Rural Transportation

Diana Spas  
*University of Montana - Research and Training Center on Disability in Rural Communities*

Tom Seekins  
*University of Montana - Research and Training Center on Disability in Rural Communities*

University of Montana Rural Institute  
scholarworks-reports@mso.umt.edu

Follow this and additional works at: https://scholarworks.umt.edu/ruralinst_independent_living_community_participation

Part of the Demography, Population, and Ecology Commons

Let us know how access to this document benefits you.

Recommended Citation

Spas, Diana; Seekins, Tom; and Rural Institute, University of Montana, "Rural Transportation" (1998). *Independent Living and Community Participation*. 24.  
https://scholarworks.umt.edu/ruralinst_independent_living_community_participation/24

This Fact Sheet is brought to you for free and open access by the Rural Institute for Inclusive Communities at ScholarWorks at University of Montana. It has been accepted for inclusion in Independent Living and Community Participation by an authorized administrator of ScholarWorks at University of Montana. For more information, please contact scholarworks@mso.umt.edu.
Rural Transportation

Whether we live in the city, country or small town, we all need transportation to work or school, to shop, to visit friends and family, to go to church or keep an appointment. Ideal transportation is reliable, convenient, safe, affordable, and physically-accessible.

Rural residents make up 27% of the U.S. population. However in 1996, only 5.5% of Federal transportation funds were allocated to serve them (Status Report on Public Transportation in Rural America). Rural sidewalks and streets may be unpaved, taxis are rare and expensive, and there are few full-size buses, commuter trains or subways. Where there is public transportation for people with disabilities, it is usually provided by vans (53%) or small buses (21%) with restricted operating times and routes. Half of these vehicles are past their life expectancies and 60% aren’t wheelchair-accessible. Per capita, rural people own more private vehicles than urbanites, but more than half of poor rural families don’t own one (one out of thirteen rural households). What is the rural person who doesn’t drive or who can’t afford a car to do?
For 41% of rural residents, there’s no public transportation available. Another 25% live in areas where public transportation is extremely inadequate, providing fewer than 25 trips per year for each household without a personal vehicle. Lack of transportation is one of the most frequently cited problems facing people with disabilities living in rural areas.

Although urban residents make up 73% of U.S. population, 94.5% of 1996 Federal transportation funds were allocated to serve them. Urbanites can choose from an array of transportation options: walking or wheeling on paved sidewalks, hiring taxis, using accessible public buses, commuter trains, or subways.

One out of six households in large urban areas doesn’t own a car, but the availability of public transportation makes a personal vehicle unnecessary. Urban public transportation provides 955 trips annually for each household without a personal vehicle.

Who Uses Rural Public Transportation?

Rural residents who do use public transportation include disproportionate numbers of women, elderly persons and people with disabilities.

<table>
<thead>
<tr>
<th>Group</th>
<th>% of Rural Population</th>
<th>% of Public Transportation Users</th>
</tr>
</thead>
<tbody>
<tr>
<td>Women</td>
<td>51%</td>
<td>62%</td>
</tr>
<tr>
<td>Elderly</td>
<td>18%</td>
<td>36%</td>
</tr>
<tr>
<td>People with Disabilities</td>
<td>13%</td>
<td>24%</td>
</tr>
</tbody>
</table>

How Can We Improve Rural Transportation?

Current federal funding between urban and rural areas is inequitable. Resources allocated to rural transportation should be increased to reflect rural needs. Rural services can’t and shouldn’t be identical to those available in urban areas—there are creative rural solutions for rural problems. Rather, the policy goal should be to give rural citizens with disabilities equal access to opportunities.

Changes in 49 U.S.C. 5311 can help accomplish this goal. Also, since a large portion of rural transportation-dependent people are elderly or have a disability, the rural appropriation under 49 U.S.C. 5310 should be reconfigured.

Although funds are allocated according to Census data, allocated funds must be spent equitably so those who need it most will have equal access to transportation. For the two-thirds of rural residents with no or few public transportation services, things can get better. It will take money, cooperation, and the kind of inventiveness that has always characterized rural people.
Promising Rural Transportation Strategies

Coordinated Models with Shared Vehicles:

Agencies should be encouraged and rewarded for sharing vehicles and coordinating services. A New Mexico Independent Living Center and a community church have acquired and shared an accessible van. Areas of Michigan and Tennessee are exploring ways to use school buses as public transportation. LINK, Inc. of Hayes, Kansas, helped create a multi-county project through agency cooperation.

Volunteer Systems:

The RTC: Rural's Supported Volunteer Rural Transportation Voucher Program has successfully reimbursed volunteer drivers for providing transportation to their friends, neighbors and co-workers. The Community Transportation Association of America supports increased use of volunteers in rural transportation.

Voucher Systems:

Low-income riders can use transportation vouchers to reimburse community and human service agency transportation providers. Our Supported Volunteer Rural Transportation Voucher Program is a successful example.

Personal/Private Enterprise:

Tennessee and Georgia are experimenting with interest-free loan programs that allow carless households to buy and maintain a vehicle. Tennessee has also allowed individuals to pool transportation allotments and lease shared vehicles. Entrepreneurs can be encouraged to start their own transportation-on-demand small businesses.

Where are Rural Transportation Users Going?

Rural riders use public transportation to accomplish basic daily tasks and to meet basic needs:

- 20% of rural riders commute to and from jobs or job training
- 17% travel to human service agencies (half of that number go to meal programs)
- 14 percent keep medical appointments
- 13% shop
- 36% do personal/family business, socialize or recreate
For more information, please contact:

Tom Seekins, Director  ruraldoc@ruralinstitute.umt.edu
Research and Training Center on Disability in Rural Communities,
The University of Montana Rural Institute, 52 Corbin Hall, The University of Montana,
Missoula, MT 59812-7056
406-243-5467 V; 406-243-4200 TTY; 406-243-2349 Fax; 888-268-2743 Toll Free
http://rtc.ruralinstitute.umt.edu

References:

Community Transportation Association of America.

Community Transportation Association of America.

Disabilities in Rural America. Missoula: Montana University Affiliated Rural Institute on
Disabilities.

disabilities: Three case studies. Missoula: Montana University Affiliated Rural Institute
on Disabilities.

Resources

Community Transportation Association of America, 1341 G Street, N.W., Suite 600,
Washington, DC 20005
(202) 628-1480 ● (800) 527-8279 ● fax: (202) 737-9197 ● http://www.ctaa.org

Rural Transit Assistance Program, Federal Transit Administration, Department of
Transportation, 400 Seventh St., S.W., Washington, DC 20590
http://www.fta.dot.gov

This publication is funded by a grant from the National Institute on
Disability and Rehabilitation Services, U.S. Department of Education
(H133B70017-01). The opinions expressed reflect those of the authors
and not those of the Department of Education.