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Rural Transit Fact Book 2014

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

Rural Transit Fact Book 2014

Prepared for:

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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
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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

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Disclaimer

The content presented in this report is the sole responsibility of the Small Urban and 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. The Rural Transit Fact Book provides information on transit service availability and cost to help the transit industry in the United States provide efficient and effective service to meet rural community mobility needs. Financial and operating statistics can be used by agency managers, local decision makers, state directors, the Federal Transit Administration (FTA), and lawmakers to assist in policy making, planning, managing operations, and evaluating performance.

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

The rural transit data presented in this report were obtained from the Rural National Transit Database (NTD). The 2011 edition of the Rural Transit Fact Book was the first published by SURTC and included Rural NTD data for 2007-2009. Since 2011, annual updates have been made to the Fact Book to provide updated data. The 2014 edition includes 2012 data from the Rural NTD as well as additional data from the American Community Survey, American Housing Survey, and 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 to support public transportation in rural areas with populations of less than 50,000. A number of rural transit providers also receive funding under the section 5310, Transportation for Elderly Persons and Persons with Disabilities, program. However, nationwide data for 5310 services are not available, as providers are not required to report such data to the NTD. Therefore, rural transit providers not funded by the 5311 program but receiving funding from section 5310 are not included in this report. Also excluded from the report are providers that receive both section 5311 funds and section 5307 Urbanized Area Formula Program funding and report their data in the urban NTD.

RURAL AMERICA

Geography influences the type and level of transit service that best serves a community. About 60 million Americans, or close to one fifth of the country's population, live in rural areas, according to data from the American Community Survey (ACS). Table 1 shows select demographic data from the 2010-2012 ACS 3-year estimates for the United States and for urban and rural areas. As defined by the Census, "urban" includes urban areas and urban clusters. Urbanized areas have 50,000 or more people and urban clusters have at least 2,500 people but less than 50,000 people, and both areas have a core area with a density of at least 1,000 people per square mile. All other areas are defined as rural.

Data from the 2009-2011 ACS 3-year estimates, as reported in the previous edition of the Rural Transit Fact Book, showed that the rural population was 75 million. The decrease to 60 million was not due to an actual decline in rural population but a change in classifications. The boundaries for urban and rural areas are determined by the decennial census. Previous estimates used boundaries determined by the 2000 census, while the most recent data is based on the 2010 census. As a result, areas that were previously defined as rural are now recognized as urban.

Rural populations tend to be slightly older. The median age is 43 in rural areas and 36 in urban areas. Approximately 16% of residents in rural areas are 65 or older, compared to 13% of those in urban areas. The percentage of residents 85 or older, on the other hand, is approximately the same in urban and rural areas. The percentage of people with disabilities is slightly higher in rural areas (15%) than in urban areas (12%).

Rural areas tend to be less ethnically diverse. Urban residents are more likely than their rural counterparts to be non-white or Hispanic, and the foreign-born population is much higher in urban areas (15%) than in rural areas (3%).

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

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

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

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

	United States	Urban	Rural
Total Population (million people)	312	252	60
Average Household Size	2.64	2.64	2.61
Gender (%)			
Male	49.2	48.8	50.6
Female	50.8	51.2	49.4
Age			
Median Age	37.3	36.0	42.6
65 or older (%)	13.4	12.8	15.8
85 or older (%)	1.8	1.9	1.6
Population with a Disability (%)	12.1	11.5	14.6
Race (%)			
White	76.4	73.2	90.1
Black or African-American	13.6	15.3	6.6
American Indian and Alaska Native	1.6	1.4	2.5
Asian	5.7	6.8	1.0
Hispanic or Latino	16.6	19.2	5.7
Foreign Born (%)	13.0	15.3	3.2
Education Level Completed (%)			
Did not complete high school	14.1	13.9	14.3
High school	28.3	26.3	36.0
Some college, no degree	21.3	21.2	21.5
Associate's degree	7.8	7.7	8.3
Bachelor's degree	18.0	19.2	12.9
Advanced degree	10.7	11.6	7.0
Economic Characteristics			
Individuals below the poverty line (%)	15.7	16.2	13.6
Median household income (thousand dollars)	51.8	52.1	50.4

Source: American Community Survey 2010-2012

Table 2. Geographic Mobility

	United States	Urban	Rural
	---------- percentage ----------		
Native population born in their state of residence	58.8	56.2	69.7
Lived in a different house 1 year ago	15.2	16.4	10.1
Lived in a different state or abroad 1year ago	2.9	3.1	1.7

Source: American Community Survey 2010-2012

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 10% of urban households. Meanwhile, 70% of rural households have two or more vehicles, while only 54% of urban households have two or more vehicles.

Rural workers are more likely to drive alone to work and less likely to commute by public transportation than those in urban areas (see Table 4). Only 0.5% of rural residents use public transportation to travel to work, compared to 6% of urban residents, and just 1.5% of rural workers aged 16 or older do not have access to a vehicle, compared to 5.3% of their urban counterparts. Rural residents also tend to have slightly longer commutes (measured in minutes).

Table 3. Vehicles Available in Household

	United States	Urban	Rural
	---------- percentage ----------		
None	9.2	10.4	4.1
1	34.0	36.0	25.5
2	37.5	36.8	40.5
3 or more	19.4	16.8	29.9

Source: American Community Survey 2010-2012

Table 4. Commuting to Work

	United States	Urban	Rural
Mode Used			
Car, truck, or van – drove alone	76.4%	75.3%	81.3%
Car, truck, or van – carpooled	9.7%	9.7%	9.8%
Public transportation (excluding taxicab)	5.0%	6.0%	0.5%
Walked	2.8%	3.0%	2.0%
Other means	1.8%	1.9%	1.3%
Worked at home	4.3%	4.1%	5.2%
Mean travel time to work (minutes)	25.5	25.2	26.8

Source: American Community Survey 2010-2012

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 increased by 0.6% from 2012 to 2013. The VMT depicted in Figure 1 includes both personal and commercial travel and is total VMT, as opposed to per capita VMT.

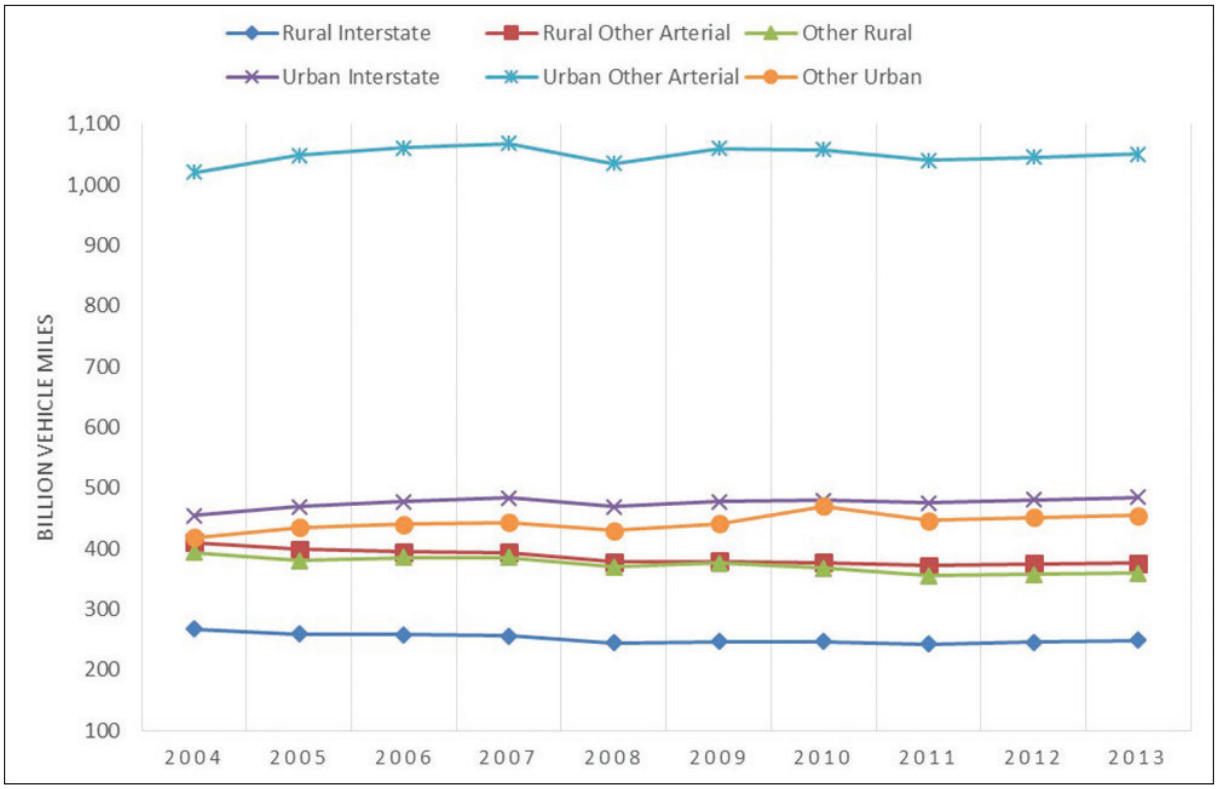

Figure 1. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

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

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

Source: 2009 National Household Travel Survey

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

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

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

Source: 2009 National Household Travel Survey

Differences in mode shares are illustrated in Table 7 and Figure 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

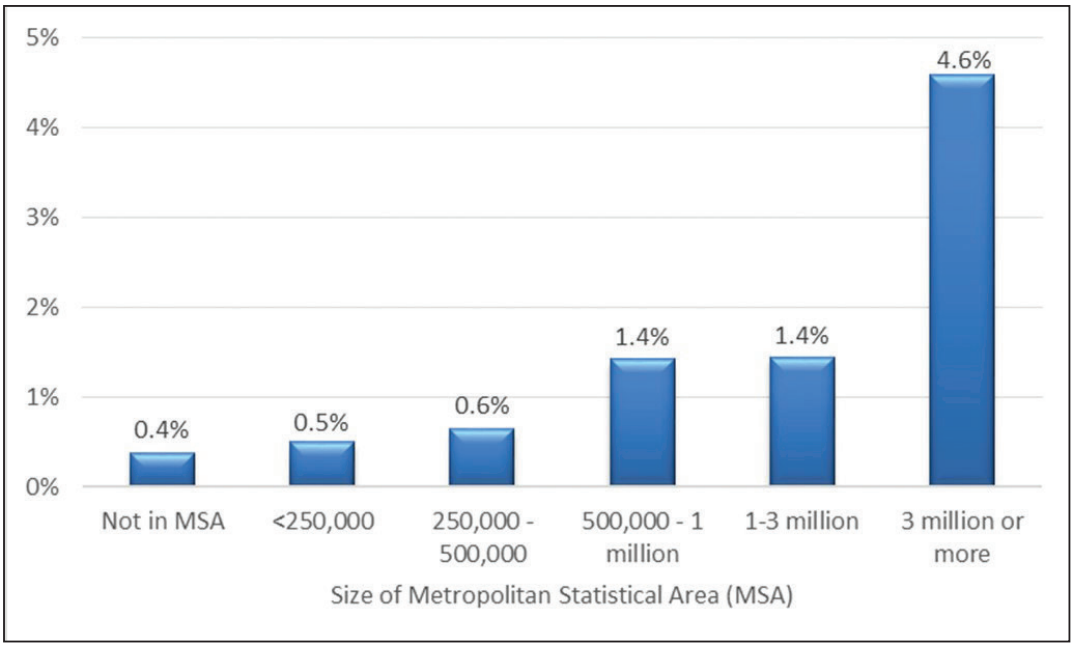

Figure 2. Percentage of Trips by Public Transportation, by Size of Metro Area
Source: 2009 National Household Travel Survey

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.

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

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

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

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

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

Transit to Work: The percentage of individuals who use transit as their primary method of transportation.

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 differences shown between regions and individual characteristics.

Table 9. National Transit Livability Statistics

	Transit Availability	Transit Accessibility	Transit Use	Transit Desirability	Transit to Work	Vehicle Availability
National	57%	6:06	20%	5%	3%	94%
MSA-City Center	86%	5:15	28%	8%	4%	87%
MSA-Suburban	66%	6:36	15%	5%	4%	96%
MSA-Rural	22%	8:24	9%	2%	3%	98%
Small Urban	37%	5:55	10%	1%	4%	94%
Rural	13%	8:11	9%	0%	3%	97%

Source: 2009 American Housing Survey

Table 10. Rural Transit Livability Statistics

	Transit Availability	Transit Accessibility	Transit Use	Transit Desirability	Transit to Work	Vehicle Availability
Rural Total	13%	8:11	9%	0%	3%	97%
Region						
Northeast	16%	8:02	13%	0%	2%	97%
Midwest	15%	5:39	8%	1%	2%	97%
South	8%	12:32	3%	0%	3%	97%
West	25%	6:50	13%	1%	2%	98%
Individual Characteristics						
Low-income	17%	10:31	13%	1%	1%	89%
Senior	13%	8:24	7%	0%	2%	96%
Male	13%	8:33	9%	0%	3%	98%
Receiving disability payments	13%	7:08	16%	0%	2%	97%

Source: 2009 American Housing Survey

Photo: Alaska DOT

NATIONAL RURAL TRANSIT

This section describes the characteristics of rural transit systems receiving section 5311 funding, using data submitted by these systems to the Rural NTD. Data for 2012 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 1,392 in 2011 to 1,357 in 2012 (see Table 11). It is not known if there was an actual decrease in the number of transit agencies or if some agencies that were previously classified as rural are now urban.

Many of these agencies offer strictly a demand-response service, while 246 offer both demand-response and fixed-route, and some offer just fixed-route. A total of 430 systems provided fixed-route service in 2012, including either a traditional fixed-route service or deviated fixed-route service.

Table 11. Number of Rural Transit Providers Nationwide

	2008	2009	2010	2011	2012
Total	1,358	1,358	1,403	1,392	1,357
Type of Service Offered:					
Total fixed-route	440	429	472	464	430
Traditional fixed-route	225	243	246	238	151
Deviated fixed-route	287	278	302	297	210
Both	72	92	76	71	69
Demand-response	1,149	1,169	1,180	1,121	1,108
Demand-response & fixed-route	228	235	253	262	246
Demand-response taxi	-	-	-	78	56
Ferryboat	-	-	-	4	6
Commuter bus	-	-	-	58	60
Van pool	16	14	16	18	21
Other not specified	40	22	21	15	13

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.

Nationwide, 78% of counties had some level of rural transit service in 2012, a slight increase from the previous year (see Table 12).

Table 12. Counties with Rural Transit Service

State	Number of counties in state	Counties with 5311 Service				
		2008	2009	2010	2011	2012
Alabama	67	24	50	50	51	51
Alaska	29	12	12	12	12	12
Arizona	15	10	10	10	10	10
Arkansas	75	42	42	42	42	51
California	58	56	56	56	56	56
Colorado	64	38	38	38	38	38
Connecticut	8	8	8	8	8	8
Delaware	3	1	1	1	1	1
Florida	67	62	62	62	62	62
Georgia	159	110	110	110	110	110
Hawaii	4	3	3	3	3	3
Idaho	44	34	22	43	43	43
Illinois	102	64	64	73	78	86
Indiana	92	66	66	66	66	68
Iowa	99	99	99	99	99	99
Kansas	105	96	87	87	87	87
Kentucky	120	89	89	103	103	103
Louisiana	64	31	31	32	32	32
Maine	16	16	16	16	16	16
Maryland	24	20	20	20	20	20
Massachusetts	14	10	10	10	10	10
Michigan	83	72	72	72	72	72
Minnesota	87	73	73	73	73	73
Mississippi	82	47	47	47	47	47
Missouri	115	114	114	114	114	114
Montana	56	20	39	39	30	30
Nebraska	93	74	74	74	74	74
Nevada	17	7	11	11	11	11
New Hampshire	10	6	6	6	6	6
New Jersey	21	10	14	15	15	15
New Mexico	33	17	17	24	23	23
New York	62	44	44	44	44	44
North Carolina	100	75	80	97	97	97
North Dakota	53	53	53	53	53	53
Ohio	88	36	36	36	36	36
Oklahoma	77	67	67	67	73	73
Oregon	36	28	32	31	31	31
Pennsylvania	67	26	27	29	29	30
Rhode Island	5	2	2	2	2	2
South Carolina	46	35	37	37	37	37
South Dakota	66	50	50	59	59	59
Tennessee	95	95	95	95	95	95
Texas	254	247	247	247	247	247
Utah	29	4	4	4	6	6
Vermont	14	14	14	14	14	14
Virginia	95	55	55	55	57	57
Washington	39	24	24	24	36	36
West Virginia	55	24	24	25	25	25
Wisconsin	72	43	44	44	44	46
Wyoming	23	13	13	13	13	13
Total	3102	2266	2311	2392	2410	2432
Percentage of counties served		73.0%	74.5%	77.1%	77.7%	78.4%

Source: Rural National Transit Database, 2008–2012

OPERATING STATISTICS

Total annual ridership for rural transit systems decreased 3% in 2012, from 123 million rides in 2011 to 119 million rides (see Table 13). Meanwhile, total vehicle miles decreased 2% and vehicle hours decreased 6%. Rural transit agencies provided 519 million miles of service and 30 million hours of service in 2012.

Table 13. Rural Transit Operating Statistics

	2008	2009	2010	2011	2012	% change 2011-2012
	---------- millions ----------					
Annual Ridership						
Fixed-route	64.9	71.4	76.1	69.2	66.0	-5%
Demand-response	43.5	44.0	43.2	41.2	39.9	-3%
Van pool	0.4	0.5	0.6	0.8	.9	14%
Commuter bus	-	-	-	8.4	7.0	-17%
Demand-response taxi	-	-	-	1.8	1.7	-8%
Ferryboat	-	-	-	0.8	1.2	50%
Other	2.4	0.4	1.0	0.4	2.2	422%
Total	111.2	116.4	120.9	122.6	118.9	-3%
Annual Vehicle Miles						
Fixed-route	115.3	114.1	133.8	125.8	111.6	-11%
Demand-response	325.5	357.3	389.3	376.2	372.1	-1%
Van pool	3.4	2.8	3.6	4.8	4.9	2%
Commuter bus	-	-	-	16.7	17.4	4%
Demand-response taxi	-	-	-	6.7	9.3	39%
Ferryboat	-	-	-	0.4	0.1	-74%
Other	18.8	24.2	23.4	0.2	3.4	1623%
Total	463.0	498.4	550.1	530.8	518.9	-2%
Annual Vehicle Hours						
Fixed-route	6.7	6.6	7.4	6.9	6.1	-12%
Demand-response	22.0	22.3	23.9	22.7	21.8	-4%
Van pool	0.1	0.0	0.1	0.3	0.2	-40%
Commuter bus	-	-	-	0.7	0.7	-3%
Demand-response taxi	-	-	-	0.9	0.8	-13%
Ferryboat	-	-	-	0.1	0.0	-30%
Other	0.3	0.7	0.5	0.0	0.0	-48%
Total	29.1	29.6	32.0	31.5	29.6	-6%

Source: Rural National Transit Database, 2009–2012

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 56% of existing providers experienced an increase in ridership from 2011 to 2012, while 58% and 57% increased vehicle miles and hours, respectively (see Table 14). The median change from 2011 to 2012 was a 2.0% increase in vehicle miles, a 1.3% increase in vehicle hours, and a 2.3% increase in ridership. Some agencies experienced more significant gains. Forty-three percent had an increase in ridership of 5% or more, a third increased ridership by 10% or more, and 20% experienced an increase of 20% or more. Some agencies also experienced significant decreases in ridership.

Table 14. Agency Level Changes in Service Miles, Hours, and Trips, 2011-2012

	Vehicle Miles	Vehicle Hours	Total Trips
Median Change	+2.0%	+1.3%	+2.3%
Percentage of Agencies with an Increase	58%	54%	56%
Percentage of Agencies with an Increase of:			
5% or more	39%	38%	43%
10% or more	28%	25%	33%
20% or more	17%	16%	20%
50% or more	6%	7%	8%
100% or more	2%	3%	4%
Percentage of Agencies with an Decrease of:			
5% or more	27%	28%	32%
10% or more	18%	18%	24%
20% or more	9%	10%	14%
50% or more	2%	2%	4%

Source: Rural National Transit Database, 2011, 2012

Table 15 shows median and percentile rankings for vehicle miles and hours and passenger trips per agency in 2012. The data show that the median vehicle miles provided per system was 183,536, the median hours of service was 10,664, and the median number of trips provided was 26,022. For systems providing fixed-route service, the median fixed-route miles provided was 166,551, the median fixed-route hours of service was 9,323, and the median number of rides provided was 45,795. For demand-response operations, the median values were 130,482 miles, 8,502 hours, and 16,865 rides. These median numbers changed slightly from the previous year. However, as Table 15 shows, there is significant variation between agencies. For example, 10% of the agencies provided 823,608 or more miles of service, and the smallest 10% provided 23,330 miles or less.

Table 15. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2012

	Vehicle Miles			Vehicle Hours			Regular Unlinked Trips		
Percentile	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total
10th	27,666	16,870	23,330	1,961	1,480	1,867	4,556	2,681	3,431
25th	66,838	48,129	61,931	3,858	3,207	4,149	13,959	6,674	9,241
50th	166,551	130,482	183,536	9,323	8,502	10,664	45,795	16,865	26,022
75th	333,739	345,537	421,785	19,492	19,618	25,302	144,834	40,713	70,891
90th	579,715	724,934	823,608	32,803	43,589	48,286	373,699	79,427	184,029
Number of agencies reporting	427	1,107	1,342	424	1,104	1,339	427	1,073	1,324

Source: Rural National Transit Database, 2012

FINANCIAL STATISTICS

Federal funding for capital projects decreased in 2012 because of a drop in spending from the American Recovery and Reinvestment Act (ARRA), but funding from other federal programs increased (see Table 16). Meanwhile capital funding increased 8% from state governments and 30% from local sources in 2012.

Federal support of operating costs increased 9% in 2012, from $456 million to $499 million. State funding for operations decreased 2% to $237 million and local funding increased 1% to $326 million. Total fare revenues increased 7% to $107 million and contract revenues increased 2%. Meanwhile, total operating expenses were mostly unchanged.

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 decreases in spending in 2011 and 2012.

Table 16. Rural Transit Financial Statistics: Sources of Funding

	2008	2009	2010	2011	2012	Change 2011-2012
	---------- million dollars ----------					
Capital Funding						
Federal						
5309	47.4	49.7	45.8	41.3	58.0	40%
5310	9.2	12.8	11.7	8.5	11.2	31%
5311	68.1	58.7	47.5	46.6	52.1	12%
5316	0.9	1.1	3.2	1.4	3.1	118%
5317	0.1	2.0	1.2	1.4	1.8	24%
5320	1.1	0.0	0.1	0.2	6.0	2427%
Other Federal	1.2	0.5	5.3	1.4	9.1	570%
ARRA	0.0	34.5	253.6	152.1	84.2	-45%
Total	128.1	159.3	368.4	253.0	225.5	-11%
State	27.3	40.6	24.5	22.8	24.6	8%
Local	32.2	30.1	19.2	23.3	30.3	30%
Operating						
Federal Assistance						
5309	1.8	5.5	2.1	3.0	0.9	-69%
5310	7.4	7.6	10.2	10.4	15.7	52%
5311	257.1	279.8	307.3	370.6	400.8	8%
5316	9.0	10.1	12.7	14.8	15.0	2%
5317	0.3	1.5	3.6	5.4	7.2	32%
5320	0.0	0.2	0.2	0.1	0.0	-100%
Other Federal	17.4	30.6	24.8	39.4	53.1	35%
ARRA	0.0	3.8	10.7	12.3	6.4	-48%
Total	293.0	339.0	371.7	455.9	499.1	9%
State Assistance	193.6	213.8	235.8	242.5	236.9	-2%
Local Assistance	275.8	296.1	322.1	323.0	326.1	1%
Fare Revenues	85.7	97.4	99.9	99.9	107.0	7%
Contract Revenues	214.4	198.1	243.7	246.5	250.7	2%
Total Expenses	1063.2	1153.0	1274.2	1322.6	1307.5	-1%

Source: Rural National Transit Database, 2009–2012

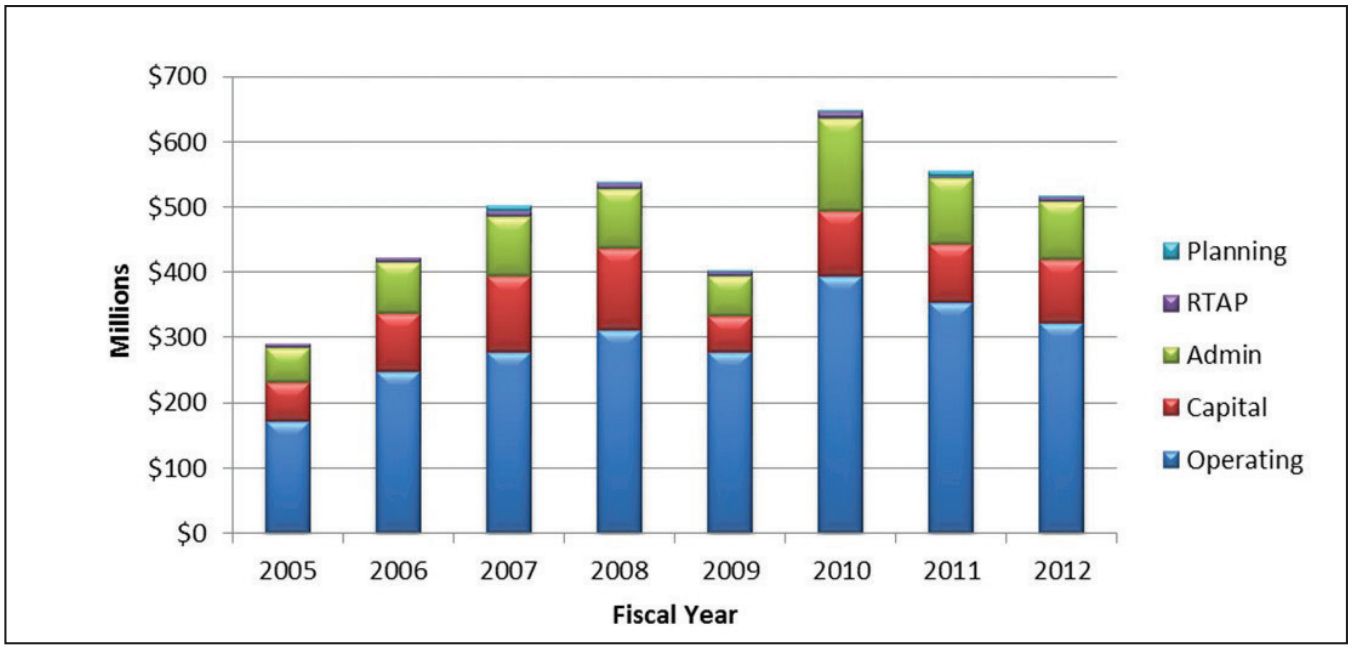

Figure 3. FTA Spending under the Section 5311 Program, FY2005–FY2012
Source: Federal Transit Administration. Grants Data. 2013.

FLEET STATISTICS

Average fleet size was 16.4 vehicles in 2012, about the same as in previous years, and rural transit providers operated a total of 22,225 vehicles in 2012 (see Tables 17 and 18). The number of buses (excluding cutaways) in operation decreased 8% in 2012, while the number of cutaways decreased slightly after increasing for several years. The number of cutaways in operation has increased 50% since 2008. Figure 4 shows the fleet composition of rural transit agencies. Cutaways comprise the largest portion (49%) of the vehicle fleet, while vans account for 18% of the vehicles, minivans 16%, and buses 15%.

Table 17. Average Fleet Size

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

Source: Rural National Transit Database, 2008–2012

Table 18. Number of Vehicles in Operation

	2008	2009	2010	2011	2012
Total	19,921	20,890	23,133	23,132	22,225
Buses	3,930	3,640	3,904	3,605	3,309
Cutaways	7,230	8,474	10,621	10,907	10,668
Vans	5,165	4,927	4,459	4,350	3,993
Minivans	2,827	3,025	3,422	3,496	3,521
Automobiles	421	446	420	413	359
School Bus	80	68	73	74	69
Over-the-road bus	11	57	84	94	86
Sports utility vehicle	71	106	146	187	208
Other	186	147	4	6	2

Source: Rural National Transit Database, 2008–2012

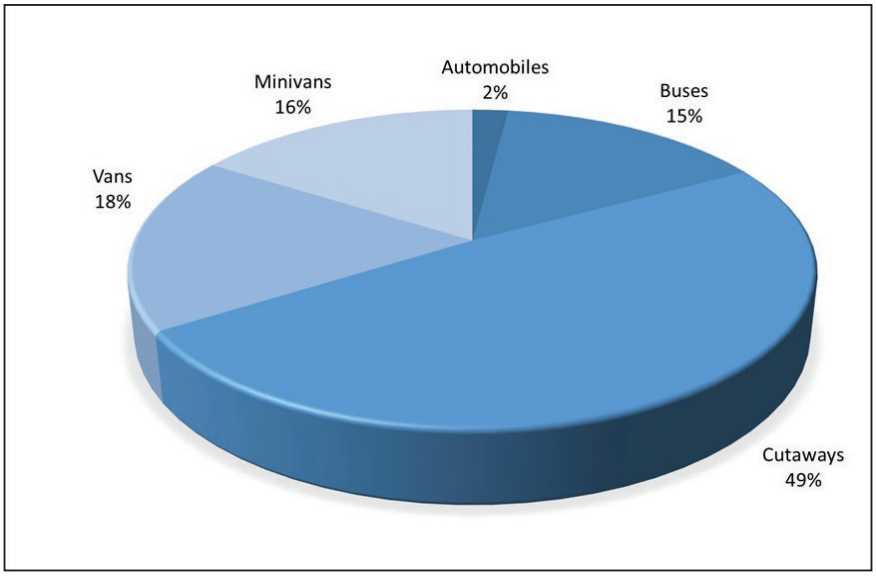

Figure 4. Fleet Composition, 2012

Eighty-two percent of these vehicles are ADA accessible (see Table 19). Most buses (95%) and cutaways (94%) are ADA accessible, whereas 65% of vans and minivans were ADA accessible in 2012.

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

	2008	2009	2010	2011	2012
		---------- Percentage ----------			
Total	77	77	82	82	82
Bus	92	92	95	95	95
Cutaway	93	91	94	93	94
Van	59	63	66	65	64
Minivan	57	56	62	65	66
Automobiles	3	4	11	13	13
School Bus	36	22	15	30	28
Over-the-road bus	64	79	85	82	88
Sports utility vehicle	59	12	5	8	14

Source: Rural National Transit Database, 2008–2012

The average age of the vehicles was 5.8 years in 2012. The average vehicle length was 22.5 feet with an average seating capacity of 14.3 (see Tables 20-22). The average bus is 30.5 feet and has a seating capacity of 26.5, while the average cutaway is 23.5 feet with a seating capacity of 14.7. Average vehicle age, length, and seating capacity were mostly the same in 2012 as in the previous year.

Table 20. Average Vehicle Age

	2008	2009	2010	2011	2012
	---------- Years ----------				
Total	6.1	6.2	5.5	5.6	5.8
Bus	7.1	6.9	6.8	6.4	6.8
Cutaway	5.8	5.9	5.1	5.4	5.6
Van	5.9	6.3	5.7	5.7	5.9
Minivan	5.2	5.5	4.9	5.2	5.3
Automobiles	7.0	7.4	6.9	7.2	6.9
School Bus	7.1	9.3	9.7	10.9	11.6
Over-the-road bus	9.0	10.1	6.6	7.5	7.4
Sports utility vehicle	5.5	4.0	3.6	4.0	4.6

Source: Rural National Transit Database, 2008–2012

Table 21. Average Vehicle Length

	2008	2009	2010	2011	2012
	---------- Feet ----------				
Total	22.4	22.3	22.6	22.5	22.5
Bus	29.3	29.9	30.6	30.5	30.5
Cutaway	23.3	23.3	23.4	23.5	23.5
Van	18.8	19.1	18.9	19.0	18.8
Minivan	16.7	16.1	16.2	16.2	16.2
Automobiles	14.9	15.0	15.5	15.4	15.4
School Bus	32.0	33.6	34.2	30.8	30.1
Over-the-road bus	35.6	41.4	43.6	42.3	42.4
Sports utility vehicle	-	-	14.7	14.4	14.6

Source: Rural National Transit Database, 2008–2012

Table 22. Average Seating Capacity

	2008	2009	2010	2011	2012
Total	15.1	14.8	15.0	14.6	14.3
Bus	25.5	26.0	27.2	26.6	26.5
Cutaway	15.1	14.9	15.1	14.9	14.7
Van	12.0	11.4	10.9	10.8	10.4
Minivan	6.7	6.3	6.1	6.0	5.7
Automobiles	4.7	4.8	4.5	4.4	4.4
School Bus	41.1	45.0	46.5	40.3	39.2
Over-the-road bus	37.0	45.1	48.7	45.0	45.1
Sports utility vehicle	-	-	4.7	4.7	4.9

Source: Rural National Transit Database, 2008–2012

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

Table 23. Vehicle Ownership, 2012

	Owned by provider	Leased by provider	Owned by public agency
	---------- Percentage ----------		
Total	68	1	31
Bus	59	2	38
Cutaway	71	1	27
Van	59	1	39
Minivan	73	1	26
Automobiles	72	2	26
School Bus	93	1	4
Over-the-road bus	74	0	21
Sports utility vehicle	73	0	27

Source: Rural National Transit Database, 2012

The FTA is the primary funding source for 83% of rural transit vehicles, including 83% of buses, 86% of cutaways, and 81% of vans (see Table 24). State or local sources provide the primary funding source for 12% of the vehicles.

Table 24. Primary Funding Source for Vehicles, 2012

	FTA	Other Federal	State or Local	Private
	---------- Percentage ----------			
Total	83	2	12	2
Bus	83	2	13	1
Cutaway	86	2	11	1
Van	81	2	14	4
Minivan	84	2	11	3
Automobiles	41	3	30	26
School Bus	12	17	68	3
Over-the-road bus	45	16	26	13
Sports utility vehicle	90	1	6	3

Source: Rural National Transit Database, 2012

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

Trips per mile remained at 0.23 in 2012. As Table 25 shows, trips per mile is significantly higher for fixed-route service (0.59) than it is for demand-response (0.11). Trips per hour increased slightly to 4.0 in 2012. The number of trips per hour was 10.8 for fixed-route service and 1.8 for demand-response.

Table 25. Trips per Mile and Trips per Hour

	2008	2009	2010	2011	2012	% change 2011–2012
Trips per Mile						
Fixed-route	0.56	0.63	0.57	0.55	0.59	8%
Demand-response	0.13	0.12	0.11	0.11	0.11	-2%
Van pool	0.13	0.18	0.17	0.16	0.18	12%
Commuter bus	-	-	-	0.50	0.40	-21%
Demand-response taxi	-	-	-	0.27	0.18	-34%
Total	0.24	0.23	0.22	0.23	0.23	-1%
Trips per Hour						
Fixed-route	9.7	10.8	10.2	10.0	10.8	8%
Demand-response	2.0	2.0	1.8	1.8	1.8	1%
Van pool	6.6	18.5	7.9	3.1	5.9	88%
Commuter bus	-	-	-	12.4	10.6	-15%
Demand-response taxi	-	-	-	2.1	2.2	6%
Total	3.8	3.9	3.8	3.9	4.0	3%

Source: Rural National Transit Database, 2008–2012

These numbers represent industry averages, but there is variation between individual providers. There tends to be some variation in these measures based on the size of the operation. Table 26 groups the transit systems into six categories based on the number of vehicle miles provided. Trips per mile tends to increase with vehicle miles provided for fixed-route systems, as the larger systems provide more trips per mile, though 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 26. Trips per Mile by Number of Miles Provided, 2012

Percentile Rank	Vehicle Miles Provided	Average Trips per Mile
Fixed-Route		
1–10	<26,197	0.57
11–25	26,197–66,107	0.39
26–50	66,108–163,070	0.36
51–75	163,071–331,576	0.58
76–90	331,577–576,500	0.64
>90	>576,500	0.66
Demand-Response		
1–10	<16,795	0.42
11–25	6,796–48,051	0.30
26–50	48,052–130,230	0.23
51–75	130,231–345,100	0.15
76–90	345,101–724,932	0.12
>90	>724,931	0.10

Source: Rural National Transit Database, 2012

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 27. Trips per Hour by Number of Hours Provided, 2012

Percentile Rank	Vehicle Hours Provided	Average Trips per Hour
Fixed–Route		
1–10	<1,617	4.7
11–25	1,617–3,687	5.8
26–50	3,688–9,107	5.7
51–75	9,108–19,368	8.1
76–90	19,369–32,563	9.6
>90	>32,563	14.8
Demand–Response		
1–10	<1,446	3.8
11–25	1,446–3,172	3.9
26–50	3,173–8,437	3.1
51–75	8,438–19,526	2.5
76–90	19,527–43,583	2.0
>90	>43,583	1.7

Source: Rural National Transit Database, 2012

Trips per vehicle increased 1% in 2012 to 5,348. Meanwhile, rural transit vehicles averaged 23,345 miles and 1,331 hours of service in 2012, small changes from 2011 (see Table 28).

Operating cost per trip was $11.00 in 2012, 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 2012, 833 such systems operated just demand-response service, and 177 offered just fixed-route service. Their average costs are shown in Table 29. The average operating cost for fixed-route-only systems increased 7% to $7.42 per trip in 2012, while that for demand-response-only systems increased 9% to $18.86 per trip. Operating cost per mile in 2012 was $3.04 for fixed-route-only systems, $2.11 for demand-response-only systems, and $2.52 per mile overall. Costs tend to be higher per mile for the fixed-route operators but lower per trip because of the greater number of rides provided.

Fare revenues in 2012 covered 8% of the operating costs. The farebox recovery ratio has been largely unchanged since 2008 and is higher for fixed-route systems.

Table 28. Trips, Miles, and Hours per Vehicle

	2008	2009	2010	2011	2012	% change 2011-12
Trips per Vehicle	5,580	5,572	5,227	5,301	5,348	1%
Miles per Vehicle	23,243	23,857	23,778	22,947	23,345	2%
Hours per Vehicle	1,462	1,418	1,383	1,364	1,331	-2%

Source: Rural National Transit Database, 2008–2012

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

	2008	2009	2010	2011	2012	% change 2010-11
Operating Expense per Trip						
Total	9.57	9.91	10.54	10.78	11.0	2%
Fixed-route-only	6.13	5.96	6.80	6.96	7.42	7%
Demand-response-only	14.62	15.18	16.83	17.31	18.86	9%
Operating Expense per Mile						
Total	2.30	2.31	2.32	2.49	2.52	1%
Fixed-route-only	3.05	3.06	2.93	2.83	3.04	7%
Demand-response-only	1.99	2.01	2.02	2.06	2.10	2%
Farebox Recovery Ratio						
Total	0.08	0.08	0.08	0.08	0.08	3%
Fixed-route-only	0.09	0.09	0.08	0.08	0.11	42%
Demand-response-only	0.07	0.07	0.07	0.06	0.06	-8%

Source: Rural National Transit Database, 2008–2012

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 $5.74, while 50% have an operating expense per trip at or below $14.49, and 90% are at or below $51.50.)

Table 30. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2012

Percentile Rank	Operating Expense		Farebox Recovery Ratio
	Per Trip	Per Mile	
Total			
10th	5.74	1.39	0.02
20th	8.98	1.81	0.04
50th	14.49	2.61	0.07
75th	26.53	3.61	0.12
90th	51.50	5.07	0.20
Fixed-route-only			
10th	4.57	1.80	0.02
20th	6.27	2.40	0.04
50th	12.67	3.19	0.08
75th	20.48	4.16	0.13
90th	35.32	5.58	0.20
Demand-reponse-only			
10th	6.58	1.33	0.02
20th	10.42	1.67	0.04
50th	16.49	2.32	0.06
75th	30.21	3.32	0.11
90th	58.71	4.51	0.17

Source: Rural National Transit Database, 2012

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, 2012

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	134	0	23	1,658	608	1,058	8,019	13.19	4.84	0.13
Small	201	23	62	8,362	2,796	5,749	32,218	11.52	3.85	0.18
Medium-small	336	62	184	38,640	9,328	9,914	109,320	11.72	2.83	0.09
Medium-large	336	184	422	93,393	26,273	21,758	255,171	9.71	2.73	0.09
Large	201	422	824	118,677	32,493	26,461	322,211	9.92	2.72	0.08
Very large	134	824	-	258,120	47,358	36,748	579,873	12.24	2.25	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, 2012

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.

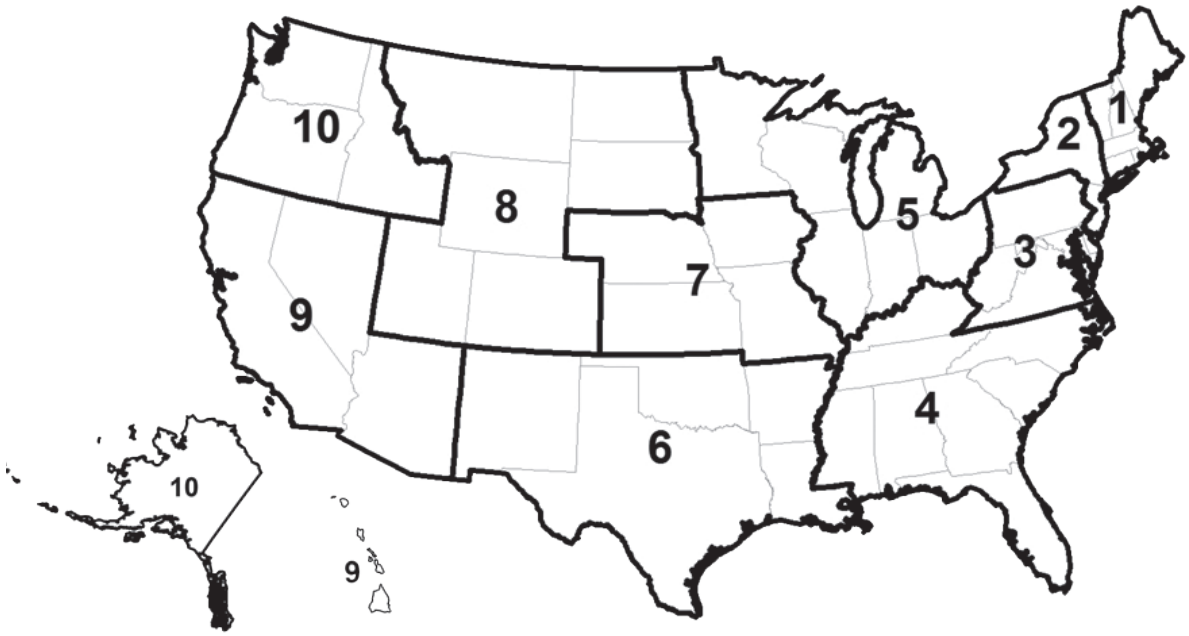

Figure 5. FTA Regions

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 2012 was highest in regions 8 (19.6 million rides) and 5 (18.5 million rides). Region 4 provided the highest level of service, by a significant margin, with 153 million vehicle miles and 8.9 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 1 at $11.46 and lowest in region 6 at $2.66. The lowest cost for demand-response-only providers was $11.03 per trip in region 7.

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

Table 32. Regional Data, 2012

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Agencies										
Fixed-route	25	45	48	42	53	30	16	41	65	65
Demand-response	29	4	31	257	226	108	182	122	73	76
Total	34	49	56	269	283	116	192	142	110	106
Counties Served	84%	71%	55%	82%	73%	85%	91%	68%	85%	82%
Annual Ridership (million rides)										
Fixed-route	4.7	4.1	9.0	5.0	5.7	3.2	2.1	11.8	10.1	10.4
Demand-response	0.6	0.1	0.9	7.2	10.5	5.8	7.7	3.5	2.1	1.5
Total	5.7	4.3	9.9	12.6	18.5	9.7	9.8	19.6	15.5	13.2
Annual Vehicle Miles (million miles)										
Fixed-route	6.1	14.9	20.5	7.3	9.7	6.2	3.6	10.8	17.1	15.4
Demand-response	16.4	1.9	11.7	412.3	69.9	54.3	42.1	15.1	8.6	9.8
Total	24.8	16.9	32.4	153.8	85.4	64.4	45.8	32.6	32.3	30.5
Annual Vehicle Hours (million hours)										
Fixed-route	0.4	0.8	1.0	0.4	0.6	0.4	0.2	0.7	0.9	0.8
Demand-response	0.6	0.1	0.6	8.2	4.3	3.0	2.5	1.1	0.6	0.7
Total	1.1	0.9	1.8	8.9	5.3	3.5	2.8	1.9	1.8	1.6
Number of Vehicles										
Total	744	553	1,423	5,568	3,866	3,186	2,563	1,627	1,266	1,429
Bus	206	279	449	513	592	83	115	376	406	290
Cutaway	433	260	688	2,105	1,843	1,878	1,556	597	638	670
Van	53	10	132	2,080	617	339	279	195	67	221
Minivan	44	0	93	689	645	816	577	382	74	201
Other	8	4	61	181	169	70	36	77	81	47
Vehicles ADA Accessible	94%	99%	94%	74%	87%	82%	83%	74%	86%	78%

Table 32. Regional Data, 2012 (continued)

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Average Vehicle Age	5.4	5.7	5.6	5.1	5.6	5.7	6.2	7.5	6.4	6.7
Average Vehicle Length	25.2	25.8	24.0	20.6	22.3	21.2	22.2	24.0	26.4	23.9
Average Vehicle Capacity	18.4	17.9	17.1	12.2	13.3	12.2	12.5	17.1	21.0	17.1
Trips Per Mile										
Total	0.23	0.25	0.31	0.08	0.22	0.15	0.21	0.60	0.48	0.43
Fixed-route	0.76	0.28	0.44	0.69	0.59	0.51	0.57	1.09	0.59	0.68
Demand-response	0.03	0.07	0.08	0.05	0.15	0.11	0.18	0.23	0.24	0.15
Trips Per Hour										
Total	5.1	4.6	6.0	1.4	3.5	2.7	3.5	10.2	8.7	8.2
Fixed-route	11.8	5.3	9.1	11.6	10.2	8.7	8.5	17.4	11.1	13.8
Demand-response	1.0	1.0	1.4	0.9	2.5	1.9	3.1	3.2	3.3	2.2
Trips Per Vehicle	7,695	7,797	6,969	2,267	4,791	3,040	3,811	12,029	12,259	9,243
Miles Per Vehicle	33,331	30,620	22,746	27,627	22,103	20,210	17,858	20,014	25,487	21,334
Hours Per Vehicle	1,509	1,691	1,164	1,595	1,384	1,113	1,081	1,183	1,405	1,133
Operating Expense Per Trip										
Total	12.25	11.56	8.82	22.56	12.26	14.70	9.81	5.83	8.00	8.46
Fixed-route only	11.46	10.79	8.41	4.82	7.06	2.66	4.83	4.99	9.52	5.79
Demand-response-only	54.43	29.09	12.27	30.86	18.00	20.80	11.03	11.61	21.32	26.01
Operating Expense Per Mile										
Total	2.83	2.94	2.70	1.85	2.66	2.21	2.09	3.50	3.85	3.66
Fixed-route-only	3.02	2.96	2.07	2.99	3.09	2.42	3.24	3.43	3.82	4.45
Demand-response-only	3.00	2.82	2.02	1.75	2.56	2.14	2.02	2.56	4.32	2.80
Farebox Recovery Ratio	0.06	0.12	0.10	0.04	0.09	0.05	0.07	0.09	0.11	0.10

Source: Rural National Transit Database, 2012

Table 33. Rural Transit Vehicle Revenue Miles of Service by State, 2008-2012 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2009	2010	2011	2012	2009	2010	2011	2012	2009	2010	2011	2012	2009	2010	2011	2012
Alabama	6.3	5.9	5.3	4.8	.0	.0	.0	.0	6.3	5.9	5.3	4.8	.0	.0	.0	.0
Alaska	2.3	1.8	2.7	2.2	1.2	1.3	1.4	1.4	1.1	.5	.8	.7	.0	.0	.5	.1
Arizona	2.8	3.2	3.7	2.4	2.3	2.8	2.6	1.9	.5	.4	.6	.2	.0	.0	.6	.2
Arkansas	7.7	8.1	8.1	8.7	.0	.0	.2	.1	7.7	8.1	7.9	8.6	.0	.0	.0	.0
California	17.8	20.0	18.5	17.0	13.2	15.2	9.8	9.9	4.6	4.8	4.8	4.0	.0	.0	3.9	3.2
Colorado	10.2	11.0	10.7	14.5	8.7	8.3	5.7	5.3	1.5	2.7	2.5	3.1	.1	.0	2.4	6.1
Connecticut	1.5	1.5	1.6	1.6	.5	.7	.7	.7	1.0	.7	.8	.8	.0	.0	.1	.1
Delaware	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
Florida	13.7	14.5	17.2	14.3	2.8	3.0	5.2	2.2	10.9	11.4	11.8	11.7	.1	.0	.2	.5
Georgia	13.0	15.1	16.3	16.8	.0	.0	.0	.0	13.0	15.1	16.3	16.8	.0	.0	.0	.0
Hawaii	5.0	5.0	7.0	7.8	4.9	5.0	3.3	2.6	.1	.0	1.7	2.0	.0	.0	2.1	3.1
Idaho	1.7	2.8	2.7	2.3	.9	1.9	1.8	1.1	.5	.7	.7	.8	.2	.0	.2	.3
Illinois	11.1	12.8	15.0	13.9	1.0	1.0	.0	1.1	10.1	11.7	13.7	12.7	.0	.0	1.4	.0
Indiana	13.1	14.9	15.0	15.1	.5	.8	.7	.7	12.7	14.1	14.3	14.4	.0	.0	.0	.0
Iowa	15.3	15.1	14.7	14.8	.0	.0	2.0	2.0	15.3	15.1	12.7	12.8	.0	.0	.0	.0
Kansas	6.2	6.3	6.9	6.0	.4	.6	.8	.9	5.8	5.7	6.1	5.1	.0	.0	.0	.0
Kentucky	25.4	30.4	27.2	31.3	1.5	.8	.6	.6	23.9	29.6	26.6	30.7	.0	.0	.0	.0
Louisiana	5.7	5.9	6.0	5.8	.0	.0	.1	.0	5.7	5.9	6.0	5.8	.0	.0	.0	.0
Maine	42.5	41.3	14.1	10.1	2.6	1.0	2.8	.9	18.7	17.1	10.1	8.2	21.2	23.2	1.2	1.0
Maryland	5.3	9.4	7.0	4.0	3.2	5.4	4.2	2.1	2.1	3.9	2.6	1.8	.0	.0	.2	.2
Massachusetts	1.9	2.0	2.2	2.1	1.4	1.6	1.7	1.7	.5	.4	.5	.5	.0	.0	.0	.0
Michigan	22.7	23.8	23.7	22.6	.0	.0	.0	.0	22.7	23.8	23.7	22.6	.0	.0	.0	.0
Minnesota	12.1	12.6	13.9	12.6	3.2	3.0	3.7	3.7	8.9	9.6	10.2	8.9	.0	.0	.0	.0
Mississippi	8.5	8.6	8.1	8.8	1.2	8.6	8.1	.0	7.3	.0	.0	8.8	.0	.0	.0	.0
Missouri	23.2	23.4	23.0	22.0	.6	.0	.0	.5	22.6	23.2	22.8	21.5	.0	.2	.2	.0
Montana	2.9	3.3	3.4	3.4	1.4	1.3	1.4	1.3	1.4	1.8	1.5	1.9	.2	.0	.4	.3
Nebraska	2.5	2.5	2.6	2.4	.0	.0	.0	.0	2.5	2.5	2.6	2.4	.0	.0	.0	.0
Nevada	1.5	1.6	1.4	2.3	1.0	.9	.9	.9	.6	.7	.5	1.3	.0	.0	.0	.0
New Hampshire	1.3	1.4	1.4	1.6	1.0	1.0	1.0	1.1	.3	.4	.4	.5	.0	.0	.0	.0
New Jersey	.1	7.3	7.5	2.4	.0	1.4	1.2	.5	.0	5.9	6.3	1.9	.0	.0	.0	.0
New Mexico	4.4	6.2	5.0	5.2	2.2	4.5	3.0	2.6	2.2	1.8	1.5	1.6	.0	.0	.5	1.0
New York	13.4	13.7	13.8	14.5	13.4	13.7	13.4	14.4	.0	.0	.0	.0	.0	.0	.4	.1
North Carolina	33.1	44.4	41.4	39.1	2.9	3.2	1.6	1.5	30.3	41.2	39.9	35.1	.0	.0	.0	2.5
North Dakota	2.6	2.9	3.1	2.9	.2	.2	.0	.2	2.4	2.7	3.0	2.6	.0	.0	.1	.1
Ohio	10.4	10.9	11.2	10.0	.5	.7	.6	.5	9.9	10.2	10.6	9.5	.0	.0	.0	.0
Oklahoma	16.5	17.1	18.7	19.5	1.1	1.4	1.1	1.0	15.4	15.7	17.6	18.5	.0	.0	.0	.0
Oregon	7.6	8.8	9.6	7.3	4.4	5.0	4.4	3.8	3.2	3.8	4.4	2.8	.0	.0	.8	.6
Pennsylvania	9.2	13.2	11.8	10.7	4.6	4.9	4.4	4.7	4.5	8.3	7.0	6.0	.0	.0	.4	.0
Rhode Island	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
South Carolina	7.8	7.4	7.5	6.9	2.3	2.3	1.2	1.2	2.6	5.1	5.2	4.9	2.9	.0	1.1	.9
South Dakota	4.1	4.0	4.2	4.6	.0	.0	.0	.0	4.1	4.0	4.2	4.6	.0	.0	.0	.0
Tennessee	24.6	26.3	29.4	30.2	1.0	1.3	1.0	1.0	23.6	25.0	27.7	28.9	.0	.0	.6	.3
Texas	20.6	21.2	21.4	21.7	.0	.0	1.4	1.8	20.6	21.2	19.1	17.4	.0	.0	.8	2.5
Utah	1.3	1.3	1.3	1.6	1.2	1.2	1.2	1.3	.1	.1	.1	.1	.0	.0	.0	.2
Vermont	11.6	11.6	8.8	9.3	2.5	2.8	1.8	1.8	9.1	8.8	5.7	6.3	.0	.0	1.2	1.2
Virginia	8.2	8.5	11.4	13.2	5.3	5.4	8.2	9.2	2.8	3.1	3.1	3.9	.0	.0	.0	.0
Washington	15.7	16.0	16.9	15.8	7.9	8.6	8.0	7.4	5.7	4.7	5.4	4.7	2.2	.0	3.5	3.7
West Virginia	4.1	4.1	4.2	4.5	4.1	4.1	4.2	4.5	.0	.0	.0	.0	.0	.0	.0	.0
Wisconsin	7.2	7.5	8.3	8.0	1.5	2.4	2.8	2.7	5.7	5.1	.6	.3	.0	.0	5.0	5.0
Wyoming	3.2	2.4	2.4	2.3	1.3	1.4	1.2	1.2	2.0	1.0	1.2	1.2	.0	.0	.0	.0

Source: Rural National Transit Database, 2008-2012

Table 34. State Operating Statistics, 2012

	Number of Agencies	Counties Served (%)	Annual Ridership			Annual Vehicle Miles			Annual Vehicle Hours		
			Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response
			---------thousand rides---------			---------thousand miles---------			---------thousand hours---------		
Alabama	23	76%	887		887	4,793		4,793	305		305
Alaska	13	41%	1,983	1,810	118	2,219	1,399	672	144	82	56
Arizona	13	67%	871	757	37	2,368	1,923	227	135	110	18
Arkansas	7	68%	745	148	597	8,727	131	8,596	525	10	515
California	55	97%	7,282	4,823	1,184	17,043	9,929	3,954	903	501	289
Colorado	27	59%	12,588	7,656	786	14,533	5,349	3,097	748	366	260
Connecticut	4	100%	446	317	98	1,601	718	769	102	47	48
Delaware	0	33%									
Florida	22	93%	1,218	682	474	14,343	2,152	11,677	838	111	716
Georgia	80	69%	897		897	16,793		16,793	955		955
Hawaii	3	75%	5,365	3,257	477	7,815	2,638	2,044	430	138	167
Idaho	13	98%	910	814	54	2,251	1,130	803	137	72	59
Illinois	39	84%	4,535	2,488	2,047	13,891	1,149	12,741	846	89	757
Indiana	43	74%	2,632	638	1,994	15,094	738	14,356	995	61	934
Iowa	23	100%	4,958	1,558	3,400	14,766	1,975	12,791	1,014	148	866
Kansas	82	83%	1,490	393	1,097	6,023	915	5,108	335	61	274
Kentucky	24	86%	1,577	345	1,233	31,320	581	30,739	2,229	38	2,192
Louisiana	29	50%	598		598	5,771		5,771	327		327
Maine	11	100%	784	570	142	10,149	904	8,249	363	54	273
Maryland	7	83%	3,493	3,092	354	4,036	2,053	1,754	281	158	101
Massachusetts	3	71%	1,657	1,595	62	2,112	1,654	458	129	98	31
Michigan	57	87%	3,464		2,680	22,646		22,617	1,372		1,351
Minnesota	51	84%	3,600	1,192	2,408	12,551	3,664	8,887	726	199	527
Mississippi	18	57%	1,530		1,530	8,837		8,837	523		523
Missouri	24	99%	2,602	83	2,519	21,966	473	21,493	1,219	22	1,196
Montana	31	54%	1,119	578	424	3,449	1,265	1,886	182	66	110
Nebraska	59	80%	682		682	2,444		2,444	180		180
Nevada	20	65%	1,020	789	231	2,266	931	1,335	149	63	86
New Hampshire	6	60%	1,142	1,077	66	1,589	1,055	534	134	78	56
New Jersey	5	71%	330	197	133	2,412	513	1,899	165	26	138
New Mexico	21	70%	1,769	1,236	361	5,241	2,589	1,616	314	158	116
New York	44	71%	3,982	3,953		14,521	14,372		770	763	
North Carolina	67	97%	3,149	1,804	1,275	39,089	1,488	35,091	2,067	107	1,792
North Dakota	28	100%	655	129	517	2,904	218	2,610	229	18	206
Ohio	32	41%	1,382	173	1,209	9,977	486	9,491	613	26	587
Oklahoma	19	95%	2,762	750	2,005	19,513	1,019	18,477	1,087	67	1,019
Oregon	28	86%	2,736	1,787	551	7,252	3,799	2,824	455	186	234
Pennsylvania	16	45%	2,812	2,769	43	10,707	4,701	6,005	618	293	325
Rhode Island	0	40%									
South Carolina	14	80%	771	459	143	6,924	1,177	4,880	347	67	246
South Dakota	19	89%	1,058		1,058	4,552		4,552	340		340
Tennessee	12	100%	2,448	1,629	745	30,238	1,045	28,883	1,548	78	1,454
Texas	25	97%	3,539	980	2,012	21,744	1,809	17,418	1,166	104	961
Utah	3	21%	1,979	1,946	19	1,575	1,287	107	99	84	10
Vermont	9	100%	1,695	1,101	240	9,257	1,782	6,275	393	120	226
Virginia	22	60%	2,570	2,087	484	13,151	9,225	3,927	505	287	218
Washington	24	92%	7,101	5,683	667	15,768	7,377	4,663	733	332	285
West Virginia	11	45%	1,043	1,043		4,474	4,474		252	252	
Wisconsin	48	64%	2,519	1,081	57	7,997	2,704	260	656	150	26
Wyoming	16	57%	1,804	1,339	465	2,321	1,170	1,150	197	95	103

Source: Rural National Transit Database, 2012

Table 35. State Financial Statistics, 2012

	Capital Funding			Operating Funding		
	Local	State	Federal	Local	State	Federal
	----------thousand dollars----------					
Alabama			981	5,136		5,413
Alaska	81		2,618	5,129	730	4,356
Arizona	15	15	430	2,773	143	4,262
Arkansas	70	93	1,594	3,993	1,193	6,929
California	2,252	5,673	14,643	30,620	15,705	10,556
Colorado	4,388	1,516	714	33,551	729	8,513
Connecticut		1	597	500	1,743	1,945
Delaware						
Florida	122	589	1,389	4,175	7,959	6,669
Georgia	372	456	3,646	4,723		12,611
Hawaii	416		1,404	23,692		2,148
Idaho	71	118	679	2,052	67	3,321
Illinois		721	13,328	2,932	21,023	8,753
Indiana	83		3,501	8,905	6,004	13,798
Iowa	848	501	3,326	6,839	6,178	9,295
Kansas	175	8	840	3,241	1,677	5,252
Kentucky	411	411	5,965	3,636		14,092
Louisiana			1,609	3,474	772	6,289
Maine	45		332	2,040	1,319	16,155
Maryland	262	262	2,245	3,860	2,029	2,609
Massachusetts	53	1,334	7,443	1,563	2,230	2,402
Michigan	36	2,296	12,140	17,448	25,835	11,485
Minnesota	741	245	3,200	2,401	15,630	7,911
Mississippi	179	245	940	2,176	544	8,376
Missouri	1,587		8,265	3,919	1,175	14,820
Montana	193		1,033	3,406	132	5,150
Nebraska	140		1,486	1,510	1,419	2,925
Nevada	10	6	265	1,996	587	4,412
New Hampshire	36	7	798	1,142	117	4,067
New Jersey	87	108	1,187	2,133	3,010	1,188
New Mexico	446		1,821	5,610		7,547
New York	115	115	3,228	6,812	13,060	5,043
North Carolina	1,223	1,864	6,186	10,745	13,941	12,439
North Dakota	276	1	4,940	809	2,175	3,029
Ohio	1,066		13,257	3,347	3,313	11,796
Oklahoma	142	1,037	4,687	2,681	2,470	14,170
Oregon	447	1,033	2,504	7,451	3,023	9,513
Pennsylvania	167	1,997	7,106	978	14,194	8,732
Rhode Island						
South Carolina	309	50	1,158	2,267	1,653	4,276
South Dakota	508		2,039	1,895	969	4,852
Tennessee	861	425	2,929	3,160	9,021	13,288
Texas	260	417	6,391	3,006	11,881	38,682
Utah	426		3,988	4,603		4,199
Vermont	297	294	3,005	2,422	6,324	15,837
Virginia	139	1,326	6,982	6,703	3,386	10,163
Washington	4,268	799	12,175	32,263	9,315	7,678
West Virginia		416	1,665	4,296	1,405	3,908
Wisconsin	99		2,382	3,246	4,987	7,860
Wyoming	396	65	2,362	2,707	388	3,988

Source: Rural National Transit Database, 2012

Table 36. State Fleet Statistics, 2012

	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	323	65%	6.0	22.7	18.2	2.7	14.8	.9
Alaska	102	89%	5.4	28.0	20.1	19.4	21.8	1.4
Arizona	78	96%	4.7	24.6	17.4	11.2	30.4	1.7
Arkansas	399	67%	5.7	21.5	11.8	1.9	21.9	1.3
California	696	90%	6.0	27.1	21.4	10.5	24.5	1.3
Colorado	507	81%	7.9	28.2	23.1	24.8	28.7	1.5
Connecticut	69	100%	4.4	24.1	16.3	6.5	23.2	1.5
Delaware	0	-	-	-	-	-	-	-
Florida	594	81%	5.7	21.5	12.5	2.0	24.1	1.4
Georgia	545	75%	3.6	21.2	13.0	1.6	30.8	1.8
Hawaii	258	81%	7.0	27.0	24.0	20.8	30.3	1.7
Idaho	145	76%	7.0	23.8	16.5	6.3	15.5	.9
Illinois	743	100%	6.5	22.6	13.2	6.1	18.7	1.1
Indiana	790	77%	5.9	19.2	9.4	3.3	19.1	1.3
Iowa	985	91%	7.0	24.8	15.2	5.0	15.0	1.0
Kansas	351	75%	6.6	19.4	11.6	4.2	17.2	1.0
Kentucky	1,211	66%	5.6	19.5	10.5	1.3	25.9	1.8
Louisiana	243	93%	5.3	20.8	10.3	2.5	23.7	1.3
Maine	198	81%	7.1	23.3	16.4	4.0	51.3	1.8
Maryland	243	89%	7.6	26.5	21.6	14.4	16.6	1.2
Massachusetts	118	100%	5.5	25.7	19.0	14.0	17.9	1.1
Michigan	1,007	89%	5.1	25.3	17.8	3.4	22.5	1.4
Minnesota	436	100%	6.0	25.1	16.7	8.3	28.8	1.7
Mississippi	238	78%	5.2	23.1	19.0	6.4	37.1	2.2
Missouri	1,032	81%	5.3	21.1	10.4	2.5	21.3	1.2
Montana	228	68%	6.9	23.6	15.1	4.9	15.1	.8
Nebraska	175	67%	5.9	19.8	10.6	3.9	14.0	1.0
Nevada	127	97%	6.6	23.2	14.5	8.0	17.8	1.2
New Hampshire	78	100%	5.1	27.8	20.5	14.6	20.4	1.7
New Jersey	135	99%	5.7	23.7	16.5	2.4	17.9	1.2
New Mexico	277	80%	5.3	23.9	15.3	6.4	18.9	1.1
New York	418	99%	5.7	26.5	18.3	9.5	34.7	1.8
North Carolina	1,260	72%	4.9	20.0	11.1	2.5	31.0	1.6
North Dakota	194	81%	6.9	20.5	11.4	3.4	15.0	1.2
Ohio	458	86%	4.9	19.1	9.5	3.0	21.8	1.3
Oklahoma	942	84%	5.1	20.7	11.7	2.9	20.7	1.2
Oregon	322	95%	6.6	23.7	16.4	8.5	22.5	1.4
Pennsylvania	546	100%	6.0	24.4	16.9	5.1	19.6	1.1
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	260	85%	6.1	24.8	18.2	3.0	26.6	1.3
South Dakota	378	58%	8.6	19.9	12.6	2.8	12.0	.9
Tennessee	1,069	80%	4.8	19.5	10.1	2.3	28.3	1.4
Texas	1,212	87%	6.4	21.4	12.6	2.9	17.9	1.0
Utah	51	98%	6.2	29.6	25.1	38.8	30.9	1.9
Vermont	271	100%	4.5	26.2	19.9	6.3	34.2	1.4
Virginia	410	96%	4.3	23.0	16.1	6.3	32.1	1.2
Washington	718	71%	7.4	23.6	17.7	9.9	22.0	1.0
West Virginia	224	82%	4.7	22.1	14.4	4.7	20.0	1.1
Wisconsin	334	64%	5.4	20.4	9.2	7.5	23.9	2.0
Wyoming	158	84%	6.9	24.2	17.8	11.4	14.7	1.2

Source: Rural National Transit Database, 2012

Table 37. State Performance Measures, Median Agencies Values, 2012

	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	0.13	-	0.13	2.56	-	2.56	19.53	2.65	0.08
Alaska	0.42	0.54	0.21	5.31	8.88	2.30	16.02	5.29	0.11
Arizona	0.22	0.45	0.16	4.50	5.90	1.90	15.17	3.30	0.08
Arkansas	0.08	1.13	0.08	1.40	15.29	1.40	22.17	1.88	0.04
California	0.34	0.37	0.28	6.24	7.07	3.54	13.79	4.51	0.11
Colorado	0.33	1.30	0.20	3.86	18.71	2.27	11.52	3.41	0.05
Connecticut	0.24	0.40	0.18	4.29	4.51	2.96	13.65	3.19	0.08
Delaware	-	-	-	-	-	-	-	-	-
Florida	0.07	0.28	0.07	1.48	5.22	1.47	35.65	2.50	0.03
Georgia	0.07	-	0.07	1.15	-	1.15	21.93	1.65	0.06
Hawaii	0.52	1.18	0.17	12.34	22.21	2.40	4.87	3.98	0.09
Idaho	0.16	0.64	0.10	2.70	9.78	1.80	13.74	2.51	0.05
Illinois	0.16	0.82	0.16	2.41	11.21	2.26	15.99	2.47	0.04
Indiana	0.14	0.79	0.14	2.28	7.41	2.07	14.14	2.11	0.07
Iowa	0.35	0.70	0.29	5.31	11.13	4.11	7.77	2.95	0.10
Kansas	0.26	0.35	0.25	3.85	5.64	3.62	8.39	2.02	0.11
Kentucky	0.05	0.54	0.03	0.68	7.22	0.58	32.21	1.84	0.02
Louisiana	0.13	-	0.13	2.19	-	2.19	18.63	2.43	0.03
Maine	0.09	0.35	0.04	1.41	4.61	0.79	-	3.61	0.03
Maryland	0.19	0.19	0.18	3.28	2.95	1.87	8.53	2.32	0.10
Massachusetts	0.97	1.04	0.16	13.87	16.14	2.49	5.88	4.15	0.23
Michigan	0.12	-	0.11	1.90	-	1.90	26.82	3.12	0.07
Minnesota	0.32	0.31	0.33	4.72	4.46	4.73	9.98	3.30	0.13
Mississippi	0.16	-	0.16	3.45	-	3.45	13.67	1.82	0.04
Missouri	0.30	0.34	0.30	2.93	4.40	2.50	10.85	2.18	0.07
Montana	0.21	0.14	0.20	2.94	3.32	2.57	12.31	2.16	0.06
Nebraska	0.27	-	0.27	2.95	-	2.95	13.53	2.99	0.08
Nevada	0.11	0.55	0.10	2.13	8.22	2.09	21.73	3.39	0.08
New Hampshire	0.32	0.43	0.13	4.17	5.56	1.54	13.44	4.28	0.05
New Jersey	0.11	0.28	0.08	2.01	4.70	1.16	27.74	2.86	0.02
New Mexico	0.25	0.34	0.20	4.07	4.52	2.30	10.28	2.62	0.08
New York	0.21	0.21	-	4.32	4.38	-	15.45	3.16	0.08
North Carolina	0.04	0.23	0.04	0.88	3.34	0.71	41.37	1.90	0.03
North Dakota	0.19	0.59	0.19	2.28	7.18	2.28	14.17	2.87	0.10
Ohio	0.12	0.40	0.11	1.94	6.87	1.84	23.42	2.76	0.05
Oklahoma	0.14	0.27	0.14	2.10	5.01	1.75	13.27	1.96	0.07
Oregon	0.33	0.43	0.25	4.59	9.00	3.06	10.80	3.28	0.07
Pennsylvania	0.25	0.47	0.00	4.50	7.41	0.09	16.48	4.22	0.05
Rhode Island	-	-	-	-	-	-	-	-	-
South Carolina	0.06	0.30	0.05	1.40	4.26	0.85	32.04	2.10	0.05
South Dakota	0.29	-	0.29	2.90	-	2.90	10.68	3.01	0.13
Tennessee	0.03	1.75	0.03	0.63	22.92	0.63	51.09	1.60	0.04
Texas	0.13	0.33	0.11	2.20	6.52	1.98	22.55	2.92	0.04
Utah	0.22	0.29	0.16	3.39	4.99	1.78	8.48	2.44	0.01
Vermont	0.17	0.45	0.04	3.94	7.55	1.27	14.93	3.44	0.02
Virginia	0.20	0.26	0.10	3.55	5.55	2.88	9.72	2.08	0.05
Washington	0.19	0.48	0.16	4.16	8.66	2.16	13.35	3.07	0.05
West Virginia	0.17	0.17	-	2.95	2.95	-	14.89	2.52	0.08
Wisconsin	0.28	0.25	0.22	2.78	4.94	2.14	9.01	2.74	0.26
Wyoming	0.37	0.69	0.36	4.92	13.04	4.83	6.57	2.93	0.04

Source: Rural National Transit Database, 2012

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. According to Mielke et al. (2011), there were 118 tribal transit services existing at the time, with an additional 45 tribes in the planning stage. Of these rural tribal transit providers, 101 submitted data to the 2012 rural NTD. Statistics for these transit agencies are shown in Table 38. These 101 agencies provided a total of 2.4 million rides in 2012.

Table 38. Tribal Transit Statistics, 2012

	Tribal
Number of Agencies	101
Annual Ridership (thousand rides)	
Total	2,361
Fixed-route	973
Demand-response	760
Annual Vehicle Miles (thousand miles)	
Total	16,628
Fixed-route	7,025
Demand-response	7,943
Annual Vehicle Hours (thousand hours)	
Total	738
Fixed-route	300
Demand-response	354
Number of Vehicles	623
% Vehicles ADA	67%
Average Vehicle Age	5.0
Average Vehicle Length (feet)	22.0
Average Vehicle Capacity	14.5
Trips per Vehicle	3,790
Miles per Vehicle	26,690
Hours per Vehicle	1,184
Trips per Mile	
Total	0.14
Fixed-route	0.14
Demand-response	0.10
Trips per Hour	
Total	3.20
Fixed-Route	3.24
Demand-Response	2.15
Operating Expense Per Trip	15.64
Operating Expense Per Mile	2.22
Farebox Recovery Ratio	0.05

Source: Rural National Transit Database, 2012

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Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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