	
Total	0.12
Fixed-Route	0.17
Demand-Response	0.09
Trips per Hour	
Total	2.74
Fixed-Route	4.26
Demand-Response	1.86
Operating Expense Per Trip	15.75
Operating Expense Per Mile	1.96
Farebox Recovery Ratio	0.04

Source: Rural National Transit Database, 2009

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