

RURAL TRANSIT FACT BOOK | 2017



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TRANSPORTATION INSTITUTE
SMALL URBAN AND RURAL TRANSIT CENTER

Rural Transit Fact Book 2017

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CONTENTS

INTRODUCTION1

RURAL AMERICA2

COUNTY-LEVEL DEMOGRAPHIC INFORMATION5

RURAL TRANSPORTATION13

NATIONAL RURAL TRANSIT18

 COVERAGE STATISTICS.....19

 OPERATING STATISTICS23

 FINANCIAL STATISTICS25

 FLEET STATISTICS26

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES.....30

REGIONAL AND STATE STATISTICS37

TRIBAL TRANSIT49

REFERENCES.....53

Glossary of Terms.....53

LIST OF TABLES

Table 1.	Characteristics of U.S. Urban and Rural Populations.....	3
Table 2.	Geographic Mobility.....	4
Table 3.	Rural-Urban Continuum Codes	9
Table 4.	County-Level Median and Percentile Data for Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code	11
Table 5.	Counties with Highest and Lowest Percentages of Population Aged 65 or Older, with a Disability, or Living Below Poverty Line	12
Table 6.	Vehicles Available in Household	13
Table 7.	Commuting to Work.....	14
Table 8.	Travel Behavior for Urban and Rural Residents, by Age Group	15
Table 9.	Percentage who Drive, by Age, Geography, and Gender	15
Table 10.	Mode Shares	15
Table 11.	Trip Purpose for Transit and Non-Transit Trips.....	16
Table 12.	Amenities Accessibly by Transit, Use of Transit, and Desirability of Transit in Urban, Suburban, and Rural Areas	17
Table 13.	Number of Rural Transit Providers Nationwide.....	19
Table 14.	Counties with Rural Transit Service	20
Table 15.	Percentage of Rural Population Served by Transit	22
Table 16.	Rural Transit Operating Statistics.....	23
Table 17.	Agency Level Changes in Service Miles, Hours, and Trips, 2014-2015	24
Table 18.	Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2015.....	25
Table 19.	Rural Transit Financial Statistics: Sources of Funding.....	25
Table 20.	Vehicles by Mode, 2015	26
Table 21.	Fleet Size by Mode, 2015	27
Table 22.	Percentage of Rural Transit Vehicles that are ADA Accessible	27
Table 23.	Average Vehicle Age.....	28
Table 24.	Average Vehicle Length.....	28
Table 25.	Average Seating Capacity.....	28
Table 26.	Vehicle Ownership, 2015	29
Table 27.	Primary Funding Source for Vehicles, 2015	29
Table 28.	Trips per Mile and Trips per Hour	30
Table 29.	Trips per Mile by Number of Miles Provided, 2015	31
Table 30.	Trips per Hour by Number of Hours Provided, 2015	32

Table 31.	Trips, Miles, and Hours per Vehicle, 2015	33
Table 32.	Operating Costs per Trip and per Mile and Farebox Recovery Ratio.....	33
Table 33.	Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2015	34
Table 34.	Operating Statistics and Performance Measures by Size of Operation, 2015	34
Table 35.	Regional Data, 2015	39
Table 36.	Rural Transit Vehicle Revenue Miles of Service by State, 2012-2015 (million miles).....	41
Table 37.	State Operating Statistics, 2015.....	42
Table 38.	State Financial Statistics, 2015.....	43
Table 39.	State Fleet Statistics, 2015.....	44
Table 40.	State Performance Measures, Median Agencies Values, 2015	46
Table 41.	Demographic Data for Native American Reservations, compared to U.S. Average Metro and Non-Metro Counties	49
Table 42.	Tribal Transit Operating Statistics, 2013-2015.....	51
Table 43.	Tribal Transit Fleet Statistics and Performance Measures, 2013-2015	52

LIST OF FIGURES

Figure 1.	Percentage of Population Aged 65 or Older, 2006-2015	4
Figure 2.	Percentage of Population Aged 65 or Older, by County	6
Figure 3.	Percentage of Population with a Disability, by County	6
Figure 4.	Percentage of Population in Poverty, by County	7
Figure 5.	Change in Percentage of Population Aged 65 or Older, by County	8
Figure 6.	County-Level 2013 Rural-Urban Continuum Codes	9
Figure 7.	Percentage of Population Consisting of Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code	10
Figure 8.	Vehicle Miles Traveled on Urban and Rural Roadways	14
Figure 9.	Percentage of Trips by Public Transportation, by Size of Metro Area	16
Figure 10.	Map of U.S. Counties with Section 5311 Rural Transit Service	21
Figure 11.	Map of Section 5311 Rural Transit Service Coverage, by County Subdivisions	22
Figure 12.	FTA Obligations under the Section 5311 Program, FY2006–FY2015	26
Figure 13.	Fleet Composition of Fixed-Route and Demand-Response Service, 2015	27
Figure 14.	FTA Regions	37
Figure 15.	Total Trips by State	47
Figure 16.	Total Vehicle Revenue Miles by State	47
Figure 17.	Trips per Vehicle Revenue Mile by State	48
Figure 18.	Trips per Vehicle Revenue Hour by State	48
Figure 19.	American Indian, Alaska Native, and Native Hawaiian Areas	50
Figure 20.	Counties with Tribal Transit Service	50

INTRODUCTION

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

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

The rural transit data presented in this report were obtained from the Rural National Transit Database (NTD). The 2011 edition of the *Rural Transit Fact Book* was the first published by SURTC and included Rural NTD data for 2007-2009. Since 2011, annual updates have been made to the book to provide updated data. The 2017 edition includes 2015 data from the Rural NTD as well as additional data from the American Community Survey, American Housing Survey, and National Household Travel Survey.

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

This edition expands upon previous versions of the Fact Book by including more detailed information on the geographic service coverage of rural transit providers. This information was collected by reviewing the websites of individual transit providers, state departments of transportation, and transit associations across the country. This edition also includes additional demographic information for rural areas and tribal communities.

RURAL AMERICA



Geography influences the type and level of transit service that best serves a community. About 61 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 2015 ACS 1-year estimates for the United States and for urban and rural areas. As defined by the Census, "urban" includes urbanized areas and urban clusters. Urbanized areas have 50,000 or more people and urban clusters have at least 2,500 people but less than 50,000 people, and both areas have a core area with a density of at least 1,000 people per square mile. All other areas are defined as rural.

Rural populations tend to be older. The median age is 44 in rural areas and 37 in urban areas. Approximately 18% of residents in rural areas are 65 or older, compared to 14% of those in urban areas. The percentage of residents aged 85 or older, on the other hand, is approximately the same in urban and rural areas. The percentage of people with a disability is slightly higher in rural areas (15%) than in urban areas (12%).

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

Rural areas tend to be less ethnically diverse. Urban residents are more likely than their rural counterparts to be non-white or Hispanic, and the foreign-born population is much higher in urban areas (16%) than in rural areas (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 as that for urban areas, but urban areas tend to have a higher percentage of residents with a bachelor's or advanced degree.

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

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

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

	United States	Urban	Rural
Total Population (million people)	321	261	61
Average Household Size	2.65	2.66	2.63
Gender (%)			
Male	49.2	48.9	50.7
Female	50.8	51.1	49.3
Age			
Median age	37.8	36.6	43.5
65 or older (%)	14.9	14.1	18.0
85 or older (%)	1.9	2.0	1.8
Population with a Disability (%)	12.6	12.0	15.1
Race (%)			
White	75.8	72.5	89.9
Black or African-American	13.9	15.6	6.7
American Indian and Alaska Native	1.7	1.5	2.6
Asian	6.4	7.5	1.2
Hispanic or Latino	17.6	20.2	6.3
Foreign Born (%)	13.5	15.8	3.5
Highest Education Level Completed (%)*			
Did not complete high school	12.8	12.9	12.7
High school	27.6	25.7	35.2
Some college, no degree	20.7	20.6	21.2
Associate's degree	8.2	8.0	9.1
Bachelor's degree	19.0	20.2	14.0
Advanced degree	11.6	12.5	7.8
Economic Characteristics			
Individuals below the poverty line (%)	14.7	15.2	12.7
Median household income (thousand dollars)	55.6	56.1	54.3

*Population aged 25 years or older

Source: American Community Survey, 2015 1-year estimates

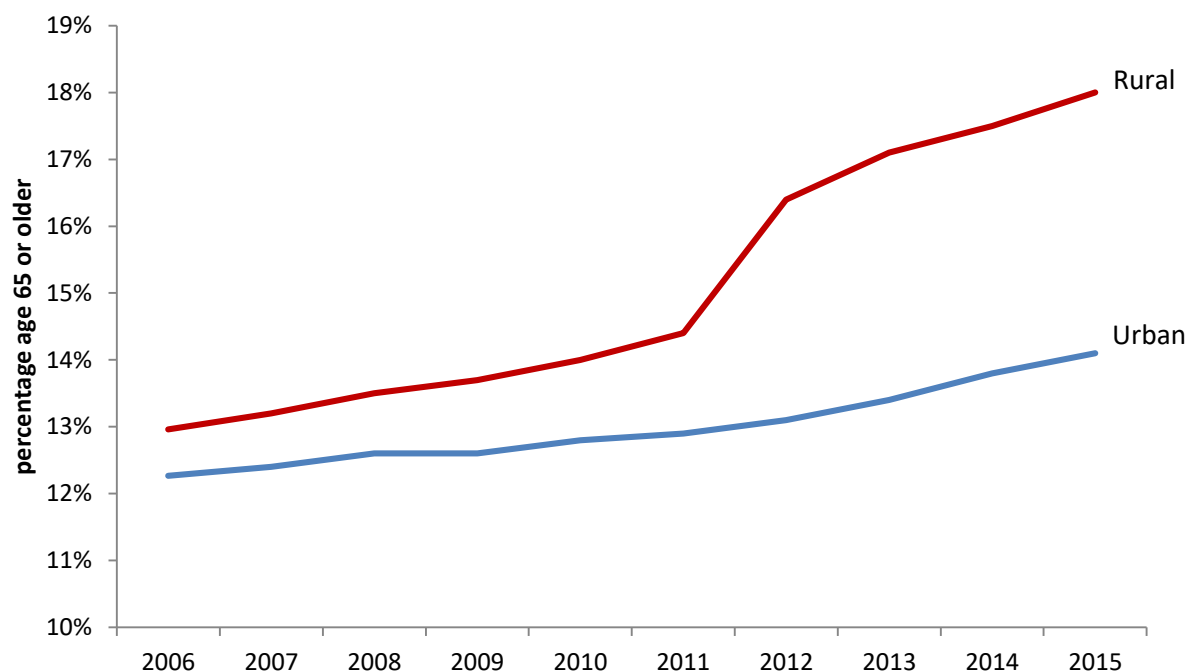


Figure 1. Percentage of Population Aged 65 or Older, 2006-2015

Source: American Community Survey 1-Year Estimates, 2006-2015

Table 2. Geographic Mobility

	United States	Urban	Rural
	-----percentage-----		
Native population born in their state of residence	58.5	55.9	69.4
Lived in a different house 1 year ago	14.7	15.7	10.4
Lived in a different state or abroad 1 year ago	3.1	3.3	1.9

Source: American Community Survey, 2015 1-year estimates

COUNTY-LEVEL DEMOGRAPHIC INFORMATION



Older adults, people with disabilities, and individuals from low-income households have greater needs for transportation services. This section examines county-level data for these three groups, examining differences between urban and rural areas and demographic shifts over time. Figures 2-4 show percentages of the population aged 65 or older, with a disability, and living below the poverty line, respectively, at the county level. These data are from the ACS 2011-2015 5-year estimates. Many of the counties with the highest percentages of these population groups are in rural areas.

Higher concentrations of older adult populations are found in Florida, the rural Midwest and Great Plains region, and parts of the west. Disability rates tend to be highest in the south (especially Appalachia), and parts of the northwest, northern Michigan, and northern Maine. Disability rates are generally the lowest in the northern Great Plains and Mountain West regions, as well as the Washington, DC, to Boston corridor and southern California. High incidences of poverty are found in rural areas in the south, especially in the Mississippi Delta and Appalachia regions, and counties with Native American lands.

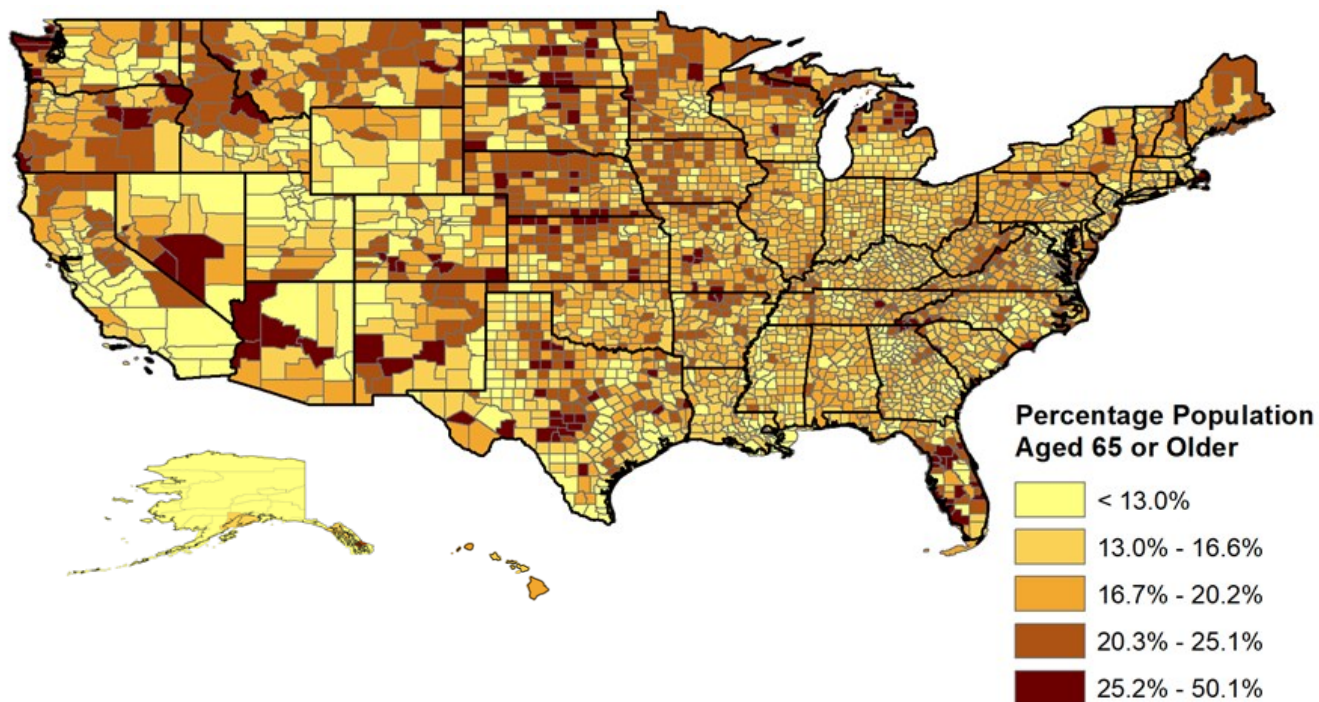


Figure 2. Percentage of Population Aged 65 or Older, by County
Source: American Community Survey, 2015 5-year estimates

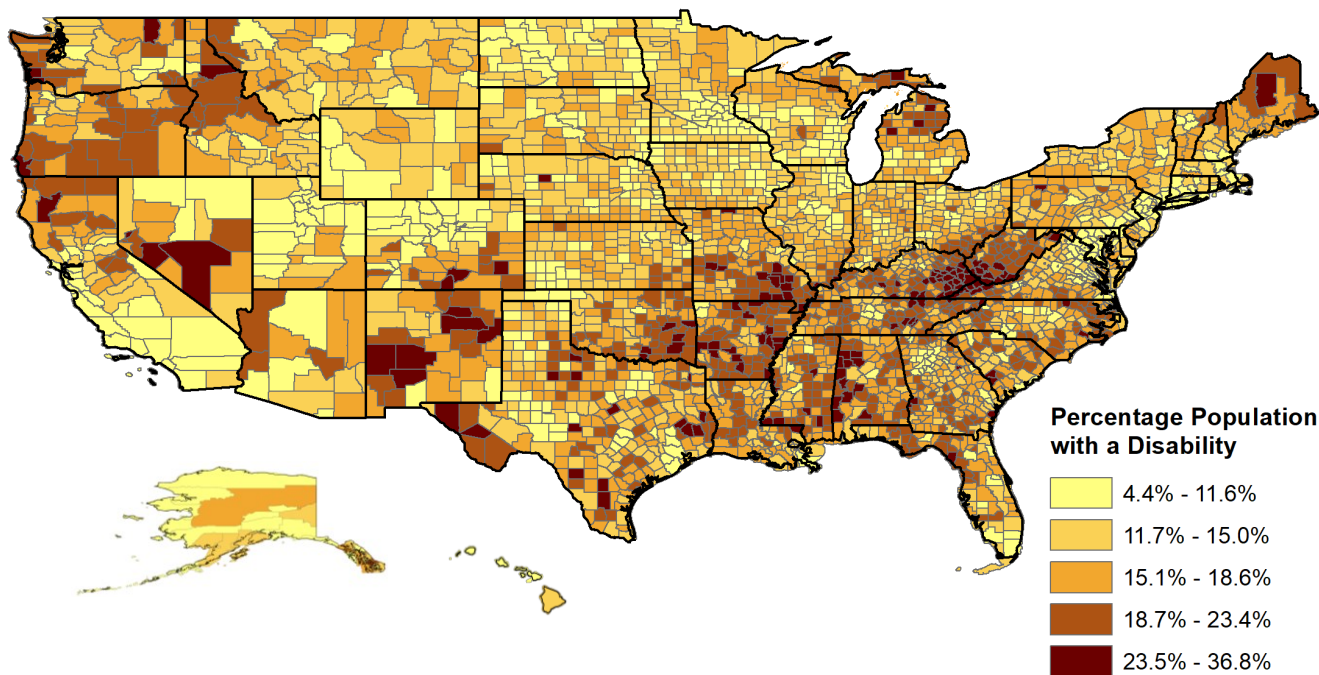


Figure 3. Percentage of Population with a Disability, by County
Source: American Community Survey, 2015 5-year estimates

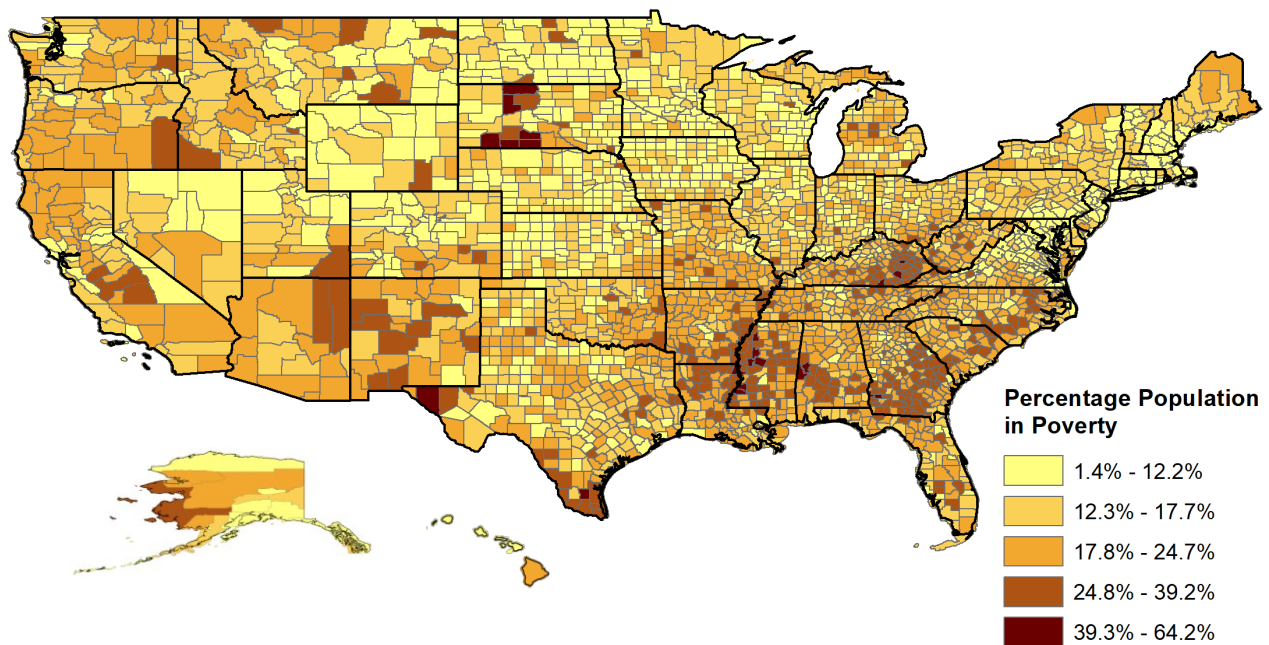


Figure 4. Percentage of Population in Poverty, by County
Source: American Community Survey, 2015 5-year estimates

As Figure 1 shows, the population in both urban and rural areas has been aging. This is further illustrated in Figure 5. This figure shows changes in the percentage of the population aged 65 or older, comparing ACS 2011-2015 5-year estimates to ACS 2006-2010 5-year estimates, at the county level. As the figure shows, most counties have experienced an increase in the percentage of the population consisting of older adults. Many of the counties with the largest growth in senior population are rural counties, especially in the west. The largest decline occurred in western North Dakota, which could be explained by the recent oil boom attracting younger workers to the region.

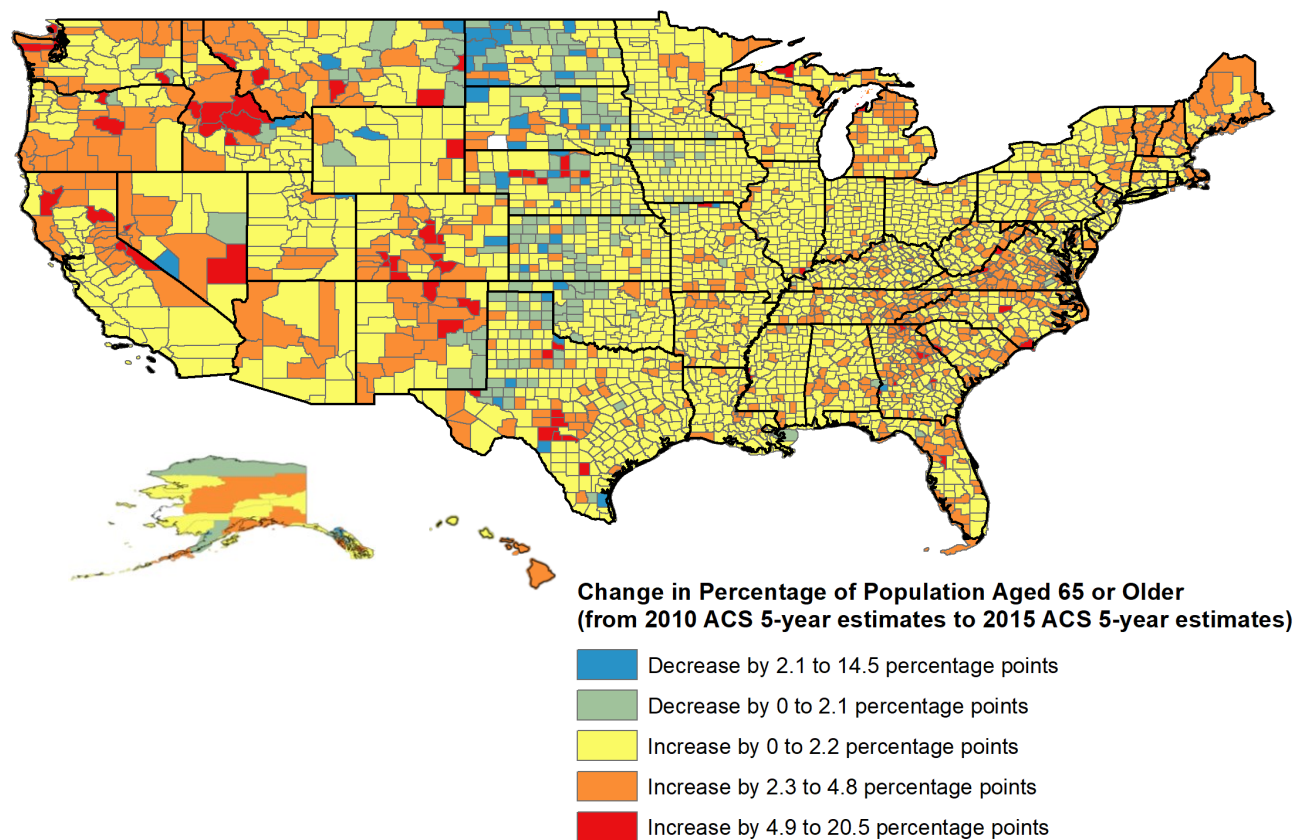


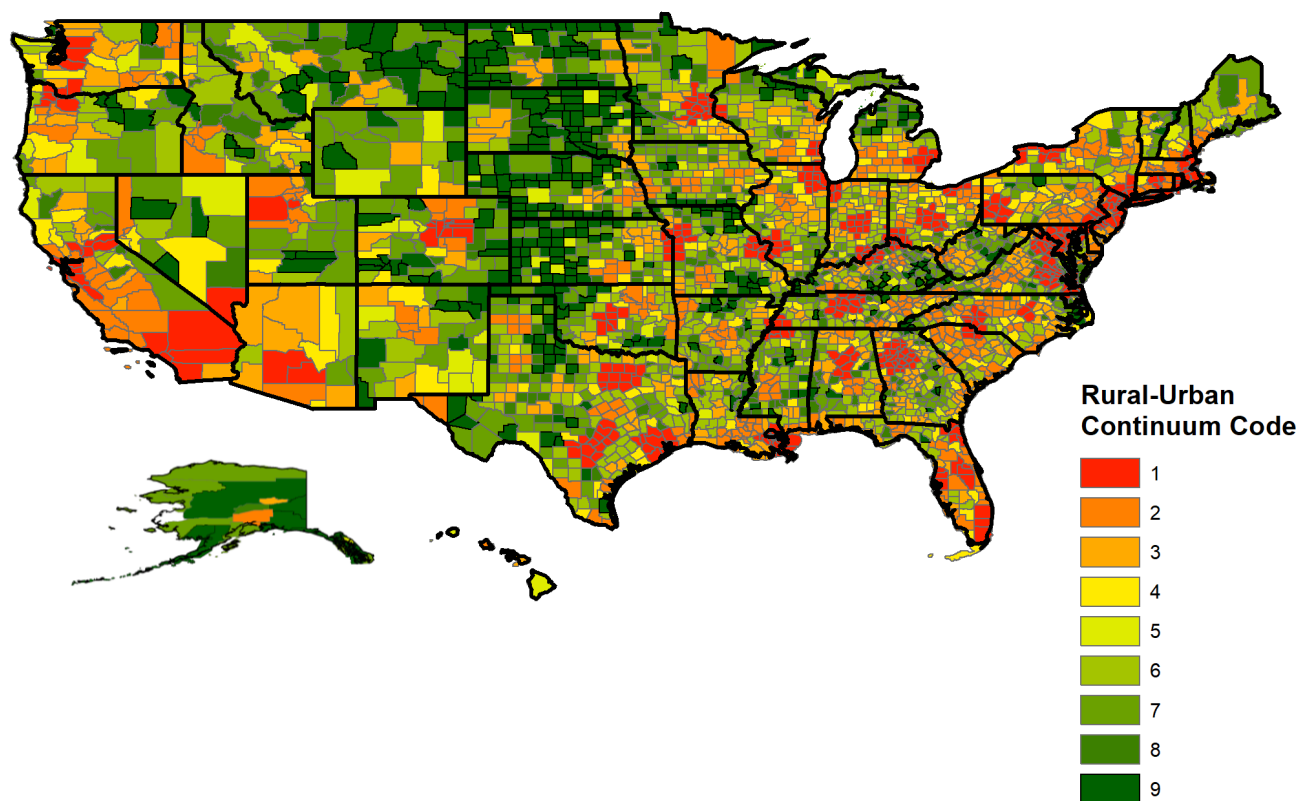
Figure 5. Change in Percentage of Population Aged 65 or Older, by County

Source: American Community Survey, 2015 5-year estimates, 2010 5-year estimates

To show the demographic differences between urban and rural counties, counties were classified using the Rural-Urban Continuum Codes (RUCCs). The RUCC classifies counties on a 1-9 scale, as shown in Table 3, with higher numbers indicating more rural counties. Codes 1-3 are used for counties with metro areas, and 4-9 are used for increasingly rural, non-metro counties. Codes for 2013, the most recent year available, were obtained for each county from the U.S. Census. Figure 6 maps the RUCC codes for each county, with the more urban counties shown in red and orange and the more rural counties in green.

Table 3. Rural-Urban Continuum Codes

Code	Description
1	Counties in metro areas of 1 million population or more
2	Counties in metro areas of 250,000 to 1 million population
3	Counties in metro areas of fewer than 250,000 population
4	Urban population of 20,000 or more, adjacent to a metro area
5	Urban population of 20,000 or more, not adjacent to a metro area
6	Urban population of 2,500 to 19,999, adjacent to a metro area
7	Urban population of 2,500 to 19,999, not adjacent to a metro area
8	Completely rural or less than 2,500 urban population, adjacent to a metro area
9	Completely rural or less than 2,500 urban population, not adjacent to a metro area

**Figure 6.** County-Level 2013 Rural-Urban Continuum Codes

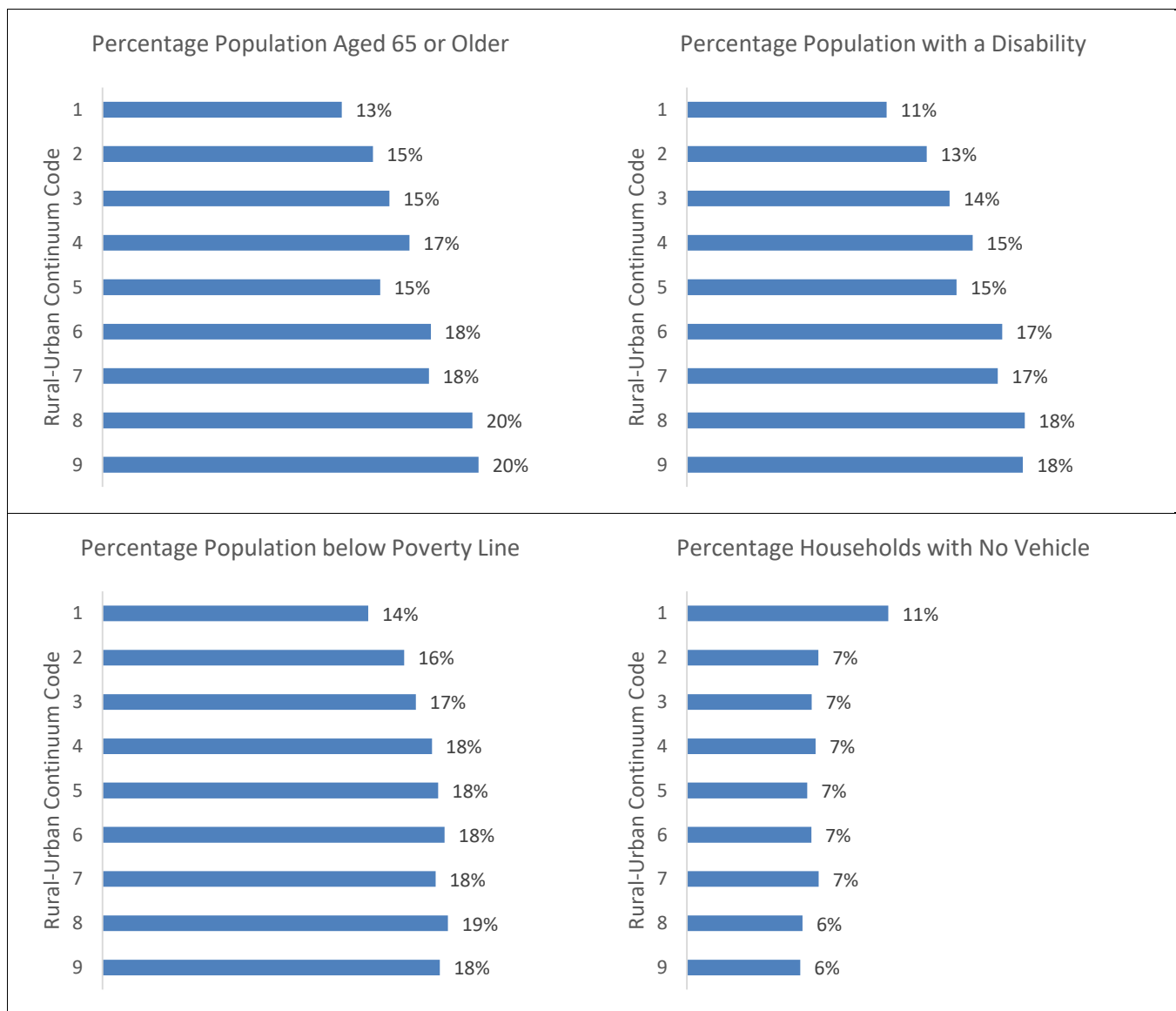


Figure 7. Percentage of Population Consisting of Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code

Source: American Community Survey, 2015 5-year estimates

Figure 7 shows differences in demographics based on the degree to which a county is urban or rural. The most rural counties are shown to have the highest percentages of older adults and people with a disability. In counties with an RUCC code of 8 or 9, 20% of the population is aged 65 or older and 18% has a disability. Non-metro counties are also shown to have a slightly higher percentage of individuals living below the poverty line. These are indicators of need for transit services. On the other hand, the most urban counties have the highest percentage of households without a vehicle. This is likely because the most urban areas have the highest quality transit, and those living in these areas are able to live without a vehicle and rely on transit for their transportation needs.

The data in Figure 7 are nationwide averages, and some counties have considerably higher concentrations of these populations. To give some indication of this variability, Table 4 shows percentile and median values for county-level data. For example, this table shows that, among the most rural counties, those with an RUCC code of 9, the median percentage of population 65 or older is 21%, the 10th percentile is 14%, and the 90th percentile is 27%. In other words, at least 21% of the population is aged 65 or older in half of these counties, and in 10% of these counties, 27% or more of the population is 65 or older. The data further show that in 10% of the most rural counties, at least 24% of the population has a disability and about 27% or more of population is in poverty.

Table 4. County-Level Median and Percentile Data for Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code

RUCC Code	Percentage of Population								
	Aged 65 or Older			With a Disability			Below Poverty Line		
	Median	10th percentile	90th percentile	Median	10th percentile	90th percentile	Median	10th percentile	90th percentile
1	14%	11%	17%	12%	8%	16%	12%	6%	19%
2	15%	11%	20%	14%	11%	19%	16%	10%	23%
3	16%	11%	20%	15%	10%	20%	16%	9%	24%
4	16%	12%	20%	16%	11%	20%	17%	11%	26%
5	15%	10%	18%	14%	10%	19%	17%	11%	27%
6	17%	14%	21%	17%	12%	22%	18%	11%	27%
7	18%	13%	23%	16%	11%	23%	17%	10%	27%
8	20%	15%	25%	18%	12%	24%	17%	10%	28%
9	21%	14%	27%	16%	11%	24%	15%	8%	26%

Source: American Community Survey, 2015 5-year estimates

Table 5 shows the counties with the highest percentages of older adults, people with disabilities, and people living below the poverty line, as well as the counties with the lowest percentages of these populations. The counties with the highest percentages of older adults are either metro Florida counties or rural counties elsewhere in the country. The counties with the highest incidences of disabilities are all rural counties, many of them very rural, and most are in the Appalachia region. The highest rates of poverty are also found in rural counties, many of them very rural. In particular, rural counties in South Dakota with Native American lands and rural counties in the southeast have the highest rates of poverty.

Table 5. Counties with Highest and Lowest Percentages of Population Aged 65 or Older, with a Disability, or Living Below Poverty Line

Population Aged 65 or Older							
Highest Percentages of Population				Lowest Percentages of Population			
County	State	RUCC Code	Percentage	County	State	RUCC Code	Percentage
Sumter	FL	3	51%	Chattahoochee	GA	2	3%
Charlotte	FL	3	37%	North Slope	AK	7	5%
Mineral	CO	9	37%	Aleutians West	AK	9	5%
Hooker	NE	9	36%	Aleutians East	AK	9	6%
La Paz	AZ	6	35%	Madison	ID	4	6%
Citrus	FL	3	34%	Oglala Lakota	SD	6	6%
Wheeler	OR	9	34%	Lake and Peninsula	AK	9	6%
Highland	VA	8	34%	Bethel	AK	7	6%
Real	TX	9	34%	Campbell	WY	5	7%
Sierra	NM	6	34%	Northwest Arctic	AK	7	7%
Alcona	MI	9	34%	Manassas Park	VA	1	7%
Lancaster	VA	9	34%	Todd	SD	9	7%
Llano	TX	7	34%	Denali	AK	8	7%
Highlands	FL	3	33%	Ziebach	SD	8	7%
Sarasota	FL	2	33%	Utah	UT	2	7%

Population With a Disability							
Highest Percentages of Population				Lowest Percentages of Population			
County	State	RUCC Code	Percentage	County	State	RUCC Code	Percentage
Owsley	KY	9	34%	Eagle	CO	5	4%
Breathitt	KY	7	34%	Glasscock	TX	8	5%
Leslie	KY	9	34%	Summit	CO	5	5%
Wyoming	WV	6	33%	Summit	UT	4	5%
Lee	KY	9	33%	Loudoun	VA	1	5%
Jackson	KY	9	32%	Arlington	VA	1	5%
McDowell	WV	7	32%	Grand	CO	7	6%
Bell	KY	7	32%	Madison	ID	4	6%
Martin	KY	9	32%	Douglas	CO	1	6%
Forest	PA	9	31%	Alexandria	VA	1	6%
Montgomery	AR	8	31%	Pitkin	CO	7	6%
Harlan	KY	7	31%	Teton	WY	7	6%
Marshall	OK	6	31%	Routt	CO	7	6%
Costilla	CO	9	30%	Carver	MN	1	6%
Letcher	KY	9	30%	Aleutians West	AK	9	6%

Population in Poverty							
Highest Percentages of Population				Lowest Percentages of Population			
County	State	RUCC Code	Percentage	County	State	RUCC Code	Percentage
Oglala Lakota	SD	6	53%	Borden	TX	8	1%
Jefferson	MS	8	49%	Roberts	TX	9	2%
East Carroll	LA	7	48%	Falls Church	VA	1	3%
Todd	SD	9	46%	Glasscock	TX	8	3%
Corson	SD	9	46%	Douglas	CO	1	4%
Mellette	SD	9	45%	Loudoun	VA	1	4%
Holmes	MS	6	43%	Trego	KS	9	4%
Wolfe	KY	9	43%	Poquoson	VA	1	4%
Sumter	AL	8	43%	Lincoln	SD	3	4%
Clay	GA	9	42%	Carver	MN	1	4%
Claiborne	MS	8	42%	Hunterdon	NJ	1	4%
Leflore	MS	5	42%	Skagway	AK	9	4%
Calhoun	GA	8	42%	Morris	NJ	1	4%
McCreary	KY	9	41%	Delaware	OH	1	5%
Bennett	SD	9	41%	Hodgeman	KS	9	5%

Source: American Community Survey, 2015 5-year estimates

RURAL TRANSPORTATION



Data from the ACS, Federal Highway Administration (FHWA), National Household Travel Survey (NHTS), and American Housing Survey (AHS) show there are differences in transportation and travel behavior between urban and rural areas. One notable difference is a greater reliance on automobiles by rural residents (see Tables 6-10). Just 4% of rural households do not have a vehicle available, compared to 10% of urban households. Meanwhile, 71% of rural households have two or more vehicles, while only 54% of urban households have two or more vehicles.

Table 6. Vehicles Available in Household

Number of Vehicles	United States	Urban	Rural
-----percentage-----			
None	8.9	10.1	4.2
1	33.5	35.5	25.1
2	37.2	36.6	39.8
3 or more	20.3	17.8	31.0

Source: American Community Survey, 2015 1-year estimates

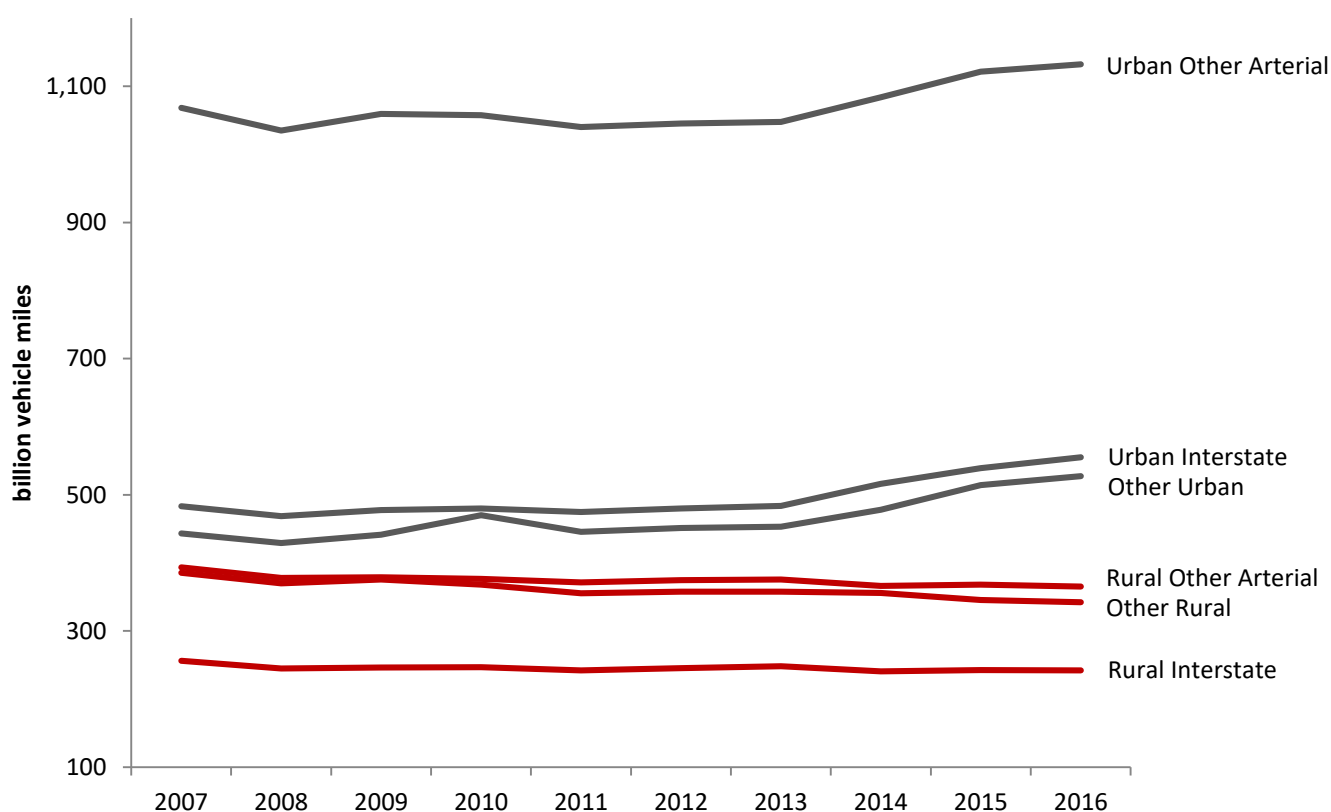
Rural workers are more likely to drive alone to work and less likely to commute by public transportation than those in urban areas (see Table 7). Only 0.5% of rural residents use public transportation to travel to work, compared to 6.3% of urban residents, and just 1.8% of rural workers aged 16 or older do not have access to a vehicle, compared to 5.0% of their urban counterparts. Rural residents also tend to have slightly longer commutes (measured in minutes).

Despite heavy reliance on automobiles, vehicle miles traveled (VMT) on rural roads has slowly declined during the previous decade (see Figure 8). VMT on urban roads steadily increased until dropping or leveling off after 2007, then began increasing again after 2011. In 2016, VMT decreased 0.6% on rural roads and increased 1.8% on urban roads, according to most recent estimates. The VMT depicted in Figure 8 includes both personal and commercial travel and is total VMT, as opposed to per capita VMT.

Table 7. Commuting to Work

	United States	Urban	Rural
Mode Used (%)			
Car, truck, or van – drove alone	76.6	75.4	82.2
Car, truck, or van – carpooled	9.0	9.0	9.0
Public transportation (excluding taxicab)	5.2	6.3	0.5
Walked	2.8	3.0	1.9
Other means	1.8	1.9	1.3
Worked at home	4.6	4.5	5.1
Mean travel time to work (minutes)	26.4	26.2	27.3

Source: American Community Survey, 2015 1-year estimates

**Figure 8.** Vehicle Miles Traveled on Urban and Rural Roadways

Source: Federal Highway Administration

The NHTS contains a variety of statistics on travel behavior. The NHTS is a periodic national survey sponsored by the Bureau of Transportation Statistics and the FHWA. The most recent NHTS for which data are available was conducted in 2009 (a new NHTS is being conducted in 2016 and 2017). The dataset classifies respondents as urban or rural using the same definition used by the ACS.

Data from the NHTS show that rural residents drive more, on average, than their urban counterparts; are less likely to use public transportation; and drive vehicles that tend to be a bit older with more miles and have slightly lower fuel economy. Table 8 provides data on differences in trips per day, VMT, and use of transit between urban and rural residents by age group. Urban residents, on average, make more trips per day. Although urban residents may make more trips, the distance traveled per individual trip is longer in rural areas.

As a result of longer trip distances and greater reliance on the automobile, rural residents drive more miles per year than their urban counterparts. As shown in Table 8, 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 8. Travel Behavior for Urban and Rural Residents, by Age Group

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

Source: 2009 National Household Travel Survey

Driving rates are shown in Table 9 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 9. Percentage who Drive, by Age, Geography, and Gender

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

Source: 2009 National Household Travel Survey

Differences in mode shares are illustrated in Table 10 and Figure 9, which show how the percentage of trips made by public transportation is smaller in rural areas than in urban areas. In non-metro areas, just 0.4% of trips are made by public transportation, while 4.6% of trips are made by public transportation in metro areas with a population of 3 million or more.

Table 10. Mode Shares

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

Source: 2009 National Household Travel Survey

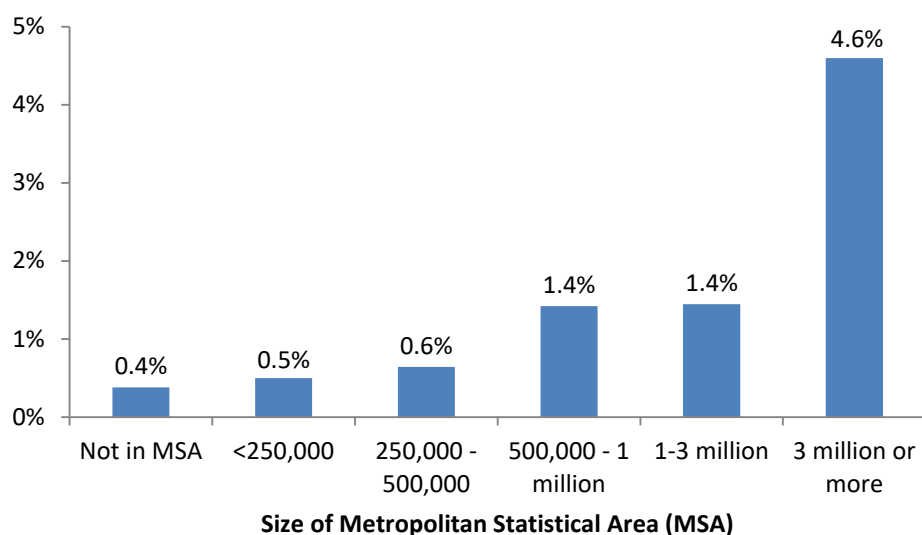


Figure 9. Percentage of Trips by Public Transportation, by Size of Metro Area
Source: 2009 National Household Travel Survey

Table 11 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 11. Trip Purpose for Transit and Non-Transit Trips

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

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

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

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

Data from the 2013 AHS are presented in Table 12 showing the availability, use, and desirability of transit in urban, suburban, and rural areas. Specifically, it shows the percentage of population that can access various amenities by public transit, the percentage of population that uses transit, and the percentage of population that considered convenience to public transportation as a factor when choosing their present neighborhood. Differences are shown between those living in a metropolitan statistical area (MSA) central city, a MSA outside the central city, and rural areas not in a metropolitan area. As the table shows, 24%-27% of rural residents are able to access the various amenities by public transit, compared to 71%-74% of urban residents and 44%-47% of suburban residents. Household use of transit and the consideration of transit in choice of neighborhood are also much higher in urban areas.

Table 12. Amenities Accessibly by Transit, Use of Transit, and Desirability of Transit in Urban, Suburban, and Rural Areas

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

Source: 2013 American Housing Survey

NATIONAL RURAL TRANSIT



This section describes the characteristics of rural transit systems receiving section 5311 funding, using data submitted by these systems to the Rural NTD. Data for 2015 are the most recent data available at the time of publication.

As reported in the Rural NTD, 1,334 agencies provided service in 2015, almost the same as in 2014 (see Table 13). This does not include urban agencies that also receive 5311 funding to provide service in rural areas because these agencies report their data to the urban NTD. There were 270 urban systems providing service in rural areas in 2014, but the data for 2015 were unavailable.

Many rural transit agencies offer strictly a demand-response service, while 287 offer both demand-response and fixed-route, and some offer just fixed-route.¹ A total of 437 systems provided fixed-route service in 2015, including either a traditional fixed-route service or deviated fixed-route service.

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

Table 13. Number of Rural Transit Providers Nationwide

	2011	2012	2013	2014	2015
Type of Service Provided					
Fixed-route	464	430	438	428	437
Demand-response	1,121	1,108	1,094	1,092	1,102
Fixed-route <i>and</i> demand-response	262	246	278	266	287
Demand-response taxi	78	56	52	45	49
Ferryboat	4	6	6	7	8
Commuter bus	58	60	56	73	68
Van pool	18	21	24	21	21
Other	15	13	11	2	2
Total Rural General Public Transit	1,392	1,357	1,317	1,333	1,334

Source: Rural National Transit Database, 2011–2015

COVERAGE STATISTICS

Nationwide, 82% of counties had some level of rural transit service in 2015, a slight increase from the previous year (see Table 14). Some of the counties without service are urban counties served by urban transit agencies. Others may have some other type of service not supported by section 5311 funding.

The NTD lacks geographic coverage information for individual transit agencies. In previous years, the rural NTD included counties served by each agency, but the 2015 data does not include this information. Even if county-level data from the NTD were available, its usefulness would be limited because some areas of a county may be unserved. Some agencies strictly serve a municipality or parts of a county. Geographic data at a finer level than the county is preferred. To address this gap in information, service area information was collected for each rural agency. This information was compiled from transit agency, state DOT, and transit association websites at the county subdivision level. County subdivisions vary across the country, but they can include cities, townships, census county divisions (CCDs), precincts, etc. Because the information available online could be incomplete or imprecise, the data collected is subject to some inaccuracies, but the results provide a good overview of service coverage based on the data that could be collected.

Table 14. Counties with Rural Transit Service

State	Number of	Counties with 5311 Service				
	Counties in					
State	State	2011	2012	2013	2014	2015
Alabama	67	51	51	51	51	51
Alaska	18	12	12	12	12	18
Arizona	15	10	10	11	11	14
Arkansas	75	42	51	51	59	59
California	58	56	56	56	56	56
Colorado	64	38	38	38	38	38
Connecticut	8	8	8	8	8	8
Delaware	3	1	1	1	1	1
Florida	67	62	62	62	62	62
Georgia	159	110	110	112	112	114
Hawaii	4	3	3	3	3	3
Idaho	44	43	43	43	43	43
Illinois	102	78	86	87	88	89
Indiana	92	66	68	68	68	67
Iowa	99	99	99	99	99	99
Kansas	105	87	87	87	87	87
Kentucky	120	103	103	103	103	103
Louisiana	64	32	32	32	34	36
Maine	16	16	16	16	16	16
Maryland	24	20	20	20	20	17
Massachusetts	14	10	10	10	10	10
Michigan	83	72	72	72	72	74
Minnesota	87	73	73	73	85	86
Mississippi	82	47	47	47	64	82
Missouri	115	114	114	114	114	114
Montana	56	30	30	30	30	30
Nebraska	93	74	74	74	72	61
Nevada	17	11	11	11	11	12
New Hampshire	10	6	6	7	7	7
New Jersey	21	15	15	15	15	15
New Mexico	33	23	23	26	26	29
New York	62	44	44	45	45	43
North Carolina	100	97	97	97	97	98
North Dakota	53	53	53	53	53	53
Ohio	88	36	36	36	36	36
Oklahoma	77	73	73	73	73	74
Oregon	36	31	31	31	31	36
Pennsylvania	67	29	30	29	29	28
Rhode Island	5	2	2	2	2	2
South Carolina	46	37	37	37	40	40
South Dakota	66	59	59	59	59	59
Tennessee	95	95	95	95	95	95
Texas	254	247	247	247	247	246
Utah	29	6	6	6	5	13
Vermont	14	14	14	14	14	14
Virginia	95	57	57	57	57	57
Washington	39	36	36	35	35	35
West Virginia	55	25	25	25	25	25
Wisconsin	72	44	46	60	60	60
Wyoming	23	13	13	13	11	12
Total	3,091	2,410	2,432	2,453	2,491	2,527
Percentage of Counties served		78%	79%	79%	81%	82%

Source: Rural National Transit Database, 2011–2015

Based on the information collected, Figure 10 is a map of U.S. counties with rural transit service. Counties with service are shown in green. This includes the service area of agencies reporting in the 2015 Rural NTD. Excluded were any agencies that reported to the Rural NTD but did not have any service data listed. Again, some of the counties without service may be served by urban providers or some other service not supported by section 5311 funding. California, North Carolina, Florida, Texas, New York, Pennsylvania, and Michigan have a number of urban providers serving rural areas.

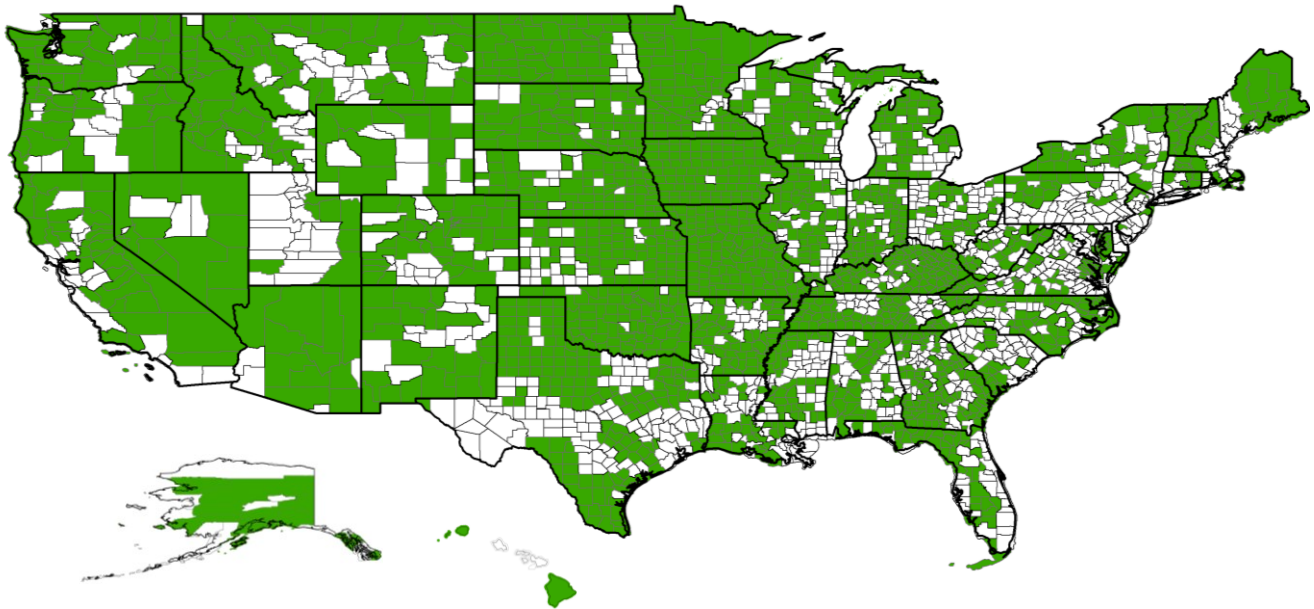


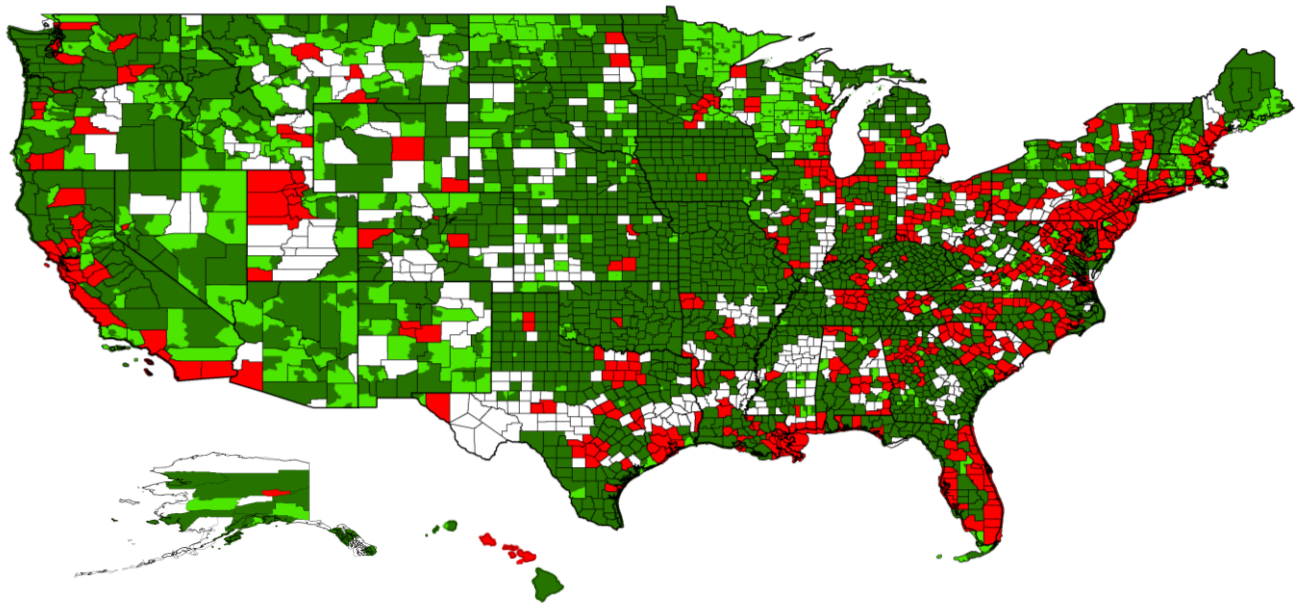
Figure 10. Map of U.S. Counties with Section 5311 Rural Transit Service

Note: Counties with service shown in green.

More detailed county subdivision data are shown in Figure 11. In many cases, rural transit agencies serve entire counties. In some cases, they serve individual municipalities or parts of a county. Because it is difficult to depict individual municipalities in Figure 11, light green areas highlight counties that have service but may not be served county-wide, based on information collected. Counties were defined as urban or rural based on RUCC codes. Those with a code of 1-3 were defined as urban and all others as rural.

Collecting geographic coverage data at the county subdivision level allows for an estimation of how many rural residents are being served by transit, which is presented in Table 15. The results in Table 15 were calculated based on county subdivision data for counties with RUCC codes 4-9. Residents are considered to be served by transit if service is available within their county subdivision. Results show that 70% of the rural population has access to transit. Similarly, 70% of the population aged 65 or older, 71% of individuals with a disability, and 72% of those living in households below the poverty line in rural areas are served by transit. There are some differences by RUCC code, as shown in the Table. In the most rural counties (RUCC codes 8 and 9), somewhat lower percentages of the population are served.

Table 15 may overestimate the percentage of population served because, even though county subdivision data are used to provide finer detail than county data, some county subdivisions are rather large, especially in western states. Consequently, in some cases, the transit agency may not serve all residents within the county subdivision. On the other hand, some rural areas without rural public transit may have other types of transportation services available to transportation-disadvantaged populations.



Legend

- Rural county with no rural transit service
- County subdivision with rural transit
- County subdivision without service but located in county with rural transit
- Urban county with no rural transit service

Figure 11. Map of Section 5311 Rural Transit Service Coverage, by County Subdivisions

Table 15. Percentage of Rural Population Served by Transit

RUCC Code	Percentage of Population Served			
	Total	Aged 65 or Older	With a Disability	Poverty
4	72%	72%	74%	75%
5	75%	75%	74%	74%
6	68%	68%	68%	69%
7	71%	72%	73%	72%
8	64%	63%	64%	65%
9	66%	67%	68%	68%
Total Rural	70%	70%	71%	72%

OPERATING STATISTICS

Total annual ridership for rural transit systems increased 3% in 2015, from 128 million rides in 2014 to 132 million rides (see Table 16). Meanwhile, total vehicle miles and vehicle hours both increased 2%. Rural transit agencies provided 490 million miles of service and 28 million vehicle hours of service in 2015.

Table 16. Rural Transit Operating Statistics

Table 26: Local Transit Operating Statistics						% Change 2014-2015
	2011	2012	2013	2014	2015	
	-----millions-----					
Annual Ridership						
Fixed-route	69.2	66.0	63.0	61.1	65.4	7%
Demand-response	57.4	55.8	55.5	53.3	52.9	-1%
Van pool	0.8	0.9	0.8	0.9	1.0	12%
Commuter bus	8.4	7.0	6.5	6.8	5.9	-14%
Demand-response taxi	2.3	2.0	1.6	1.6	1.8	18%
Ferryboat	0.8	1.2	1.2	1.4	1.4	1%
Bus rapid transit	-	-	0.1	0.8	0.8	1%
Aerial tramway	-	-	2.3	2.4	2.4	2%
Other	0.4	2.2	0.0	0.0	0.0	-
Total	139.4	135.1	131.1	128.3	131.7	3%
Annual Vehicle Miles						
Fixed-route	125.8	111.6	105.9	97.4	102.2	5%
Demand-response	376.2	372.1	358.1	349.6	351.6	1%
Van pool	4.8	4.9	5.2	5.8	7.0	21%
Commuter bus	16.7	17.4	15.9	18.6	16.7	-10%
Demand-response taxi	6.7	9.3	6.2	5.9	7.5	26%
Ferryboat	0.4	0.1	0.1	0.1	0.1	0%
Bus rapid transit	-	-	0.4	1.8	1.8	2%
Aerial tramway	-	-	3.3	3.3	3.3	0%
Other	0.2	3.4	0.0	0.0	.0	-
Total	530.8	518.9	495.2	482.6	490.1	2%
Annual Vehicle Hours						
Fixed-route	6.9	6.1	5.8	5.6	5.8	4%
Demand-response	22.7	21.8	20.8	19.9	20.1	1%
Van pool	0.3	0.2	0.1	0.2	0.2	16%
Commuter bus	0.7	0.7	0.6	0.7	0.6	-10%
Demand-response taxi	0.9	0.8	0.5	0.6	0.6	11%
Ferryboat	0.1	0.0	0.0	0.0	0.0	-16%
Bus rapid transit	-	-	0.0	0.1	0.1	4%
Aerial tramway	-	-	0.3	0.3	0.3	0%
Other	0.0	0.0	0.0	0.0	0.0	-
Total	31.5	29.6	28.3	27.3	27.7	2%

Source: Rural National Transit Database, 2011–2015

Changes in ridership and service provided are partly due to changes by existing agencies and partly due to the addition or subtraction of transit providers. A small difference could also be due to measurement error. To determine the degree to which ridership and service provided has changed for existing agencies, data for individual transit providers were tracked over time. The data reveal that 51% of existing providers experienced an increase in ridership from 2014 to 2015, while 54% and 56% increased vehicle miles and hours, respectively (see Table 17). The median change from 2014 to 2015 was a 1.0% increase in vehicle miles, a 1.1% increase in vehicle hours, and a 0.3% increase in ridership. Some agencies experienced significant gains. Thirty-four percent had an increase in ridership of 5% or more, 23% increased ridership by 10% or more, and 13% experienced an increase of 20% or more. Some agencies also experienced significant decreases in ridership.

Table 17. Agency Level Changes in Service Miles, Hours, and Trips, 2014-2015

	Vehicles Miles	Vehicle Hours	Total Trips
Median Change	+1.0%	+1.1%	+0.3%
Percentage of Agencies with an Increase	54%	56%	51%
Percentage of Agencies with an Increase of:			
5% or more	35%	35%	34%
10% or more	24%	22%	23%
20% or more	11%	13%	13%
50% or more	4%	5%	4%
100% or more	2%	1%	1%
Percentage of Agencies with a Decrease of:			
5% or more	27%	24%	32%
10% or more	17%	16%	20%
20% or more	7%	7%	9%
50% or more	1%	1%	2%

Source: Rural National Transit Database, 2014, 2015

Table 18 shows median and percentile rankings for vehicle miles and hours and passenger trips per agency in 2015. The data show that the median vehicle miles provided per system was 184,010, the median hours of service was 10,854, and the median number of trips provided was 32,829. For systems providing fixed-route service, the median fixed-route miles provided was 144,259, the median fixed-route hours of service was 8,327, and the median number of rides provided was 45,264. For demand-response operations, the median values were 130,186 miles, 8,287 hours, and 21,525 rides. These median numbers changed slightly from the previous year. However, as Table 18 shows, there is significant variation among agencies. For example, 10% of the agencies provided 821,007 or more miles of service, and the smallest 10% provided 26,288 miles or less.

Table 18. Rural Transit Operating Statistics, Median and Percentile Rankings per Agency, 2015

Percentile	Vehicle Miles			Vehicle Hours			Regular Unlinked Trips		
	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total
10th	24,705	17,923	26,288	1,723	1,572	1,964	3,983	3,305	4,539
25th	55,414	50,376	66,842	3,288	3,278	4,192	11,394	8,329	11,468
50th	144,259	130,186	184,010	8,327	8,287	10,857	45,264	21,525	32,829
75th	316,784	328,319	413,324	18,224	18,813	24,607	135,658	54,210	91,750
90th	559,941	728,086	821,007	32,276	41,733	47,129	345,434	112,506	203,569
Number of Agencies Reporting	436	1,099	1,305	436	1,099	1,305	436	1,099	1,305

Source: Rural National Transit Database, 2015

FINANCIAL STATISTICS

Funding for capital projects decreased 7% in 2015 from federal sources, while increasing from state governments and local governments (see Table 19). Overall, capital funding increased slightly, after decreasing the previous year.

Federal support of operating costs declined 15% in 2015, from \$527 million to \$449 million. State funding for operations was largely unchanged at \$249 million, and local funding increased slightly to \$338 million. Total fare revenues decreased 1% to \$116 million and contract revenues decreased 7%. Meanwhile, total operating funds decreased 5%.

The data in Table 19 reflect the dollar amounts reported by rural transit providers to the Rural NTD. Figure 12 shows actual federal obligations by the FTA under the section 5311 Non-Urbanized Area Formula Program, including capital, operating, planning, and administrating expenses. As shown, federal funding had been following a general upward trend, but decreased in FY2015.

Table 19. Rural Transit Financial Statistics: Sources of Funding

	2011	2012	2013	2014	2015	Change 2014-2015
-----million dollars-----						
Capital Funding						
Federal	253.0	225.5	202.2	132.6	123.2	-7%
State	22.8	24.6	29.3	31.3	31.9	2%
Local	23.3	30.3	41.6	21.7	31.8	47%
Operating						
Federal Assistance	455.9	499.1	529.1	526.9	448.8	-15%
State Assistance	242.5	236.9	287.9	249.3	248.7	0%
Local Assistance	323.0	326.1	424.8	326.0	338.2	4%
Fare Revenues	99.9	107.0	144.7	117.8	116.3	-1%
Contract Revenues	246.5	250.7	144.8	138.4	128.5	-7%
Total Operating	1,367.8	1,419.9	1,531.3	1,390.9	1,325.5	-5%

Source: Rural National Transit Database, 2011–2015

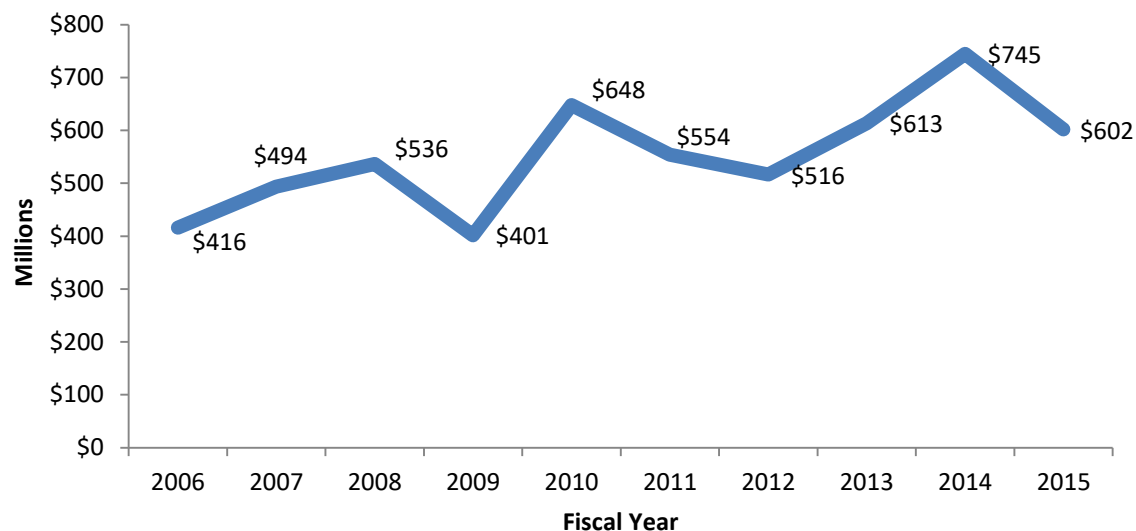


Figure 12. FTA Obligations under the Section 5311 Program, FY2006–FY2015
Source: Federal Transit Administration 2017

FLEET STATISTICS

Table 20 shows the types and total number of active vehicles in use for each mode of rural transit in 2015. In 2015, 4,817 vehicles were used for fixed-route transit, and 17,891 were used for demand-response service. About half of fixed-route and demand-response vehicles were cutaways (see Figure 13). Most fixed-route vehicles were either buses or cutaways. For demand-response, a significant number of vans and minivans were also used. Among other modes, 344 vehicles were used for van pools, mostly vans and minivans; 754 vehicles were used for commuter bus service, mostly buses and cutaways; and 391 vehicles were used for demand-response taxi, mostly vans, minivans, and automobiles. Since some vehicles may be used for more than one mode, the exact number of total vehicles in operation is not known.

Table 20. Vehicles by Mode, 2015

	Fixed-Route	Demand-Response	Van Pool	Commuter Bus	Demand-Response Taxi	Ferryboat	Bus Rapid Transit	Aerial Tramway
Bus	2,010	1,406	9	319	0	0	36	0
Cutaway	2,498	9,181	0	358	0	0	0	0
Van	242	3,046	217	0	101	0	0	0
Minivan	0	3,709	99	0	133	0	0	0
Automobile	13	264	0	0	149	0	0	0
School Bus	8	60	0	0	0	0	0	0
Over-the-road bus	15	0	0	58	0	0	0	0
Sports Utility Vehicle	0	220	7	0	2	0	0	0
Aerial Tramway	0	0	0	0	0	0	0	59
Articulated Bus	1	0	0	2	0	0	0	0
Ferryboat	0	0	0	0	0	14	0	0
Other	30	5	12	17	6	2	17	0
<i>Total</i>	<i>4,817</i>	<i>17,891</i>	<i>344</i>	<i>754</i>	<i>391</i>	<i>16</i>	<i>53</i>	<i>59</i>

Source: Rural National Transit Database, 2015

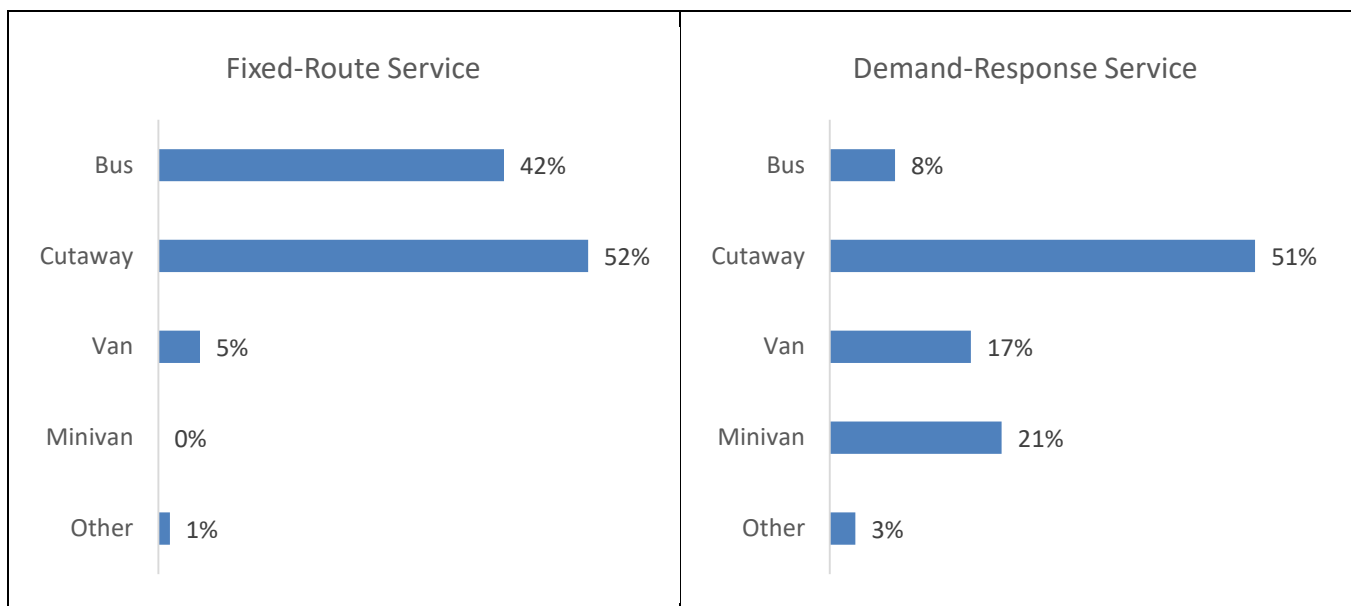


Figure 13. Fleet Composition of Fixed-Route and Demand-Response Service, 2015

As shown in Table 21, the average fixed-route system operated 11.0 vehicles, and the average demand-response system operated 16.2 vehicles. Agencies that operated both fixed-route and demand-response service may have used some vehicles for both services. Eighty-four percent of these vehicles are ADA accessible (see Table 22). Most buses (95%) and cutaways (96%) are ADA accessible, whereas, 71% of minivans and 66% of vans were ADA accessible in 2015.

Table 21. Fleet Size by Mode, 2015

	Fixed-Route	Demand-Response	Van Pool	Commuter Bus	Demand-Response Taxi	Ferryboat	Bus Rapid Transit	Aerial Tramway
Total number of vehicles	4,817	17,891	344	754	391	16	53	59
Number of agencies	437	1,102	21	68	49	8	1	1
Average fleet size	11.0	16.2	16.4	11.1	8.0	2.0	53.0	59.0

Source: Rural National Transit Database, 2015

Table 22. Percentage of Rural Transit Vehicles that are ADA Accessible

Vehicle Type	2011	2012	2013	2014	2015
-----Percentage-----					
Bus	95	95	95	92	95
Cutaway	93	94	94	95	96
Van	65	64	64	66	66
Minivan	65	66	69	67	71
Automobile	13	13	13	7	8
School bus	30	28	30	30	21
Over-the-road bus	82	88	86	83	95
Sports utility vehicle	8	14	13	18	25
<i>Total</i>	<i>82</i>	<i>82</i>	<i>83</i>	<i>83</i>	<i>84</i>

Source: Rural National Transit Database, 2011-2015

The average age of the vehicles was 6.6 years in 2015. The average vehicle length was 23.0 feet with an average seating capacity of 14.7 (see Tables 23-25). The average bus is about 31 feet and has a seating capacity of 26.2, while the average cutaway is 23.9 feet with a seating capacity of 15.3. Average vehicle age, length, and capacity have changed only slightly from year to year.

Table 23. Average Vehicle Age

Vehicle Type	2011	2012	2013	2014	2015
-----Years-----					
Bus	6.4	6.8	7.2	7.4	7.8
Cutaway	5.4	5.6	6.0	6.2	6.4
Van	5.7	5.9	6.2	6.2	6.6
Minivan	5.2	5.3	5.5	5.8	5.8
Automobile	7.2	6.9	7.5	8.3	8.8
School bus	10.9	11.6	12.9	12.8	13.7
Over-the-road bus	7.5	7.4	8.3	8.9	8.9
Sports utility vehicle	4.0	4.6	5.5	6.2	6.5
<i>Total</i>	<i>5.6</i>	<i>5.8</i>	<i>6.2</i>	<i>6.4</i>	<i>6.6</i>

Source: Rural National Transit Database, 2011-2015

Table 24. Average Vehicle Length

Vehicle Type	2011	2012	2013	2014	2015
-----Feet-----					
Bus	30.5	30.5	30.6	30.6	30.9
Cutaway	23.5	23.5	23.5	23.8	23.9
Van	19.0	18.8	18.9	18.9	19.4
Minivan	16.2	16.2	16.3	16.4	16.5
Automobile	15.4	15.4	15.5	15.5	15.6
School bus	30.8	30.1	33.8	32.2	32.7
Over-the-road bus	42.3	42.4	43.2	43.2	43.4
Sports utility vehicle	14.4	14.6	15.4	15.8	15.9
<i>Total</i>	<i>22.5</i>	<i>22.5</i>	<i>22.6</i>	<i>22.8</i>	<i>23.0</i>

Source: Rural National Transit Database, 2011-2015

Table 25. Average Seating Capacity

Vehicle Type	2011	2012	2013	2014	2015
Bus	26.6	26.5	26.5	26.3	26.2
Cutaway	14.9	14.7	14.8	15.2	15.3
Van	10.8	10.4	10.4	10.4	10.4
Minivan	6.0	5.7	5.7	5.8	5.7
Automobile	4.4	4.4	4.3	4.3	4.2
School bus	40.3	39.2	40.0	40.5	44.6
Over-the-road bus	45.0	45.1	45.7	50.9	52.2
Sports utility vehicle	4.7	4.9	5.3	5.0	5.1
<i>Total</i>	<i>14.6</i>	<i>14.3</i>	<i>14.3</i>	<i>14.5</i>	<i>14.7</i>

Source: Rural National Transit Database, 2011-2015

Seventy-six percent of the vehicles are owned outright by a public agency, while 11% are owned by a private entity, and most of the remainder is leased or borrowed by a public agency (see Table 26).

Table 26. Vehicle Ownership, 2015

Vehicle Type	Owned Outright by Public Agency	Owned Outright by Private Entity	Leased or Borrowed from Related Parties by a Public Agency	Leased Under Lease Purchase Agreement by a Public Agency	Other
	-----Percentage-----				
Bus	79	9	6	4	1
Cutaway	77	10	5	4	4
Van	81	12	3	2	2
Minivan	69	13	2	3	12
Automobile	54	36	2	1	7
School bus	66	34	0	0	0
Over-the-road bus	88	8	0	4	0
Sports utility vehicle	70	6	1	1	21
<i>Total</i>	<i>76</i>	<i>11</i>	<i>4</i>	<i>4</i>	<i>5</i>

Source: Rural National Transit Database, 2015

The FTA's rural area formula program is the primary funding source for a majority of vehicles, though 4% are primarily supported by section 5310 funds, 21% by other federal funds, 10% by non-federal public funds, and 3% by private funds (see Table 27).

Table 27. Primary Funding Source for Vehicles, 2015

Vehicle Type	Rural Area Formula Program	Enhanced Mobility of Seniors & Individuals with Disabilities	Other Federal Funds	Non-Federal Public Funds	Non-Federal Private Funds
	-----Percentage-----				
Bus	47	3	32	16	2
Cutaway	64	5	20	9	2
Van	66	3	18	10	3
Minivan	66	5	18	8	3
Automobile	32	4	9	19	37
School bus	28	0	21	19	32
Over-the-road bus	47	0	21	27	5
Sports utility vehicle	76	1	11	8	3
<i>Total</i>	<i>61</i>	<i>4</i>	<i>21</i>	<i>10</i>	<i>3</i>

Source: Rural National Transit Database, 2015

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES



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

Trips per mile was largely unchanged at 0.27 in 2015. As Table 28 shows, trips per mile is significantly higher for fixed-route service (0.64) than it is for demand-response (0.15). Trips per hour increased slightly to 4.8 in 2015. The number of trips per hour was 11.2 for fixed-route service and 2.6 for demand-response.

Table 28. Trips per Mile and Trips per Hour

	2011	2012	2013	2014	2015	% Change 2014-2015
Trips Per Vehicle Mile						
Fixed-route	0.55	0.59	0.60	0.63	0.64	2%
Demand-response	0.15	0.15	0.15	0.15	0.15	-1%
Van pool	0.16	0.18	0.16	0.15	0.14	-7%
Commuter bus	0.50	0.40	0.41	0.37	0.35	-4%
Demand-response taxi	0.34	0.22	0.26	0.26	0.25	-6%
Total	0.26	0.26	0.26	0.27	0.27	1%
Trips Per Vehicle Hour						
Fixed-route	10.0	10.8	10.8	11.0	11.2	2%
Demand-response	2.5	2.6	2.7	2.7	2.6	-2%
Van pool	3.1	5.9	6.0	5.6	5.3	-4%
Commuter bus	12.4	10.6	10.8	10.1	9.7	-4%
Demand-response taxi	2.6	2.7	3.0	2.8	3.0	6%
Total	4.4	4.6	4.6	4.7	4.8	1%

Source: Rural National Transit Database, 2011-2015

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 29 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 also provide a high number of trips per mile. For demand-response systems on the other hand, trips per mile continually decreases with increases in vehicle miles. The smaller demand-response systems, as well as the smallest fixed-route systems, provide more trips per mile, possibly because they serve a smaller area with more concentrated service.

There is a similar trend for trips per hour (see Table 30). For fixed-route systems, trips per vehicle hour is the highest for the largest systems providing the greatest number of service hours, while for demand-response systems, the number of trips per vehicle hour decreases with increases in vehicle hours of service provided.

Table 29. Trips per Mile by Number of Miles Provided, 2015

Percentile Rank	Vehicle Miles Provided	Average Trips per Vehicle Mile
Fixed-Route		
1-10	<24,707	0.74
11-25	24,707-55,250	0.31
26-50	55,251-144,074	0.43
51-75	144,075-316,405	0.53
76-90	316,406-559,712	0.74
>90	>559,712	0.72
Demand-Response		
1-10	<17,692	0.47
11-25	17,692-50,134	0.29
26-50	50,135-129,714	0.23
51-75	129,715-328,347	0.18
76-90	328,348-724,468	0.17
>90	>724,468	0.13

Source: Rural National Transit Database, 2015

Table 30. Trips per Hour by Number of Hours Provided, 2015

Percentile Rank	Vehicle Hours Provided	Average Trips per Vehicle Hour
Fixed-Route		
1-10	<1,727	4.42
11-25	1,727-3,282	5.67
26-50	3,283-8,292	6.24
51-75	8,293-18,218	7.28
76-90	18,219-32,272	10.54
>90	>32,272	15.35
Demand-Response		
1-10	<1,559	4.00
11-25	1,559-3,267	3.59
26-50	3,268-8,270	3.14
51-75	8,271-18,840	2.90
76-90	18,841-41,638	2.90
>90	>41,638	2.53

Source: Rural National Transit Database, 2015

Fixed-route systems provided 13,574 trips per vehicle, 21,210 miles per vehicle, and 1,208 hours per vehicle in 2015 (see Table 31). Demand-response agencies provided significantly fewer trips per vehicle (2,954) and just slightly fewer miles and hours per vehicle (19,650 and 1,121, respectively).

Operating cost per trip was \$10.08 in 2015, a 1% decrease 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 2015, 789 such systems operated just demand-response service, and 141 offered just fixed-route service. Their average costs are shown in Table 32. The average operating cost for fixed-route-only systems increased 25% to \$9.11 per trip in 2015, while that for demand-response-only systems increased 3% to \$14.68 per trip. The large increase in cost per trip for fixed-route only systems could be an artifact of the data, since only a small number of systems provide only fixed-route, so they may not be representative of all fixed-route providers.

Operating cost per mile in 2015 was \$3.51 for fixed-route-only systems, \$2.22 for demand-response-only systems, and \$2.71 overall. These were small changes from 2014. 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 2015 covered 9% of the operating costs. The farebox recovery ratio has been averaging 8-9% each year. The ratio is higher for fixed-route-only systems, 12% in 2015, while the ratio for demand-response-only systems is 7%.

Table 31. Trips, Miles, and Hours per Vehicle, 2015

	Fixed-Route	Demand-Response
Trips Per Vehicle	13,574	2,954
Miles Per Vehicle	21,210	19,650
Hours Per Vehicle	1,208	1,121

Source: Rural National Transit Database, 2015

Table 32. Operating Costs per Trip and per Mile and Farebox Recovery Ratio

	2011	2012	2013	2014	2015	% Change 2014-2015
<u>Operating Expense per Trip</u>						
Total	9.54	9.67	9.74	10.16	10.08	-1%
Fixed-route-only	6.96	7.42	7.18	7.32	9.11	25%
Demand-response-only	12.85	13.78	13.72	14.31	14.68	3%
<u>Operating Expense per Mile</u>						
Total	2.49	2.52	2.58	2.71	2.71	0%
Fixed-route-only	2.83	3.04	3.09	3.40	3.51	3%
Demand-response-only	2.06	2.10	2.18	2.27	2.22	-2%
<u>Farebox Recovery Ratio</u>						
Total	0.08	0.08	0.09	0.09	0.09	-4%
Fixed-route-only	0.08	0.11	0.12	0.13	0.12	-4%
Demand-response-only	0.06	0.06	0.06	0.07	0.07	2%

Source: Rural National Transit Database, 2011-2015

While Table 32 shows overall averages, there is significant variation in costs between transit agencies across the country. Table 33 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 \$5.99, while 50% have an operating expense per trip at or below \$14.61, and 90% are at or below \$34.32.)

Table 33. Operating Costs per Trip and per Mile and Farebox Recovery Ratio, Percentile Rankings, 2015

Percentile Rank	Operating Expense		Farebox Recovery Ratio
	Per Trip	Per Mile	
Total			
10 th	5.99	1.49	0.02
25 th	9.25	1.95	0.04
50 th	14.61	2.72	0.07
75 th	21.72	4.00	0.13
90 th	34.32	5.53	0.21
Fixed-route-only			
10 th	4.65	1.89	0.01
25 th	7.00	2.48	0.04
50 th	12.75	3.61	0.08
75 th	24.64	5.14	0.12
90 th	39.70	6.67	0.24
Demand-response-only			
10 th	7.56	1.42	0.02
25 th	10.50	1.89	0.04
50 th	15.68	2.66	0.07
75 th	23.79	3.88	0.12
90 th	35.23	5.25	0.18

Source: Rural National Transit Database, 2015

Some of the variations could be explained by the size of the operations. Table 34 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 34. Operating Statistics and Performance Measures by Size of Operation, 2015

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	131	0	26	1,856	751	1,143	9,379	12.48	5.05	0.12
Small	196	26	67	8,995	2,971	5,524	35,029	11.79	3.89	0.16
Medium-small	326	67	184	38,947	10,468	11,283	121,303	11.59	3.11	0.09
Medium-large	326	184	413	90,446	26,808	23,423	259,698	9.69	2.87	0.09
Large	196	413	821	111,872	36,735	31,006	316,803	8.62	2.83	0.10
Very large	131	821	-	236,276	53,522	43,528	576,127	10.76	2.44	0.08

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

Source: Rural National Transit Database, 2015

While the performance measures presented in this section are important, they mostly measure efficiency and total ridership. Efficient use of transportation funds is one of the goals of rural transit agencies, but they also have a number of other goals. The program goals for the section 5311 program, as stated by the FTA (2014), are as follows:

- a. enhancing access in rural areas to health care, shopping, education, employment, public services, and recreation;
- b. assisting in the maintenance, development, improvement, and use of public transportation systems in rural areas;
- c. encouraging and facilitating the most efficient use of all transportation funds used to provide passenger transportation in rural areas through the coordination of programs and services;
- d. providing financial assistance to help carry out national goals related to mobility for all, including seniors, individuals with disabilities, and low-income individuals;
- e. increasing availability of transportation options through investments in intercity bus services;
- f. assisting in the development and support of intercity bus transportation
- g. encouraging mobility management, employment-related transportation alternatives, joint development practices, and transit-oriented development;
- h. and providing for the participation of private transportation providers in rural public transportation.

Progress in meeting many of these goals cannot be measured using data from the Rural NTD, outside of performance measures for efficiency, cost effectiveness, and total ridership. Data presented earlier in the Fact Book provide some additional insight into how well rural providers are meeting these goals. Table 12 provides data from the AHS on the percentage of population in rural areas that can access different amenities by public transit. The coverage statistics presented earlier provides information on the geographic coverage of service and the percentage of the rural population with access to transit. These are also important performance measures.

Also important is the quality of service that is being provided. The *Transit Capacity and Quality of Service Manual Third Edition* (Kittelson & Associates, Inc. et al. 2013) defines quality of service for demand-response transit based on the following measures: response time, service span, service coverage, reliability, travel time, and no-shows. The first three are measures of availability and the last three are measures of comfort and convenience. For fixed-route transit providers, service frequency is another important measure of the quality of service. The Rural NTD does not have data for any of these measures. Data on the measures of availability were obtained by reviewing rural transit agency websites across the country.

Response time refers to how long in advance passengers must schedule a trip. Most rural demand-response agencies require that trips be scheduled at least one day in advance. Some indicate that they can provide same-day trips if available, but most recommend previous-day reservations. Some agencies also require reservations two or more days in advance. Rough estimates based on information obtained from the websites of a sample of rural transit agencies (data from 305 agencies) show that about 5%-10% allow same-day reservations, about 75%-80% require reservations one day in advance, and about 15% require reservations two or more days in advance. Some agencies, though, say that they can provide same-day trips if available but recommend a reservation at least one-day in advance, so it is difficult to categorize them. Many agencies do not have any information on their websites regarding reservations requirements. Therefore, these are rough estimates.

Service span refers to the days per week and hours per day that service is available. This is an important measure of service availability and how well the transit agency is meeting the needs of the community. Providing a greater span of service gives users greater flexibility and serves a wider range of trip types. Collecting data on service span is difficult because some agencies provide different hours or days of service to different service areas. However, data were collected from a sample of rural agencies across the country. These agencies most commonly provide service five days a week, with no weekend service. Based on data from 577 agencies, 72% provide service five days a week, 17% provide service six days a week, and 10% provide service seven days a week. Just 2% provide fewer than five days of service. Based on data from 375 agencies, most (78%) provide 8-12 hours of service per day, and 18% provide more than 12 hours of service.

Service coverage refers to geographic coverage, and the collected data were presented earlier. Data on measures of comfort and convenience, while important measures of quality of service, are difficult to collect. These include reliability, travel time, and no shows. Reliability can be assessed based on on-time performance and how often trips are turned down due to lack of vehicle capacity or unavailability of drivers.

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 14. Table 35 shows how rural transit statistics vary between those regions.

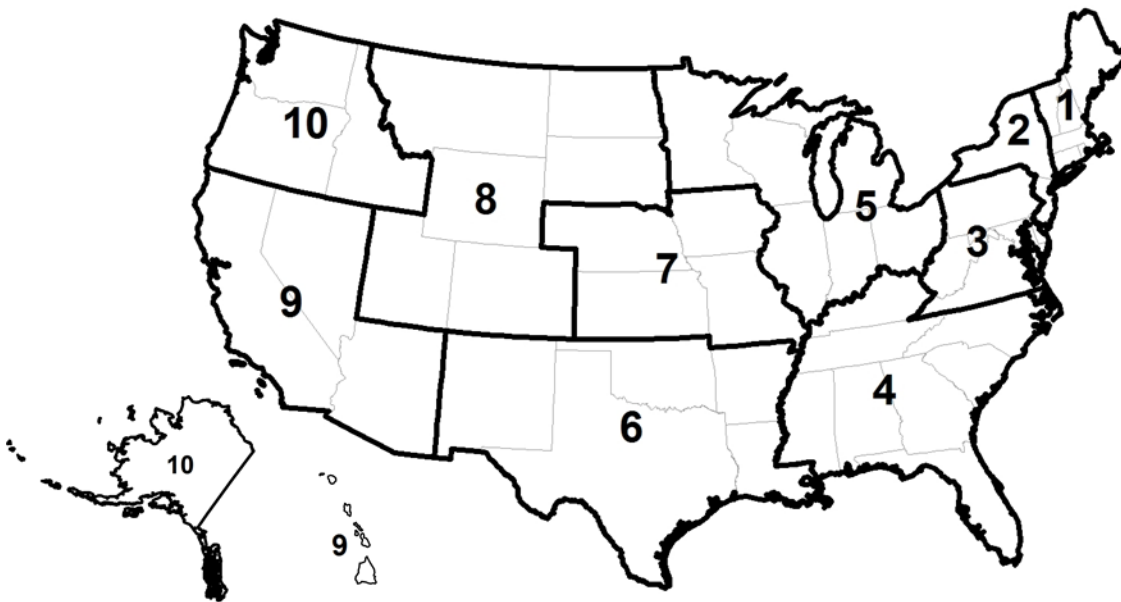


Figure 14. FTA Regions

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 2015 was highest in regions 5 (24.1 million rides), 8 (21.4 million rides), and 4 (20.4 million rides). Region 4 provided the highest level of service, by a significant margin, with 129 million vehicle miles and 7.0 million vehicle hours of service, most of it being demand-response. Region 4 also had the greatest number of vehicles in service, many of them being vans.

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

Operating cost per trip was the highest in region 6 and lowest in region 8. Cost per mile ranged between \$1.94 in region 4 to \$4.02 in region 9.

State-level statistics are shown in Tables 36-40 and Figures 15-18. Table 36 shows vehicle miles of service, by state, categorized by fixed-route, demand-response, and other service. While most service is fixed-route or demand-response, some states also have a significant amount of service categorized as other. This includes significant van pool service in Washington, Texas, and Florida; commuter bus in Hawaii, Oregon, Colorado, California, and Vermont; demand-response taxi in Wisconsin and Maine; and aerial tramway and bus rapid transit in Colorado.

Table 35. Regional Data, 2015

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Agencies										
Fixed-route	29	46	39	48	55	27	15	40	66	72
Demand-response	33	13	39	235	215	117	172	125	71	82
Total	38	49	49	249	269	129	182	142	110	117
Counties Served	85%	70%	52%	88%	79%	88%	88%	70%	90%	96%
Annual Ridership (million rides)										
Fixed-route	5.8	3.7	7.0	8.6	5.8	3.0	2.0	12.6	7.7	9.2
Demand-response	2.6	0.5	1.8	11.5	16.0	6.7	6.8	3.6	1.7	1.5
Total	8.9	4.2	8.9	20.4	24.1	10.2	8.8	21.4	12.0	12.5
Annual Vehicle Miles (million miles)										
Fixed-route	6.6	11.8	11.7	9.1	10.5	6.2	3.7	11.8	16.9	13.7
Demand-response	21.0	2.4	11.4	118.4	73.0	53.9	39.5	14.8	6.7	9.8
Total	30.4	14.5	23.5	129.1	89.2	62.5	43.5	35.1	30.3	31.0
Annual Vehicle Hours (million hours)										
Fixed-route	0.5	0.6	0.7	0.6	0.7	0.3	0.2	0.8	0.8	0.7
Demand-response	0.8	0.2	0.7	6.3	4.4	3.0	2.3	1.1	0.5	0.7
Total	1.3	0.8	1.4	7.0	5.6	3.4	2.6	2.4	1.5	1.6
Number of Vehicles										
Fixed-route										
Bus	173	180	328	208	96	89	48	294	281	235
Cutaway	218	284	187	171	541	171	122	110	331	229
Van	4	1	52	43	19	28	11	18	3	6
Other	0	1	0	13	6	14	1	7	1	1
Total	395	466	567	435	662	302	182	429	616	471
Demand-response										
Bus	40	22	68	254	573	55	50	165	108	34
Cutaway	281	150	398	1,880	1,845	1,508	1,620	500	413	416
Van	78	6	123	1,547	449	338	165	142	31	54
Minivan	68	2	91	835	650	740	663	323	54	106
Other	5	0	19	154	80	112	44	55	6	13
Total	472	180	699	4,670	3,597	2,753	2,542	1,185	612	623
Vehicles ADA Accessible	84%	99%	94%	76%	92%	87%	86%	75%	97%	80%

Table 35. Regional Data, 2015 (continued)

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Average Vehicle Age	6.1	6.2	6.4	5.8	6.6	6.6	7.2	8.5	6.8	7.8
Average Vehicle Length	25.2	26.3	23.9	21.0	23.4	21.5	22.2	24.9	26.9	25.0
Average Vehicle Capacity	17.0	19.1	16.4	12.1	14.5	12.4	12.4	18.1	21.0	17.8
Trips Per Mile										
Total	0.29	0.29	0.38	0.16	0.27	0.16	0.20	0.61	0.40	0.40
Fixed-route	0.87	0.31	0.60	0.94	0.56	0.49	0.53	1.06	0.45	0.67
Demand-response	0.12	0.19	0.16	0.10	0.22	0.12	0.17	0.25	0.25	0.16
Trips Per Hour										
Total	6.6	5.2	6.5	2.9	4.3	3.0	3.4	8.9	7.9	7.8
Fixed-route	12.8	6.1	10.3	13.9	8.8	9.3	8.2	16.7	9.4	14.0
Demand-response	3.3	2.3	2.6	1.8	3.6	2.3	2.9	3.2	3.7	2.3
Trips Per Vehicle										
Fixed-route	14,659	7,964	12,331	19,760	8,835	10,092	10,789	29,336	12,454	19,439
Demand-response	5,476	2,614	2,565	2,464	4,448	2,445	2,662	3,070	2,783	2,487
Miles Per Vehicle										
Fixed-route	16,765	25,321	20,687	20,976	15,807	20,620	20,376	27,611	27,481	29,038
Demand-response	44,547	13,547	16,240	25,353	20,308	19,571	15,529	12,482	10,971	15,810
Hours Per Vehicle										
Fixed-route	1,143	1,303	1,198	1,422	1,010	1,087	1,314	1,761	1,324	1,387
Demand-response	1,651	1,113	979	1,359	1,224	1,084	924	955	750	1,095
Operating Expense Per Trip	8.41	11.02	8.55	12.30	10.46	14.63	11.38	6.32	10.14	9.47
Operating Expense Per Mile	2.46	3.21	3.24	1.94	2.83	2.39	2.30	3.86	4.02	3.81
Farebox Recovery Ratio	0.05	0.14	0.12	0.05	0.13	0.05	0.07	0.09	0.12	0.10

Source: Rural National Transit Database, 2015

Table 36. Rural Transit Vehicle Revenue Miles of Service by State, 2012-2015 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2012	2013	2014	2015	2012	2013	2014	2015	2012	2013	2014	2015	2012	2013	2014	2015
Alabama	4.8	4.6	4.7	4.6	.0	.0	.0	.0	4.8	4.6	4.7	4.6	.0	.0	.0	.0
Alaska	2.2	2.6	2.7	2.9	1.4	1.5	1.5	1.6	.7	.7	.9	.8	.1	.4	.4	.5
Arizona	2.4	2.5	2.4	2.2	1.9	2.1	1.9	1.8	.2	.2	.2	.1	.2	.2	.4	.4
Arkansas	8.7	9.1	10.8	10.3	.1	.2	.2	.2	8.6	8.9	10.6	10.1	.0	.0	.0	.0
California	17.0	16.2	14.0	16.5	9.9	10.0	7.4	11.1	4.0	3.3	3.2	3.4	3.2	2.9	3.5	2.0
Colorado	14.5	14.5	16.2	17.2	5.3	5.6	5.8	6.2	3.1	2.6	3.0	3.2	6.1	6.2	7.4	7.7
Connecticut	1.6	1.6	1.6	1.7	.7	.7	.9	.9	.8	.8	.6	.7	.1	.1	.1	.1
Delaware	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
Florida	14.3	15.3	15.5	12.8	2.2	2.8	3.3	2.9	11.7	11.8	11.2	8.7	.5	.7	1.0	1.1
Georgia	16.8	16.5	16.2	16.1	.0	.0	.0	.0	16.8	16.5	16.2	16.1	.0	.0	.0	.0
Hawaii	7.8	4.9	5.4	5.5	2.6	1.4	1.4	1.5	2.0	.3	.7	.6	3.1	3.1	3.2	3.3
Idaho	2.3	2.4	2.4	2.5	1.1	1.1	1.1	1.2	.8	.7	.7	.7	.3	.5	.6	.6
Illinois	13.9	15.0	15.2	16.3	1.1	.9	1.1	1.1	12.7	14.1	14.1	15.2	.0	.0	.0	.0
Indiana	15.1	14.5	13.4	13.3	.7	.8	.8	.8	14.4	13.6	12.5	12.4	.0	.0	.0	.0
Iowa	14.8	13.6	14.0	13.7	2.0	1.9	1.8	1.7	12.8	11.8	12.2	11.9	.0	.0	.0	.0
Kansas	6.0	6.2	5.8	6.4	.9	.9	.9	1.2	5.1	4.7	4.5	4.8	.0	.5	.3	.3
Kentucky	31.3	30.9	33.0	35.1	.6	.8	.9	1.0	30.7	30.2	32.1	34.1	.0	.0	.0	.0
Louisiana	5.8	5.8	5.0	5.1	.0	.0	.0	.0	5.8	5.8	5.0	5.1	.0	.0	.0	.0
Maine	10.1	8.8	8.0	10.9	.9	.9	.9	.9	8.2	7.7	7.0	8.7	1.0	.2	.2	1.3
Maryland	4.0	3.9	3.7	3.8	2.1	2.1	2.1	1.9	1.8	1.8	1.6	1.9	.2	.0	.0	.0
Massachusetts	2.1	2.1	2.0	2.0	1.7	1.7	1.6	1.6	.5	.5	.4	.4	.0	.0	.0	.0
Michigan	22.6	23.1	23.1	23.1	.0	.0	.0	.0	22.6	23.1	23.1	23.1	.0	.0	.0	.0
Minnesota	12.6	12.4	12.9	11.6	3.7	3.7	3.9	4.1	8.9	8.8	9.1	7.4	.0	.0	.0	.0
Mississippi	8.8	10.0	10.2	8.8	.0	.0	.0	.9	8.8	10.0	10.2	7.9	.0	.0	.0	.0
Missouri	22.0	20.1	19.0	19.8	.5	.5	.5	.5	21.5	19.6	18.5	19.3	.0	.0	.0	.0
Montana	3.4	3.8	3.5	3.7	1.3	1.4	1.4	1.4	1.9	2.0	1.7	1.9	.3	.5	.4	.5
Nebraska	2.4	2.6	2.7	2.7	.0	.0	.0	.0	2.4	2.6	2.7	2.7	.0	.0	.0	.0
Nevada	2.3	2.1	2.1	1.7	.9	.9	.8	.5	1.3	1.1	1.0	1.0	.0	.0	.3	.2
New Hampshire	1.6	1.6	1.5	1.5	1.1	1.0	1.0	.9	.5	.5	.5	.6	.0	.1	.0	.0
New Jersey	2.4	2.2	2.0	2.0	.5	.5	.4	.5	1.9	1.7	1.6	1.5	.0	.0	.0	.0
New Mexico	5.2	5.0	4.8	4.8	2.6	2.6	3.1	3.2	1.6	1.6	1.6	1.6	1.0	.8	.1	.0
New York	14.5	13.6	13.1	12.4	14.4	10.6	11.5	11.1	.0	2.7	1.3	1.0	.1	.3	.3	.3
North Carolina	39.1	29.3	28.8	26.3	1.5	1.1	1.5	1.6	35.1	27.6	27.3	24.7	2.5	.5	.0	.0
North Dakota	2.9	2.7	2.8	2.7	.2	.2	.2	.2	2.6	2.4	2.5	2.4	.1	.0	.1	.1
Ohio	10.0	11.1	12.0	12.5	.5	.5	.4	.4	9.5	10.6	11.6	12.1	.0	.0	.0	.0
Oklahoma	19.5	19.7	18.9	18.9	1.0	1.0	.8	.7	18.5	18.7	18.1	18.2	.0	.0	.0	.0
Oregon	7.3	7.4	7.2	7.6	3.8	3.7	2.4	2.2	2.8	2.9	2.7	3.0	.6	.8	2.1	2.4
Pennsylvania	10.7	10.7	7.9	8.2	4.7	4.4	3.7	3.5	6.0	5.9	3.7	4.3	.0	.4	.5	.4
Rhode Island	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
South Carolina	6.9	5.9	4.9	5.0	1.2	.6	.6	.3	4.9	4.9	4.0	4.2	.9	.5	.4	.5
South Dakota	4.6	4.2	4.1	3.9	.0	.0	.0	.0	4.6	4.2	4.1	3.9	.0	.0	.0	.0
Tennessee	30.2	19.3	18.2	18.6	1.0	1.5	1.9	1.8	28.9	17.8	16.2	16.9	.3	.1	.1	.0
Texas	21.7	20.7	18.7	19.0	1.8	1.1	1.4	1.7	17.4	18.8	15.5	14.9	2.5	.8	1.8	2.4
Utah	1.6	1.4	1.4	1.5	1.3	1.2	1.2	1.4	.1	.1	.1	.1	.2	.0	.0	.0
Vermont	9.3	12.5	12.4	14.0	1.8	1.9	2.0	2.1	6.3	9.3	9.2	10.6	1.2	1.3	1.3	1.2
Virginia	13.2	12.9	6.8	7.0	9.2	9.5	3.5	3.2	3.9	3.4	3.3	3.8	.0	.0	.0	.0
Washington	15.8	16.0	15.1	14.9	7.4	7.7	7.0	6.7	4.7	4.7	4.5	4.6	3.7	3.6	3.7	3.5
West Virginia	4.5	4.3	4.2	4.5	4.5	3.1	2.9	3.1	.0	1.2	1.3	1.4	.0	.0	.0	.0
Wisconsin	8.0	7.9	8.5	8.5	2.7	2.5	2.7	2.6	.3	.3	.3	.3	5.0	5.1	5.4	5.6
Wyoming	2.3	2.5	2.4	2.6	1.2	1.2	1.3	1.3	1.2	1.3	1.0	1.2	.0	.0	.0	.0

Source: Rural National Transit Database, 2012-2015

Table 37. State Operating Statistics, 2015

	Number of Agencies	Counties Served (%)	Annual Ridership			Annual Vehicle Miles			Annual Vehicle Hours		
			Total	Fixed- Route	Demand- Response	Total	Fixed- Route	Demand- Response	Total	Fixed- Route	Demand- Response
			-----thousand rides-----			-----thousand miles-----			-----thousand hours-----		
Alabama	23	76%	1,351	-	1,351	4,559	-	4,559	264	-	264
Alaska	11	100%	2,000	1,738	113	2,878	1,570	785	187	83	83
Arizona	13	93%	962	810	46	2,232	1,751	79	141	113	14
Arkansas	8	79%	1,042	126	916	10,271	198	10,072	611	16	595
California	52	97%	7,417	5,356	1,210	16,477	11,125	3,401	892	536	279
Colorado	28	59%	13,825	8,024	666	17,182	6,238	3,211	1,138	408	244
Connecticut	4	100%	505	381	93	1,676	867	669	100	54	38
Delaware	0	33%	-	-	-	-	-	-	-	-	-
Florida	21	93%	1,551	656	758	12,772	2,923	8,744	721	150	549
Georgia	81	72%	1,669	-	1,669	16,106	-	16,106	923	-	923
Hawaii	2	75%	1,975	796	131	5,453	1,508	632	228	67	37
Idaho	14	98%	1,091	889	150	2,472	1,192	706	137	67	56
Illinois	37	87%	4,624	2,195	2,429	16,290	1,098	15,193	913	88	825
Indiana	42	73%	2,428	587	1,842	13,253	822	12,431	892	67	825
Iowa	22	100%	4,375	1,363	3,012	13,658	1,728	11,930	959	137	823
Kansas	75	83%	1,442	456	928	6,368	1,249	4,824	354	72	265
Kentucky	24	86%	3,269	475	2,795	35,054	989	34,066	1,899	81	1,818
Louisiana	31	56%	505	-	505	5,057	-	5,057	279	-	279
Maine	11	100%	1,333	654	494	10,915	935	8,653	397	59	285
Maryland	7	71%	3,088	2,743	345	3,799	1,884	1,915	263	136	127
Massachusetts	3	71%	1,780	1,727	53	1,955	1,600	355	132	106	26
Michigan	57	89%	6,838	61	6,007	23,139	18	23,094	1,434	2	1,413
Minnesota	40	99%	3,795	1,478	2,317	11,573	4,145	7,428	784	278	506
Mississippi	18	100%	2,938	1,935	1,002	8,841	901	7,940	458	71	387
Missouri	23	99%	2,245	97	2,148	19,841	513	19,328	1,062	24	1,038
Montana	31	54%	1,334	745	540	3,718	1,352	1,906	247	72	159
Nebraska	56	66%	639	-	639	2,686	-	2,686	201	-	201
Nevada	15	71%	621	402	208	1,669	544	965	103	32	66
New Hampshire	7	70%	1,079	1,019	61	1,457	906	551	115	67	48
New Jersey	5	71%	412	137	274	1,955	496	1,459	144	22	121
New Mexico	18	88%	1,641	1,263	379	4,807	3,172	1,636	283	158	125
New York	43	69%	3,821	3,565	196	12,413	11,124	979	668	579	79
North Carolina	54	98%	4,379	2,049	2,330	26,339	1,650	24,689	1,413	121	1,292
North Dakota	21	100%	579	124	432	2,735	231	2,378	202	20	173
Ohio	33	41%	3,284	232	3,051	12,476	418	12,058	711	28	683
Oklahoma	20	96%	3,067	713	2,354	18,906	750	18,156	1,055	47	1,008
Oregon	27	100%	2,608	1,311	611	7,595	2,187	3,002	432	129	210
Pennsylvania	13	42%	2,902	2,215	551	8,234	3,530	4,266	476	226	239
Rhode Island	0	40%	-	-	-	-	-	-	-	-	-
South Carolina	11	87%	629	96	403	4,961	334	4,156	241	26	197
South Dakota	21	89%	1,366	-	1,366	3,934	-	3,934	308	-	308
Tennessee	9	100%	4,335	3,225	1,110	18,631	1,766	16,865	964	99	865
Texas	29	97%	3,403	901	2,088	18,965	1,746	14,854	963	94	801
Utah	3	45%	1,909	1,888	20	1,518	1,392	126	100	88	13
Vermont	10	100%	3,698	1,529	1,869	13,997	2,130	10,624	557	139	367
Virginia	18	60%	1,789	1,120	669	6,996	3,194	3,802	384	161	224
Washington	28	90%	6,147	4,840	621	14,885	6,736	4,614	705	292	302
West Virginia	11	45%	1,143	914	228	4,491	3,121	1,369	251	156	95
Wisconsin	47	83%	2,708	1,120	66	8,490	2,579	332	684	151	30
Wyoming	18	52%	2,049	1,686	364	2,585	1,338	1,247	259	124	135

Source: Rural National Transit Database, 2015

Table 38. State Financial Statistics, 2015

	Capital Funding			Operating Funding		
	Local	State	Federal	Local	State	Federal
	-----thousand dollars-----					
Alabama	264		1,082	1,749		5,992
Alaska	34	105	325	5,553	1,280	5,557
Arizona	187		1,995	2,654		4,558
Arkansas		263	1,051	5,492	1,071	8,131
California	854	10,654	3,697	25,247	15,891	21,742
Colorado	11,403	2,406	6,209	46,697	1,009	8,836
Connecticut		24	95	566	1,823	2,351
Delaware						
Florida	299	1,046	7,045	3,178	13,176	11,747
Georgia	458	488	6,086	5,126		13,850
Hawaii	857		3,311	11,536		1,049
Idaho				1,617		3,667
Illinois	1	1,875	5,389	1,599	27,438	8,407
Indiana	514	9	4,109	6,963	6,354	12,730
Iowa	790	262	2,673	5,966	6,374	11,021
Kansas	437		1,718	3,729	2,183	5,330
Kentucky		191	4,684	46,349		14,613
Louisiana	174		985	5,321		5,985
Maine	111	23	583	1,862	1,479	12,581
Maryland	196	155	1,413	4,174	2,206	1,910
Massachusetts		3,019	353	1,626	2,985	2,618
Michigan		1,380	5,905	16,234	27,552	12,563
Minnesota	1,234	3,992	819	927	21,070	11,850
Mississippi	490	409	2,645	2,919	826	9,116
Missouri	1,121		4,482	4,768	978	12,862
Montana	5		361	3,791		6,539
Nebraska	98		391	1,301	1,301	4,093
Nevada	23		77	1,301	479	4,277
New Hampshire				842	152	3,279
New Jersey	91		47	1,096	2,436	1,463
New Mexico	603		1,785	10,855	4	8,158
New York				6,344	13,185	4,891
North Carolina	1,247	630	5,816	6,103	9,707	11,823
North Dakota	116	315	873	840	3,009	3,472
Ohio	238		994	2,509	3,576	13,761
Oklahoma	1	94	3,005	1,616	3,199	15,447
Oregon	492	297	1,766	6,136	4,026	10,994
Pennsylvania	30	1,174	1,446	1,699	21,859	6,814
Rhode Island						
South Carolina	541	18	5,557	1,947	2,058	5,474
South Dakota	462		1,849	1,699	647	7,349
Tennessee	282	143	1,593	2,906	7,519	14,010
Texas	200	262	4,789	3,863	11,448	26,899
Utah	505			6,414		2,018
Vermont	218	606	5,648	1,490	7,402	17,850
Virginia	247	935	2,527	4,456	3,200	8,145
Washington	4,965	295	4,813	32,159	9,651	8,519
West Virginia	29	638	2,584	3,811	1,704	4,292
Wisconsin	286		1,151	4,212	4,116	8,845
Wyoming	679	6	900	2,896	120	4,111

Source: Rural National Transit Database, 2015

Table 39. State Fleet Statistics, 2015

	Number of Vehicles		ADA Vehicles (%)	Average Vehicle Age	Average Vehicle Length (ft)	Average Vehicle Capacity
	Fixed-route	Demand-response				
Alabama	0	322	74%	6.5	22.6	17.3
Alaska	59	50	77%	8.9	31.1	17.7
Arizona	57	13	100%	3.3	24.9	17.9
Arkansas	15	438	73%	7.1	21.3	11.4
California	477	432	100%	6.1	27.8	22.1
Colorado	215	271	77%	8.9	28.0	23.2
Connecticut	31	48	100%	5.6	24.4	16.6
Delaware	-	-	-	-	-	-
Florida	142	470	77%	5.9	21.4	11.5
Georgia	0	475	81%	3.7	21.2	12.6
Hawaii	37	45	85%	7.1	27.3	20.8
Idaho	44	54	75%	7.7	25.2	18.8
Illinois	55	818	98%	8.1	23.1	13.8
Indiana	45	704	85%	6.0	19.4	8.6
Iowa	107	845	92%	8.3	25.0	15.8
Kansas	51	329	81%	6.4	19.5	11.6
Kentucky	50	1243	73%	6.6	20.7	10.8
Louisiana	0	281	96%	5.7	20.9	10.2
Maine	64	155	51%	8.2	22.6	12.3
Maryland	111	110	94%	9.6	25.8	20.5
Massachusetts	70	45	99%	5.7	25.9	19.3
Michigan	1	1018	91%	6.5	26.4	18.7
Minnesota	442	537	100%	6.4	25.2	18.1
Mississippi	50	358	75%	5.7	22.0	17.1
Missouri	24	1118	87%	6.5	21.5	10.5
Montana	101	220	69%	8.3	24.6	16.8
Nebraska	0	250	72%	7.5	19.5	10.1
Nevada	26	97	87%	9.0	22.1	14.4
New Hampshire	48	23	100%	7.1	28.5	19.5
New Jersey	16	115	100%	6.0	24.6	18.0
New Mexico	127	157	89%	6.0	23.8	16.0
New York	450	65	99%	6.3	27.0	19.3
North Carolina	93	901	75%	4.9	20.3	10.9
North Dakota	16	153	92%	6.8	20.8	11.0
Ohio	12	504	90%	5.4	22.1	11.9
Oklahoma	50	913	86%	6.8	20.9	11.7
Oregon	109	218	95%	6.7	24.9	17.0
Pennsylvania	147	277	99%	6.5	25.4	16.8
Rhode Island	-	-	-	-	-	-
South Carolina	18	161	77%	7.2	24.2	17.4
South Dakota	0	395	61%	9.2	21.6	12.8
Tennessee	75	738	81%	6.1	20.1	10.0
Texas	110	964	90%	6.6	21.8	13.0
Utah	36	11	100%	8.8	31.0	25.7
Vermont	182	201	98%	5.1	25.9	19.1
Virginia	140	210	97%	5.1	23.0	15.3
Washington	259	301	73%	8.0	24.3	18.1
West Virginia	169	102	85%	5.2	21.4	13.9
Wisconsin	107	16	69%	6.9	20.9	9.4
Wyoming	61	135	85%	7.4	23.3	16.4

Table 39. State Fleet Statistics, 2015 (continued)

	Trips per Vehicle		Miles per Vehicle		Hours per Vehicle	
	Fixed-route	Demand-response	Fixed-route	Demand-response	Fixed-route	Demand-response
	-----thousands-----					
Alabama	-	4.2	-	14.2	-	0.8
Alaska	29.5	2.3	26.6	15.7	1.4	1.7
Arizona	14.2	3.5	30.7	6.1	2.0	1.0
Arkansas	8.4	2.1	13.2	23.0	1.1	1.4
California	11.2	2.8	23.3	7.9	1.1	0.6
Colorado	37.3	2.5	29.0	11.9	1.9	0.9
Connecticut	12.3	1.9	28.0	13.9	1.7	0.8
Delaware	-	-	-	-	-	-
Florida	4.6	1.6	20.6	18.6	1.1	1.2
Georgia	-	3.5	-	33.9	-	1.9
Hawaii	21.5	2.9	40.8	14.0	1.8	0.8
Idaho	20.2	2.8	27.1	13.1	1.5	1.0
Illinois	39.9	3.0	20.0	18.6	1.6	1.0
Indiana	13.0	2.6	18.3	17.7	1.5	1.2
Iowa	12.7	3.6	16.1	14.1	1.3	1.0
Kansas	8.9	2.8	24.5	14.7	1.4	0.8
Kentucky	9.5	2.2	19.8	27.4	1.6	1.5
Louisiana	-	1.8	-	18.0	-	1.0
Maine	10.2	3.2	14.6	55.8	0.9	1.8
Maryland	24.7	3.1	17.0	17.4	1.2	1.2
Massachusetts	24.7	1.2	22.9	7.9	1.5	0.6
Michigan	61.2	5.9	17.7	22.7	1.7	1.4
Minnesota	3.3	4.3	9.4	13.8	0.6	0.9
Mississippi	38.7	2.8	18.0	22.2	1.4	1.1
Missouri	4.0	1.9	21.4	17.3	1.0	0.9
Montana	7.4	2.5	13.4	8.7	0.7	0.7
Nebraska	-	2.6	-	10.7	-	0.8
Nevada	15.5	2.1	20.9	9.9	1.2	0.7
New Hampshire	21.2	2.6	18.9	24.0	1.4	2.1
New Jersey	8.6	2.4	31.0	12.7	1.4	1.1
New Mexico	9.9	2.4	25.0	10.4	1.2	0.8
New York	7.9	3.0	24.7	15.1	1.3	1.2
North Carolina	22.0	2.6	17.7	27.4	1.3	1.4
North Dakota	7.8	2.8	14.4	15.5	1.3	1.1
Ohio	19.4	6.1	34.8	23.9	2.4	1.4
Oklahoma	14.3	2.6	15.0	19.9	0.9	1.1
Oregon	12.0	2.8	20.1	13.8	1.2	1.0
Pennsylvania	15.1	2.0	24.0	15.4	1.5	0.9
Rhode Island	-	-	-	-	-	-
South Carolina	5.4	2.5	18.6	25.8	1.4	1.2
South Dakota	-	3.5	-	10.0	-	0.8
Tennessee	43.0	1.5	23.5	22.9	1.3	1.2
Texas	8.2	2.2	15.9	15.4	0.9	0.8
Utah	52.5	1.9	38.7	11.4	2.4	1.1
Vermont	8.4	9.3	11.7	52.9	0.8	1.8
Virginia	8.0	3.2	22.8	18.1	1.1	1.1
Washington	18.7	2.1	26.0	15.3	1.1	1.0
West Virginia	5.4	2.2	18.5	13.4	0.9	0.9
Wisconsin	10.5	4.1	24.1	20.8	1.4	1.9
Wyoming	27.6	2.7	21.9	9.2	2.0	1.0

Source: Rural National Transit Database, 2015

Table 40. State Performance Measures, Median Agencies Values, 2015

	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	0.17	-	0.17	3.35	-	3.35	15.04	2.50	0.09
Alaska	0.42	0.42	0.20	5.34	6.86	2.03	16.38	5.80	0.10
Arizona	0.25	0.45	0.43	4.39	5.77	2.13	12.75	3.74	0.06
Arkansas	0.09	0.55	0.08	1.54	7.24	1.54	18.22	1.92	0.06
California	0.34	0.35	0.27	5.82	6.66	3.43	15.01	5.22	0.10
Colorado	0.36	0.77	0.16	4.15	15.59	2.14	11.59	4.01	0.06
Connecticut	0.25	0.40	0.11	4.08	5.64	1.95	12.70	3.16	0.09
Delaware	-	-	-	-	-	-	-	-	-
Florida	0.09	0.18	0.09	1.73	3.76	1.79	22.51	2.29	0.03
Georgia	0.12	-	0.12	1.86	-	1.86	15.94	1.82	0.05
Hawaii	0.39	0.53	0.21	9.15	11.97	3.85	7.67	3.06	0.14
Idaho	0.31	0.56	0.22	5.05	8.43	2.40	10.41	2.48	0.08
Illinois	0.14	0.78	0.14	2.59	10.14	2.59	18.15	2.46	0.04
Indiana	0.14	0.46	0.13	2.31	5.39	2.24	14.76	2.18	0.07
Iowa	0.35	0.76	0.24	5.69	9.74	3.40	8.09	3.17	0.10
Kansas	0.25	0.34	0.24	3.25	5.06	3.03	9.09	2.00	0.12
Kentucky	0.09	0.25	0.09	1.72	5.09	1.73	18.16	1.97	0.03
Louisiana	0.11	-	0.11	1.96	-	1.96	26.37	2.36	0.03
Maine	0.21	0.32	0.05	3.84	4.84	1.78	24.31	3.57	0.07
Maryland	0.16	0.14	0.18	3.17	2.50	1.60	16.76	3.21	0.08
Massachusetts	1.10	1.18	0.17	12.69	14.21	2.38	6.84	5.40	0.20
Michigan	0.26	3.46	0.25	3.88	35.07	3.79	12.42	3.15	0.20
Minnesota	0.34	0.34	0.33	4.55	4.50	4.50	11.96	3.84	0.10
Mississippi	0.17	2.17	0.15	3.85	26.94	3.67	12.54	2.17	0.04
Missouri	0.28	0.37	0.28	2.85	5.24	2.65	11.29	2.13	0.09
Montana	0.31	0.49	0.28	3.41	9.05	2.87	11.00	2.70	0.05
Nebraska	0.24	-	0.24	3.04	-	3.04	15.89	3.16	0.09
Nevada	0.26	0.20	0.27	3.04	2.41	3.22	16.65	3.88	0.06
New Hampshire	0.20	0.31	0.13	2.13	4.96	1.28	13.33	3.24	0.05
New Jersey	0.23	0.31	0.18	3.08	5.91	2.18	15.32	3.02	0.02
New Mexico	0.25	0.37	0.22	4.66	6.24	2.77	10.85	3.48	0.05
New York	0.24	0.24	0.22	4.61	4.99	2.54	15.52	3.65	0.08
North Carolina	0.11	0.21	0.11	2.05	3.01	2.03	16.80	1.87	0.03
North Dakota	0.16	0.54	0.15	2.23	6.11	2.22	18.70	3.80	0.08
Ohio	0.20	0.56	0.20	3.63	8.22	3.62	14.12	2.80	0.07
Oklahoma	0.17	0.44	0.17	2.57	6.71	2.36	11.67	2.05	0.07
Oregon	0.31	0.47	0.26	4.39	6.32	3.27	12.23	3.18	0.10
Pennsylvania	0.42	0.47	0.17	5.55	6.92	2.44	13.06	4.55	0.07
Rhode Island	-	-	-	-	-	-	-	-	-
South Carolina	0.09	0.26	0.09	2.03	3.50	1.83	20.33	1.85	0.04
South Dakota	0.40	-	0.40	4.37	-	4.37	9.97	4.16	0.12
Tennessee	0.07	1.40	0.06	1.33	16.48	1.28	27.55	1.84	0.04
Texas	0.14	0.35	0.13	2.35	5.54	2.17	19.93	2.84	0.05
Utah	0.18	0.21	0.17	2.94	3.30	1.65	9.14	2.71	0.11
Vermont	0.19	0.62	0.07	4.29	9.32	1.84	12.56	2.34	0.03
Virginia	0.27	0.33	0.18	4.61	6.32	3.01	9.89	2.46	0.05
Washington	0.18	0.33	0.15	3.33	8.48	1.96	15.64	3.24	0.04
West Virginia	0.17	0.17	0.17	3.37	3.86	2.61	13.55	2.51	0.08
Wisconsin	0.27	0.27	0.20	2.96	5.25	2.22	9.20	2.56	0.30
Wyoming	0.30	0.78	0.26	3.03	11.14	2.50	10.23	2.90	0.04

Source: Rural National Transit Database, 2015

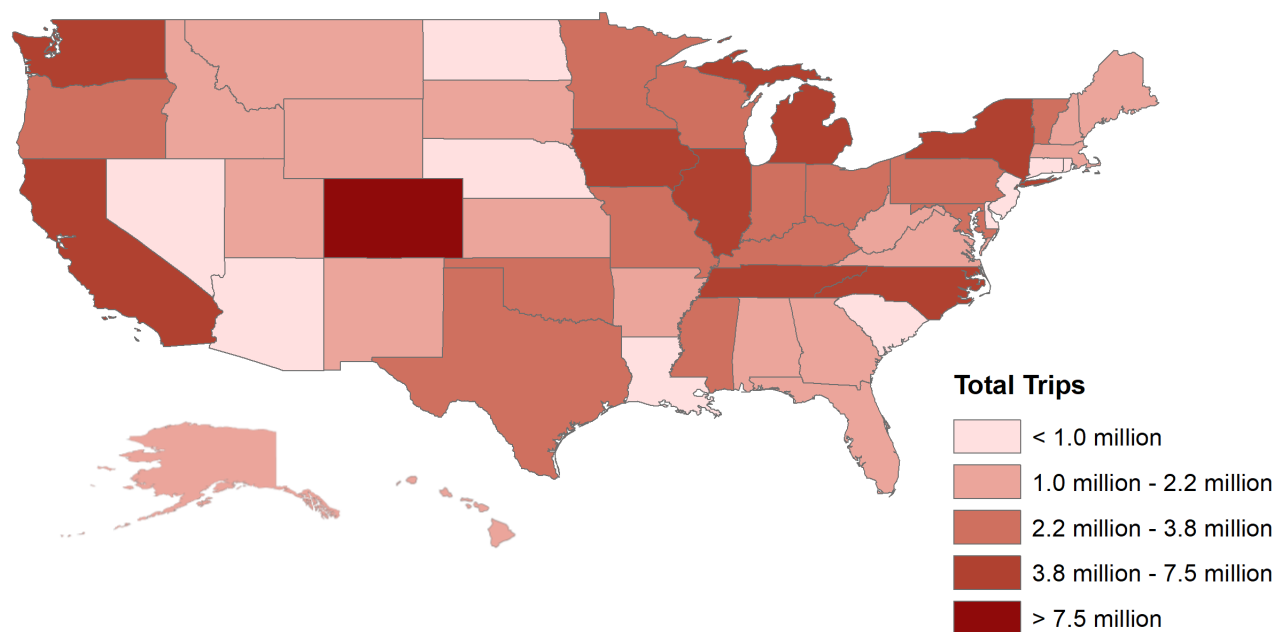


Figure 15. Total Trips by State

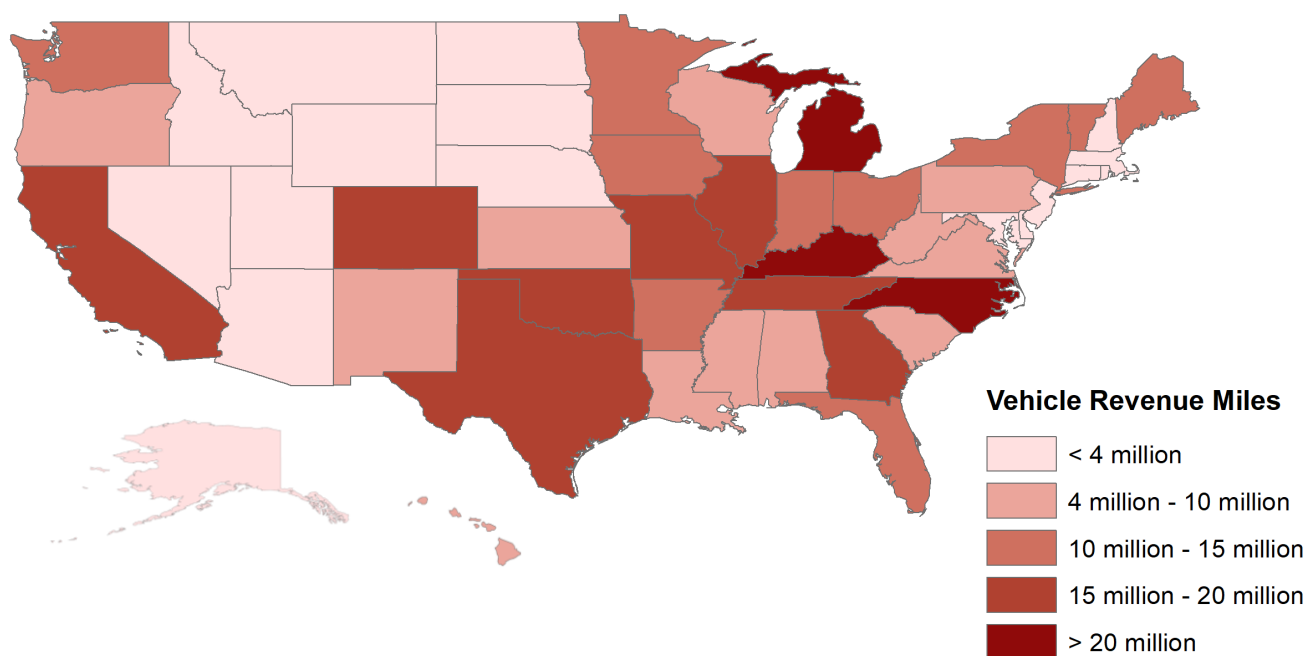


Figure 16. Total Vehicle Revenue Miles by State

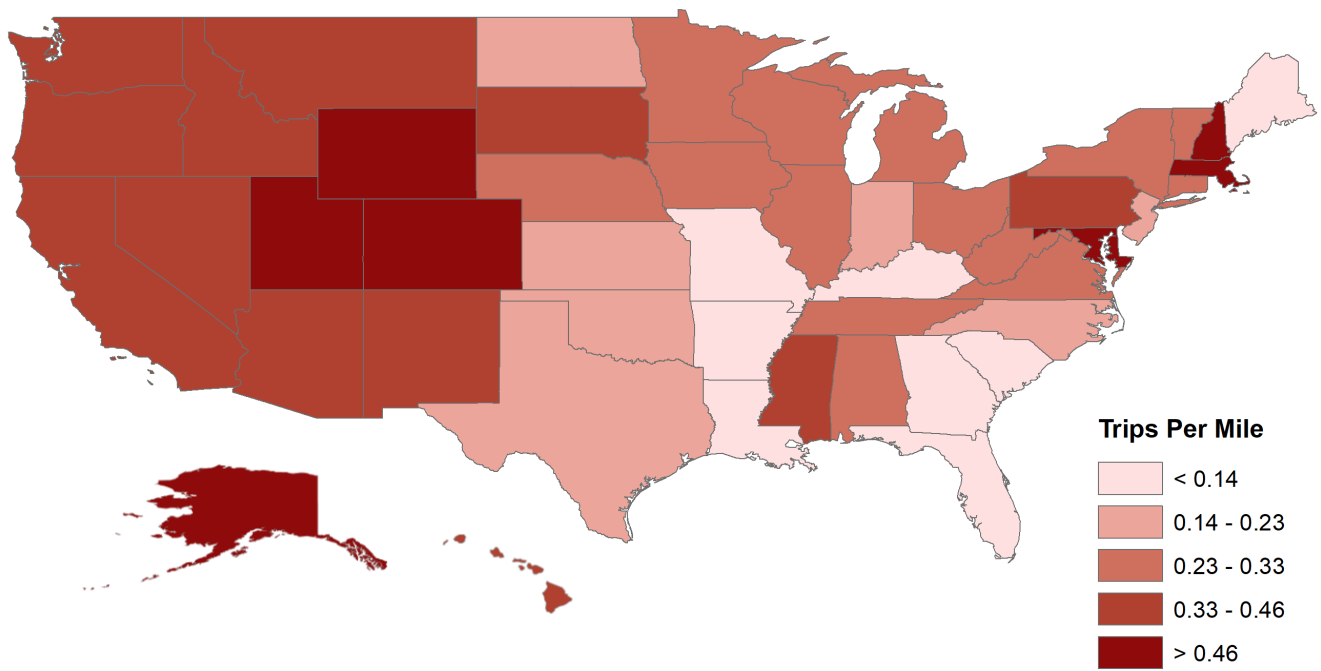


Figure 17. Trips per Vehicle Revenue Mile by State

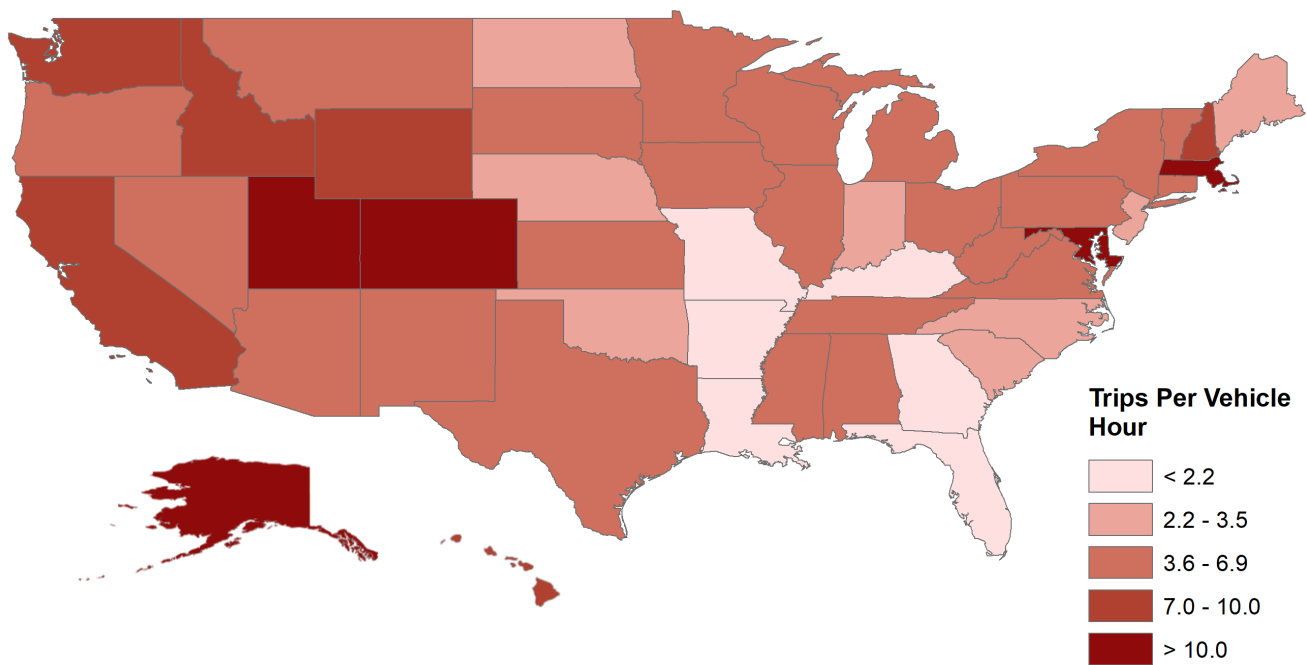


Figure 18. Trips per Vehicle Revenue Hour by State



TRIBAL TRANSIT

A SURTC report published in 2011 provided data for the 180 rural reservations that had at least 500 residents, showing there are several geographic and demographic indicators that suggest that providing transit services should be a high priority on many reservations (Mielke 2011). These indicators include low population densities, long travel distances, and a higher percentage of low-income households. More recent data from the ACS confirm that tribal areas have a higher percentage of low-income households, while the percentage of population with a disability or without access to a vehicle in reservations is similar to the average for non-metro counties in the United States (see Table 41). The average data, however, do not convey the variation in demographics. For example, some reservations have much higher rates of poverty. In 25% of reservations, the poverty rate is 35% or higher, and in 10% of reservations, the poverty rate is 47% or higher. Some reservations also have a high concentration of zero-vehicle households, indicating a need for transit services.

Table 41. Demographic Data for Native American Reservations, compared to U.S. Average Metro and Non-Metro Counties

	U.S. Metro Counties	U.S. Non-metro counties	Native American Reservations
Population Aged 65 or Older	14%	18%	14%
Population with a Disability	12%	16%	16%
Population below the Poverty Line	15%	18%	20%
Households with No Vehicle	9%	7%	7%

Source: American Community Survey, 2015 5-year estimates

There is also significant geographic variation in reservations. Figure 19 maps American Indian, Alaska Native, and Native Hawaiian areas. Some are located in metro areas with higher population densities, while many are in rural, remote areas.

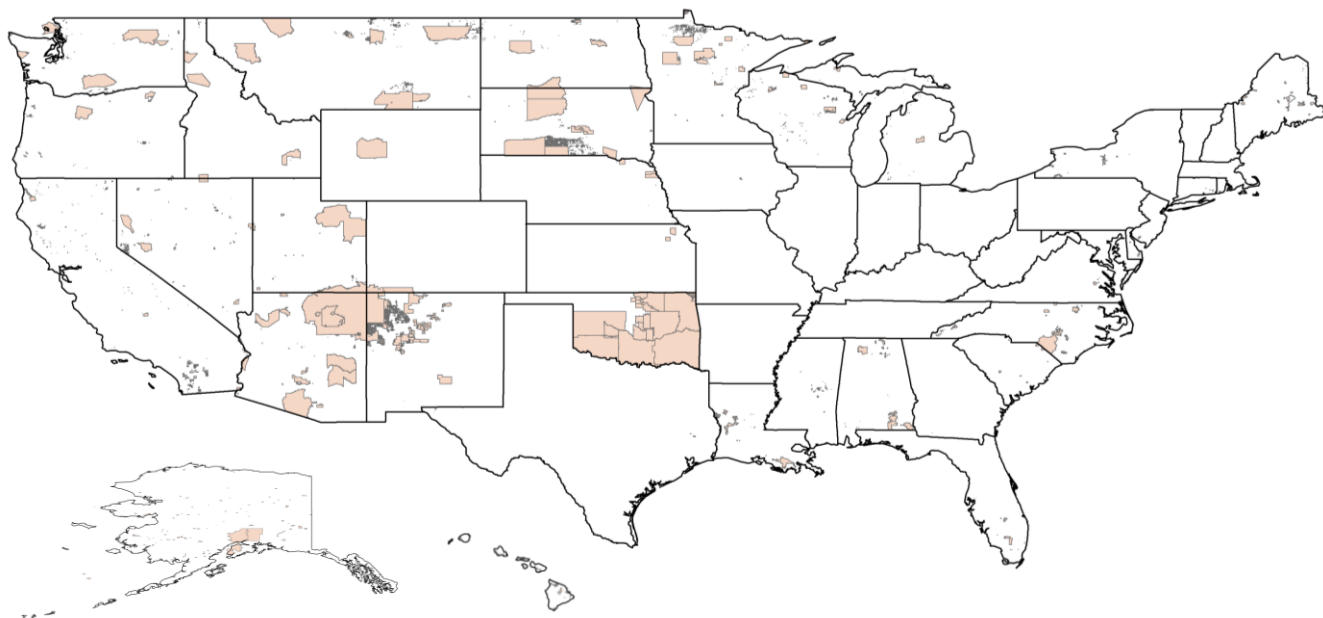


Figure 19. American Indian, Alaska Native, and Native Hawaiian Areas

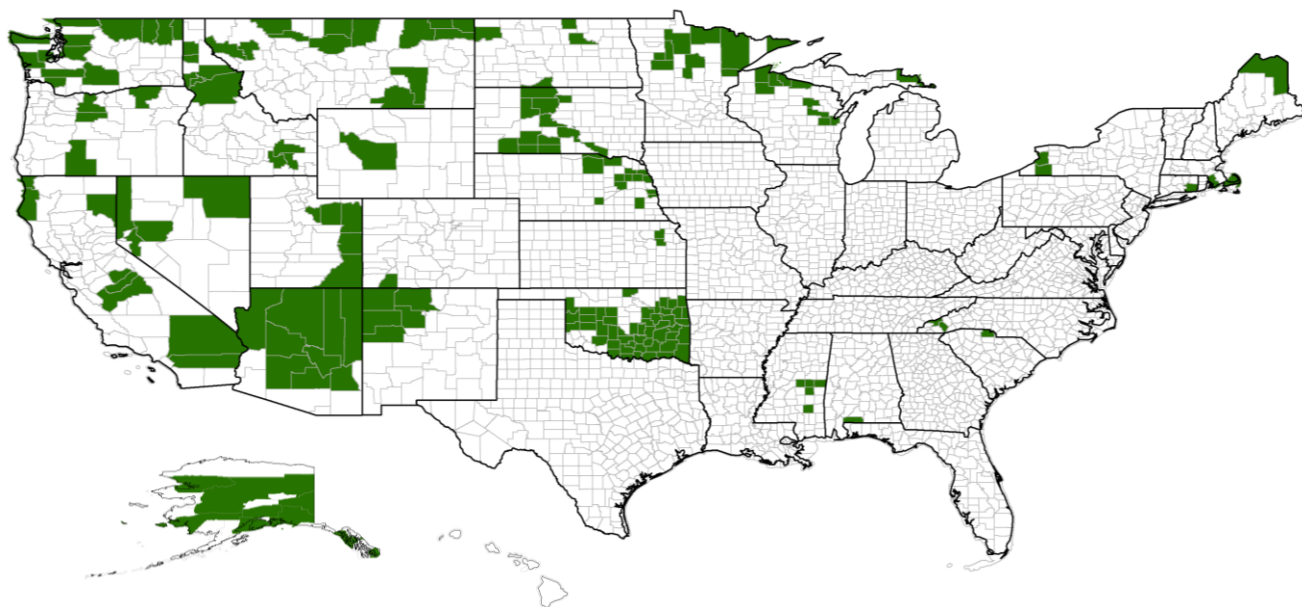


Figure 20. Counties with Tribal Transit Service

The number of tribal transit providers has grown significantly over the past several years. Figure 20 shows, in green, the counties that have tribal transit systems (this includes agencies that submitted data to the 2015 rural NTD but excludes those that did not report providing any rides). As shown in Table 42, there were 132 rural tribal transit agencies that submitted data to the 2015 rural NTD, an increase from previous years. These agencies provided a total of 3.6 million rides in 2015, an increase from 2.9 million in 2014. Tribal transit agencies provided 20.9 million vehicle miles of service and 935 thousand vehicle hours of service, operating 926 vehicles in 2015, all increases from previous years. Table 43 shows fleet statistics and performance measures for tribal transit agencies.

Table 42. Tribal Transit Operating Statistics, 2013-2015

	2013	2014	2015
Number of Agencies	103	128	132
Annual Ridership (thousand rides)			
Fixed-route	1,348	853	1,472
Demand-response	973	1,098	1,278
Vanpool	33	21	27
Commuter bus	120	332	296
Demand-response taxi	0	8	6
Ferryboat	367	569	559
<i>Total</i>	<i>2,841</i>	<i>2,882</i>	<i>3,638</i>
Annual Vehicle Miles (thousand miles)			
Fixed-route	7,452	6,526	7,361
Demand-response	9,158	10,273	12,104
Vanpool	379	205	234
Commuter bus	869	1,579	1,523
Demand-response taxi	0	77	40
Ferryboat	51	65	60
<i>Total</i>	<i>17,909</i>	<i>18,726</i>	<i>21,323</i>
Annual Vehicle Hours (thousand hours)			
Fixed-route	340	326	340
Demand-response	455	518	545
Vanpool	16	6	7
Commuter bus	37	47	44
Demand-response taxi	0	5	1
Ferryboat	9	13	12
<i>Total</i>	<i>857</i>	<i>916</i>	<i>950</i>

Source: Rural National Transit Database, 2013-2015

Table 43. Tribal Transit Fleet Statistics and Performance Measures, 2013-2015

	2013	2014	2015
Number of Vehicles			
Fixed-route	-	245	292
Demand-response	-	463	558
% Vehicles ADA	67%	67%	64%
Average Vehicle Age (years)	5.3	5.5	5.7
Average Vehicle Length (feet)	22.2	22.2	22.1
Average Vehicle Capacity	14.6	14.3	13.9
Trips per Vehicle			
Fixed-route	-	3,473	4,954
Demand-response	-	2,371	2,290
Miles per Vehicle			
Fixed-route	-	26,380	25,055
Demand-response	-	22,187	21,691
Hours per Vehicle			
Fixed-route	-	1,327	1,158
Demand-response	-	1,118	977
Trips per Mile			
Total	0.16	0.15	0.17
Fixed-route	0.18	0.13	0.20
Demand-response	0.11	0.11	0.11
Trips per Hour			
Total	3.3	3.2	3.8
Fixed-route	4.0	2.6	4.3
Demand-response	2.1	2.1	2.3
Operating Expense Per Trip	14.74	15.95	15.81
Operating Expense Per Mile	2.34	2.46	2.69
Farebox Recovery Ratio	0.05	0.05	0.04

Source: Rural National Transit Database, 2013-2015

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Glossary of Terms

- 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.