The Rural NTD – What Have We Learned?

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NTD Definition: Rail Modes

- Automated Guideway (AG)
- Cable Car (CC)
- Commuter Rail (CR)
- Heavy Rail (HR)
- Inclined Plane (IP)
- Light Rail (LR)
- Monorail (MO)
- Alaska Railroad (AR)
NTD Definition: Non-Rail Modes

- Aerial Tramway (TR)
- Bus (MB)
- Demand Response (DR)
- Ferryboat (FB)
- Jitney (JT)
- Publico (PB)
- Trolleybus (TB)
- Vanpool (VP)
NTD Reporting Agencies (5307)

690 Reporting Agencies
450 UZAs
FTA: UZAs not States

UZA 40
≥ 200,000 Population
MB Service

UZA 124
> 200,000 Population

UZA 220
< 200,000 Population

Vanpool

DR Service
on 5311 Rural NTD

Rural (non-UZA)
< 50,000 Population
Why Collect Rural Transit Data?

Transit Currently Reported to NTD
NTD Reporting Agencies (5307)

690 Reporting Agencies
450 UZAs
By 2008, SAFETEA-LU: Doubled FTA Rural (5311) Funding over 2005

2006-08 includes 5340 Growing States funds

Federal Budget Years

Millions of dollars

Federal Transit Administration
Congress also wanted to know how much money the States and local governments were putting into the Rural 5311 program.

*Show me the money!!*
SAFETEA-LU
Requirements in Law

5311 (b) (4)  *Data Collection* -- Each recipient under this section shall submit an annual report to the Secretary containing information on...

A. total annual revenue;
B. sources of revenue;
C. total annual operating costs;
D. total annual capital costs;
E. fleet size and type, and related facilities;
F. revenue vehicle miles; and
G. ridership.
# Illinois Department of Transportation (IDOT-DPT)

## Statewide Rural Transit Summary

### Service Area Statistics

- **Population (2000 Census):** 12,419,293
- **Rural Population (2000 Census):** 1,598,901
- **Number of Counties with Service:** 101
- **Number of Transit Providers:** 30

### Annual Operating and Administrative Expenses

- **Vehicles:** 445
- **Number of ADA Accessible Vehicles in Fleet:** 43
- **Total Vehicles in Fleet:** 588

### Service Data

- **Annual Vehicle Miles:** 7,474,684
- **Annual Vehicle Hours:** 3,187,024
- **Annual Passenger Trips:** 3,187,024

### Safety

- **Fatalities:** "Sample Data" 1
- **Major Incidents:** "Sample Data" 2
- **Major Injuries:** "Sample Data" 3

### Annual Total Operating Revenues

- **Federal 36%**
- **State 28%**
- **Local 14%**
- **Contract 11%**

### Sources of Operating Revenue

- **Fares:** 11%
- **Federal:** 36%
- **State:** 28%
- **Local:** 14%
- **Contract:** 11%

### Annual Capital Costs

- **Federal:** 30%
- **State:** 20%
- **Local:** 0%

### Sources of Capital Funds

- **Federal:** 30%
- **State:** 20%
- **Local:** 0%

### Percent of Counties with Service

<table>
<thead>
<tr>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>10%</td>
<td>9</td>
<td>8</td>
<td>7</td>
</tr>
</tbody>
</table>

### Number of Vehicles in Fleet

<table>
<thead>
<tr>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>500</td>
<td>450</td>
<td>400</td>
<td>350</td>
</tr>
</tbody>
</table>

### Annual Passenger Trips

<table>
<thead>
<tr>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000,000</td>
<td>4,500,000</td>
<td>4,000,000</td>
<td>3,500,000</td>
</tr>
</tbody>
</table>
Where Is Rural Transit?

- 1,430 Providers of Rural Transit Identified in 2007
- All 50 States and 4 US Territories
- 26 Tribes Providing Transit Service (11 Tribal Transit Recipients)
- 102 Providers Also Providing Urbanized Area Service
Modes of Rural Transit

- 806 Demand Response-Only Systems
- 244 Fixed-Route Motorbus Systems
- 273 Systems with Both Motorbus and Demand Response Service
Rural Transit in the National Picture

- 109 Million Unlinked Passenger Trips
  - About 1% of the National Total

- 459 Million Vehicle Revenue Miles
  - 11% of the National Total
  - 14% of the National Non-Rail Total

- $1 Billion in Operating Expenses
  - 3% of the National Total
  - 5% of the National Non-Rail Total

- $168 Million in Capital Expenses
  - About 1% of the National Total
## Rural Transit Is Geographically Widespread

<table>
<thead>
<tr>
<th>States</th>
<th>Rural Transit Providers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kansas</td>
<td>95</td>
</tr>
<tr>
<td>Georgia</td>
<td>81</td>
</tr>
<tr>
<td>California</td>
<td>71</td>
</tr>
<tr>
<td>Michigan</td>
<td>67</td>
</tr>
<tr>
<td>Nebraska</td>
<td>63</td>
</tr>
<tr>
<td>North Carolina</td>
<td>60</td>
</tr>
<tr>
<td>New York</td>
<td>57</td>
</tr>
<tr>
<td>Minnesota</td>
<td>57</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>50</td>
</tr>
<tr>
<td>Texas</td>
<td>45</td>
</tr>
</tbody>
</table>
States With 100% of Counties Served by Rural Transit

- Alabama
- Connecticut
- Iowa
- North Dakota
- Tennessee
- Vermont
- Guam
- Northern Marianas

- California & Missouri Both at 98%
### States With Relatively Low Geographical Coverage of Rural Transit

<table>
<thead>
<tr>
<th>State</th>
<th>Counties Served</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utah</td>
<td>2 of 29</td>
<td>7%</td>
</tr>
<tr>
<td>Wyoming</td>
<td>7 of 23</td>
<td>30%</td>
</tr>
<tr>
<td>Montana</td>
<td>20 of 56</td>
<td>36%</td>
</tr>
<tr>
<td>West Virginia</td>
<td>21 of 55</td>
<td>38%</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>26 of 67</td>
<td>39%</td>
</tr>
</tbody>
</table>

- Overall 2,271 Counties Nationwide Are Served by Transit (@ 75%)
Overall Sources of Rural Transit Funding

- Fares: 26%
- Local: 28%
- State: 19%
- Other Federal: 4%
- 5311: 23%
Small Systems Rely Heavily on 5311

Systems Under $200k Operating

- 5311: 41%
- Local: 27%
- State: 17%
- Other Federal: 1%
- Fares: 14%

N = 463

All Systems

- 5311: 23%
- State: 19%
- Local: 28%
- Other Federal: 4%
- Fares: 26%

N = 1312
Mid-Size Systems: More State & Federal, Less Local

Systems $200k-$1mil Operating
- Fares: 22%
- Local: 21%
- State: 21%
- Other Federal: 3%
- N = 582

All Systems
- Fares: 26%
- Local: 28%
- State: 19%
- Other Federal: 4%
- N = 1312
Large Systems – Mostly Fares & Local

Systems Over $1mil Operating

- Fares: 29%
- Local: 31%
- State: 18%
- Other Federal: 4%
- 5311: 18%

N = 266

All Systems

- Fares: 26%
- Local: 28%
- State: 19%
- Other Federal: 4%
- 5311: 23%

N = 1312
The Rural Transit Fleet

- 18,478 Vehicles Were Reported
- 71% Were ADA Accessible
- 48% of Vehicles Were 2003 Model Year or Later
- 90% Were 1997 Model Year or Later
- Oldest Vehicle Was 1976
Distribution of Rural Transit Vehicle Ages


Number of Vehicles:
- 2007: 2500
- 2005: 1500
- 2003: 1000
- 2001: 700
- 1999: 500
- 1997: 300
- 1995: 200
- 1993: 100
- 1991: 50
- Pre-1990: 25
Vehicle Types

- Van: 31%
- Cutaway: 25%
- Bus: 28%
- Minivan: 12%
- Auto: 2%
- Other: 2%
Vehicle Funding Sources

- FTA: 77%
- State or Local: 20%
- Other Federal: 1%
- Private: 2%
### States With Most Rural Transit Riders

<table>
<thead>
<tr>
<th>State</th>
<th>Millions of Transit Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington</td>
<td>11.4</td>
</tr>
<tr>
<td>Colorado</td>
<td>11.1</td>
</tr>
<tr>
<td>California</td>
<td>5.5</td>
</tr>
<tr>
<td>Iowa</td>
<td>5.2</td>
</tr>
<tr>
<td>Maryland</td>
<td>4.6</td>
</tr>
<tr>
<td>Texas</td>
<td>4.4</td>
</tr>
<tr>
<td>New York</td>
<td>3.9</td>
</tr>
<tr>
<td>Illinois</td>
<td>3.8</td>
</tr>
<tr>
<td>Minnesota</td>
<td>3.3</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>3.1</td>
</tr>
</tbody>
</table>
Fixed-Route Motorbus Service

• About $6.50 per Trip
  – Compared to $3.20 for Urbanized Area Motorbus Service
  – Compared to $4.20 for All Services in Small Urbanized Areas (Under 200k population)

• $2.32 per Vehicle Revenue Mile
  – Compared to $8.70 for Urbanized Area Motorbus Service
  – Compared to $4.70 for All Services in Small Urbanized Areas

• Average Fare of $0.50 per Trip

• Average 5311 Subsidy of $1.12 per Trip
Demand Response Service

- Average Cost of $13.62 per Trip
  - Compared to $29.70 for Urbanized Area Demand Response Service

- $1.93 per Vehicle Revenue Mile
  - Compared to $3.90 for Urbanized Area Demand Response Service

- Average Fare of $0.98 per Trip

- Average 5311 Subsidy of $3.69 per Trip
A Brief Note on Safety

- 10 Reported Fatalities

- 185 Reported Injuries
  - Requiring Immediate Medical Transportation Away from the Scene

- A Total of 867 Safety Incidents
  - An Event with an Injury, Fatality, or $25,000 or More in Total Property Damage
Conclusions

• Rural Transit Is Geographically Widespread

• Rural Transit Is, as expected, a High-Mileage / Low-Density Service

• The Rural Transit Fleet Is Relatively New

• Funding Is Roughly 25% Each from Federal, State, Local, and System-Generated Sources

• Varies from Around 40% Federal for Small Systems to 54% Local and System-Generated for Large Systems

• Rural Transit Compares Favorably to Urbanized Area Transit on Many Cost-Effectiveness Measures
Questions?

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