

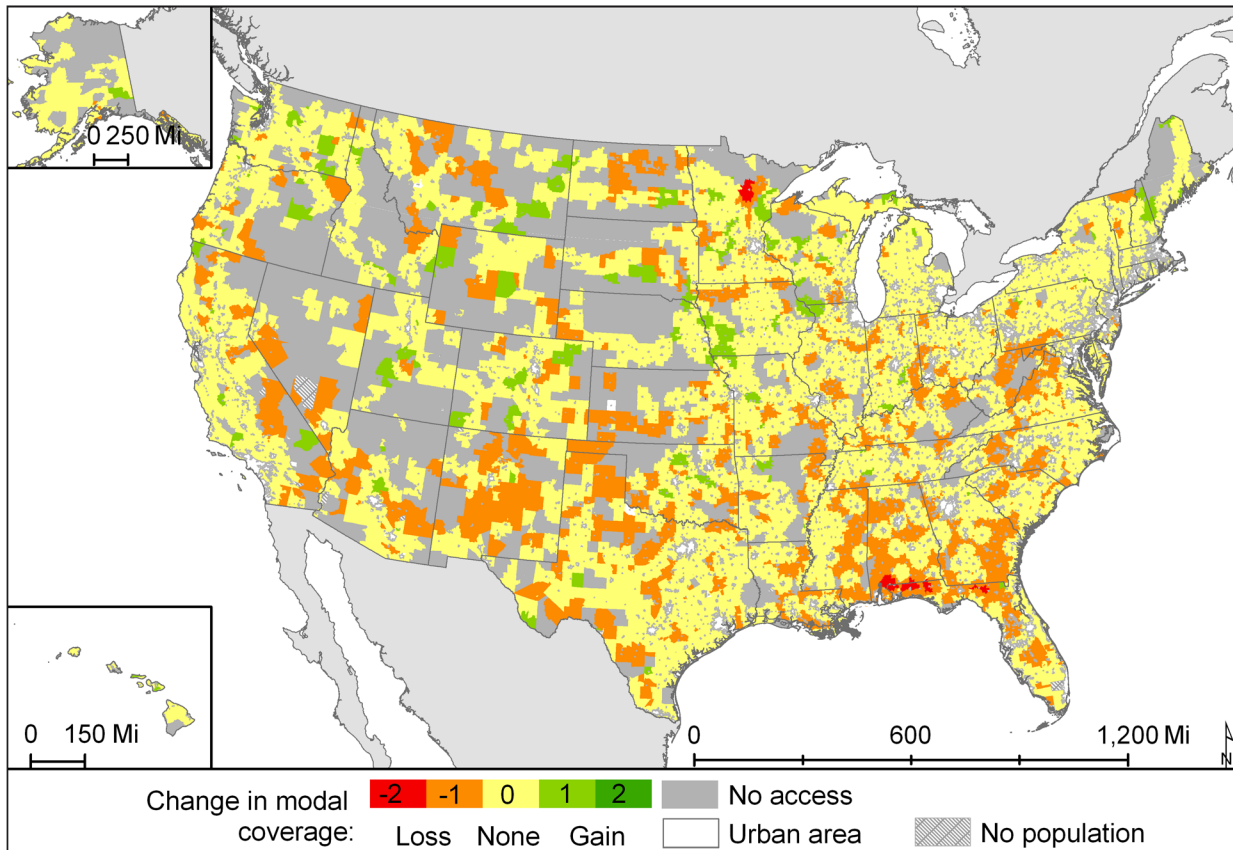
# **THE U.S. RURAL POPULATION AND SCHEDULED INTERCITY TRANSPORTATION IN 2010: A FIVE-YEAR DECLINE IN TRANSPORTATION ACCESS**

**February 2011**





**Figure 1. Change in the Number of Intercity Transportation Modes Serving a Rural Area, 2005–2010**



**NOTE:** Includes intercity air, bus, ferry, and rail terminals. A rural area is a Census block group with its centroid outside of the area defined by the United States Census Bureau as an urbanized area or urban cluster in 2000.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

### By Theresa Firestine

Between 2005 and 2010, 3.5 million rural residents lost access to scheduled intercity transportation, increasing the percent of rural residents without access to intercity transportation from 7 to 11 percent. In 2005, 5.4 million rural residents lacked access to intercity transportation, with that total increasing to 8.9 million rural residents in 2010. Of the 71.7 million rural residents retaining access in 2010, 3.7 million lost access to more than one intercity transportation mode during the 5-year period. (See table 2.)

These numbers update a 2005 analysis by the Bureau of Transportation Statistics (BTS) of the U.S. Department of Transportation’s Research and Innovative Technology Administration. In 2005, BTS measured access to intercity transportation within rural America. At the time, BTS calculated that 93 percent of rural residents in the United States lived within the coverage area of at least one of

the four intercity public transportation modes (air, bus, ferry, and rail). Since then, significant changes have occurred to the networks of several of the modes. These changes include, but are not limited to, network reductions made by Greyhound and the suspension of the New Orleans–Jacksonville route previously provided by Amtrak’s Sunset Limited.<sup>1</sup> Using transportation facilities from the BTS Intermodal Passenger Connectivity Database (IPCD)<sup>2</sup> and internal BTS files, this report shows:

- As of September 2010, 71.7 million (89 percent) of the 80.6 million rural residents in the United States lived within the coverage area of intercity air, bus, ferry, or rail transportation.

<sup>1</sup> A majority of Greyhound’s route restructuring occurred prior to the 2005 BTS analysis, but further network changes were made after the data for the 2005 report was compiled.

<sup>2</sup> The Intermodal Passenger Connectivity Database (IPCD) can be accessed at: [http://www.transtats.bts.gov/DatabasInfo.asp?DB\\_ID=640&Link=0](http://www.transtats.bts.gov/DatabasInfo.asp?DB_ID=640&Link=0)

- An estimated 3.5 million rural residents lost intercity transportation access between 2005 and 2010. An additional 3.7 million, who still had intercity transportation service in 2010, lost access to at least one transportation mode during the 5-year period.
- Intercity bus transportation provided the greatest coverage across rural America in 2010, despite declining from 89 percent in 2005 to 78 percent in 2010. The percent of rural residents covered by air service remained unchanged (72 percent), while the percent covered by intercity rail declined from 42 to 40 percent of the rural population.
- In 2005 and 2010, all rural residents in Connecticut, Delaware, Massachusetts, New Jersey, and Rhode Island had access to at least one intercity public transportation mode (air, bus, ferry, or rail). In contrast, less than 60 percent of rural residents in North Dakota had access to at least one mode in both of those years.
- Between 2005 and 2010, the largest decline in the number of rural residents with access to any intercity transportation occurred in Alabama, where 0.7 million rural residents (29 percent of the State rural population) lost access to intercity transportation.

## Rural Coverage

In this report, rural areas within a specified reasonable distance of intercity air, bus, ferry, or rail transportation (hereafter referred to as the four intercity public transportation modes) are considered to have intercity transportation access to that mode. Rural residents living within a reasonable distance of more than one mode are counted once in the total number of rural persons with access to intercity transportation and once in the total for each mode providing coverage (see figure 2). The reasonable distance used in making these counts is defined as 25 miles from a non- or small-hub airport, bus station, ferry terminal, or rail station providing intercity service and as 75 miles

from a medium- or large-hub airport.<sup>3</sup> These distances are consistent with those used in the June 2005 *Rural Scheduled Intercity Transportation and the U.S. Rural Population* report (hereafter referred to as the June 2005 report) and other work.<sup>4</sup>

The air, ferry, and rail facilities used to compute coverage of each mode in 2010 come from the IPCD (as of September 2010). The intercity bus facilities come from a separate database collected by BTS staff.<sup>5</sup> Combined, 3,726 intercity passenger locations have scheduled service. These locations may not necessarily be located in a rural area or in the rural area being served. In some cases a facility located in a major metropolitan area may provide no rural coverage, while in other cases it may provide coverage to nearby rural residents. A facility located in a rural area may additionally provide coverage to a neighboring rural community. In all, 3,611 of the 3,726 facilities (97 percent) provide intercity transportation access to one or more rural communities. These 3,611 facilities consist of 562 air facilities, 2,423 bus stations, 523 rail stations, and 103 ferry terminals with scheduled intercity passenger transportation.<sup>6</sup> (See the methodology notes at the end of this report for more information on the process used to identify rural areas and those covered by public intercity transportation and on the facilities included in the analysis.)

The number of airports providing rural access declined by one in 2010 due to a loss of scheduled service at four airports and a gain at three.<sup>7</sup> Bus and rail facilities and the access provided by each

<sup>3</sup> A large hub is an airport that annually enplanes at least 1 percent of all domestic enplanements, a medium hub airport enplanes 0.25-0.999 percent, a small hub airport enplanes 0.05-0.249 percent, and a nonhub airport enplanes less than 0.05 percent.

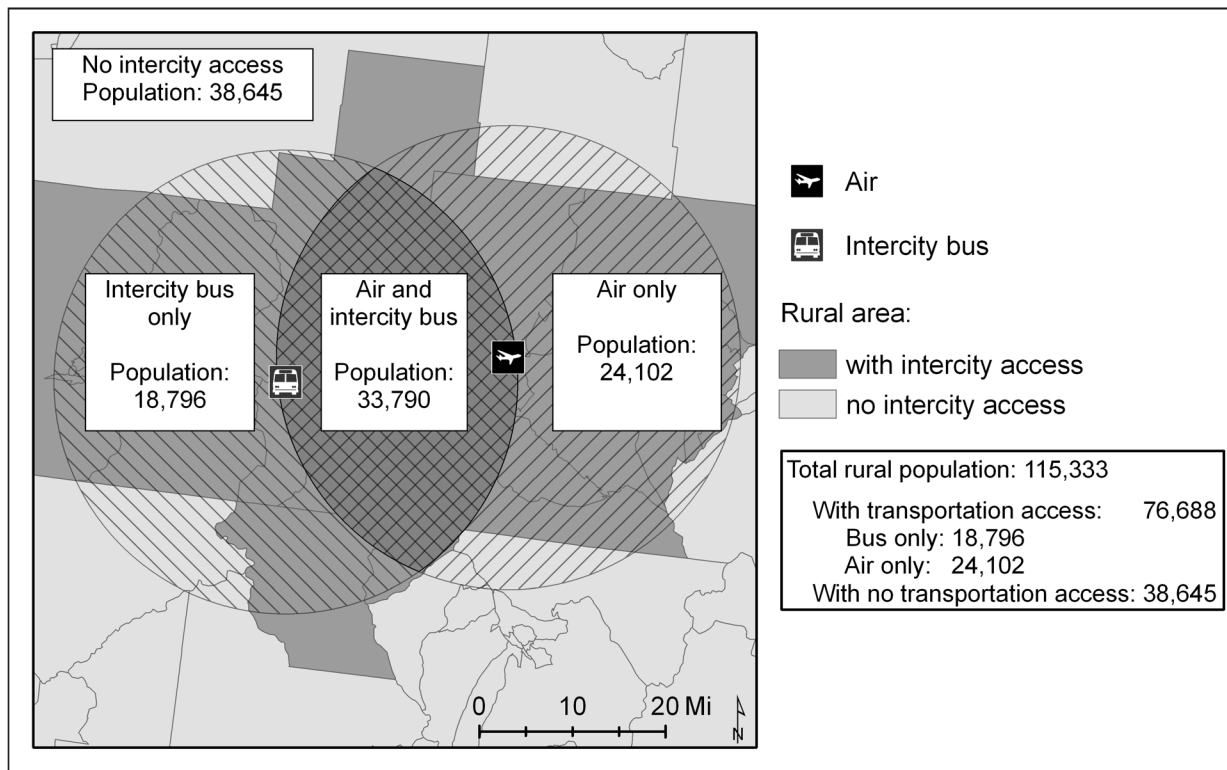
<sup>4</sup> See: B.D. Spear and R.W. Weil, "Access to Intercity Transportation Services from Small Communities: A Geospatial Analysis," *Transportation Research Record* 1666 (Washington, DC: Transportation Research Board, 1999).

<sup>5</sup> Coverage in 2005 recalculated from files used in June 2005 report. These files were the predecessor to the IPCD.

<sup>6</sup> See the methodology notes at end of this report for information on facilities included in the analysis.

<sup>7</sup> The following airports had passenger enplanements in 2004 but not in 2009 and hence considered to have a loss in service: Grand Rapids Itasca, MN (GPZ); Ellington Field, Houston, TX (EFD); Pease International, Portsmouth, NH (PSM); and Forbes Field, Topeka, KS (FOE). The following airports did not have passenger enplanements in 2004 but had enplanements in 2009 and hence considered to have a gain in service: Stockton, CA (SCK); Palwaukee, Wheeling, IL (PWK); and Del Rio, TX (DRT).

**Figure 2. Example of How Intercity Transportation Coverage is Determined for a Rural Area**



**NOTE:** A rural area is a Census block group with its centroid outside of the area defined by the U.S. Census Bureau as an urbanized area or urban cluster in 2000.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

in rural America declined between 2005 and 2010; while the number of ferry terminals increased slightly.<sup>8</sup> (See table 1.)

<sup>8</sup> The number of ferry terminals included in re-estimating coverage in 2005 exceeds the count in the June 2005 report, as it includes all ferry facilities with scheduled intercity passenger transportation reported in the 2006 Census of Ferry Operators and not just those belonging to the Alaska Marine Highway System. The June 2005 report included only ferry terminals belonging to the Alaska Marine Highway System. Scheduled intercity ferry service not included in 2010 coverage but in 2005 coverage includes Steward, AK. Scheduled intercity ferry service included in 2010 coverage but not in 2005 coverage includes Kaunakakai Harbor, HI; Maa'laea Harbor, HI; Falmouth Marine, MA; Steamship Authority Terminal, Hyannis, MA; Steamship Authority Terminal, Nantucket, MA; and Conley's Wharf, RI.

The facilities included in the 2010 analysis provided coverage to 71.7 million (89 percent) of the 80.6 million rural residents in the United States, or 3.5 million fewer rural residents than in 2005. This decline in intercity transportation coverage is due solely to changes in the transportation network as population counts from the 2000 Census were used in calculating coverage in both years. Declines in coverage, however, were not of equal magnitude across the number of modes providing coverage to rural residents. Only the number of rural persons covered by two or by three modes

**Table 1. Scheduled Intercity Service Locations, 2005 v. 2010**

Facilities with scheduled intercity service	Airports		Intercity bus stations		Rail Stations		Intercity ferry terminals		Total facilities	
	2005	2010	2005	2010	2005	2010	2005	2010	2005	2010
Total	662	661	3,179	2,430	540	529	101	106	4,482	3,726
Providing rural coverage	563	562	3,169	2,423	535	523	98	103	4,365	3,611

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include: (1) intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System) and (2) only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

**Table 2. Scheduled Intercity Transportation Coverage for Rural Residents, 2005 v. 2010**

	Rural residents (millions)		Percent change
	2005	2010	
Total rural population		80.6	N/A
Covered by at least 1 mode	75.2	71.7	-4.9
Covered by 1 mode only	15.5	15.7	1.6
Covered by 2 modes	30.3	29.1	-4.3
Covered by 3 modes	27.9	25.3	-10.3
Covered by 4 modes	1.5	1.6	4.4
Not covered by any mode	5.4	8.9	39.5

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include: (1) intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System) and (2) only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data. Rural population counts derived from 2000 Census for both 2005 and 2010.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

fell between 2005 and 2010, with the most significant decline occurring in access to three modes. In 2010, 2.6 million fewer rural residents had access to three intercity modes of transportation than in 2005 (see table 2). This decline in multimodal coverage affects the mobility of rural residents. Mobility, as discussed later in this report, tends to vary geographically.

## Rural Coverage by Mode

Intercity bus transportation provided coverage to the largest number of rural residents in 2010, although to fewer rural residents than in 2005. In 2005, 71.5 million (89 percent) of the rural population lived within the coverage area of intercity bus transportation, compared to 63.1 million (78 percent) in 2010, when 8.4 million fewer rural residents had access to intercity bus transportation. This decline reflects primarily the network reductions made by Greyhound Lines after 2005. These reductions and the network changes in other modes contributed to 3.1 million fewer rural residents having access to only intercity bus transportation in 2010. In 2010 there were 9.3 million residents who had access to only intercity bus transportation, compared to 12.5 million in 2005.

Scheduled air service covered the second largest number of rural residents in 2005 and 2010, with equal coverage in both years (58.3 million, or 72 percent). However, as a sole mode of coverage, the

number more than doubled between 2005 and 2010. In 2010, air transportation was the only intercity mode available to 5.5 million rural residents compared to 2.6 million 5 years earlier.

Intercity rail transportation provided the third largest coverage to rural residents in 2005 and 2010, although coverage fell between 2005 and 2010. During those five years, 1.4 million rural residents lost access to intercity rail transportation as coverage declined from 33.6 million (42 percent) to 32.2 million (40 percent). This reduction in intercity rail coverage reflects primarily the suspension of the New Orleans–Jacksonville line, which previously was part of Amtrak’s Sunset Limited route. Bus, rail, and other network changes caused the number of rural residents with access to only intercity rail to increase nearly three-fold, from 322,251 in 2005 to 943,633 in 2010.

Intercity ferry service provided the least coverage in 2005 and 2010, as it can operate in fewer areas than other modes. In 2010 it served about 2.6 million rural residents, a slight increase from 2005. There were 61,322 rural residents who had access only to intercity ferry transportation (see table 3).

## Rural Coverage by State

In 26 States, 90 percent or more of the rural residents lived within the coverage area of at least one of the intercity transportation modes in 2010

**Table 3. Scheduled Rural Intercity Transportation Coverage by Mode, 2005 v. 2010**

	Air		Rail		Bus		Ferry	
	2005	2010	2005	2010	2005	2010	2005	2010
Total rural population coverage (millions)	58.3	58.3	33.6	32.2	71.5	63.1	2.5	2.6
Percent of rural population covered	72.3%	72.3%	41.7%	39.9%	88.7%	78.3%	3.1%	3.2%
Sole mode for rural population (millions)	2.6	5.5	0.3	0.9	12.5	9.3	0.0	0.1

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include: (1) intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System) and (2) only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

(see table 7). In seven States (Connecticut, Delaware, Massachusetts, New Jersey, Rhode Island, New Hampshire, and New York), 99 percent or more live within one or more of the four intercity transportation coverage areas (see table 4). Five of these seven States (Connecticut, Massachusetts, New Jersey, Rhode Island, and New York) are among the States with the smallest proportion of rural residents (less than 20 percent of the total population live in a rural area). In only one of these States (New Hampshire), at least 50 percent of the total population lives in a rural area.

In the seven States with the most comprehensive rural intercity transportation coverage, a large percent of rural residents are covered by multiple transportation modes. Except in Delaware and

New Jersey, at least 50 percent of rural residents live in the coverage area of at least three transportation modes. In Rhode Island, Connecticut, and Massachusetts, three or more modes serve 80 percent or more of the rural population (see table 5). In general, the States with multiple modes covering a large proportion of the rural population can be found in the Northeast, except for California, which has extensive Amtrak (intercity rail) and Amtrak Thruway (intercity bus) networks, and Washington. Modal coverage in rural areas by the number of modes in 2010 can be seen in figure 3.

Several of the States with rural populations in excess of 1 million have rural intercity transportation coverage less than the national average (less than 78 percent). These States include: Alabama,

**Table 4. States Where 99 Percent or More of the Rural Population Lived Within the Intercity Transportation Coverage Area in 2010**

Rank		State	Total rural residents	Rural residents with intercity transportation access			
2005	2010			2005		2010	
				Number	Percent	Number	Percent
1	1	Connecticut	581,332	581,332	100.0	581,332	100.0
1	1	Delaware	263,591	263,591	100.0	263,591	100.0
1	1	Massachusetts	874,037	874,037	100.0	874,037	100.0
1	1	New Jersey	786,237	786,237	100.0	786,237	100.0
1	1	Rhode Island	137,818	137,818	100.0	137,818	100.0
20	6	New Hampshire	618,882	592,502	95.7	613,626	99.2
13	7	New York	3,401,227	3,374,460	99.2	3,367,946	99.0

**NOTE:** In 2010 and 2004, five States had 100 percent coverage. These States are all assigned rank 1. The State with next highest level of coverage is assigned rank 6. 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include: (1) intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System) and (2) only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data. Rank indicates the numerical order of the percent of rural residents covered.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

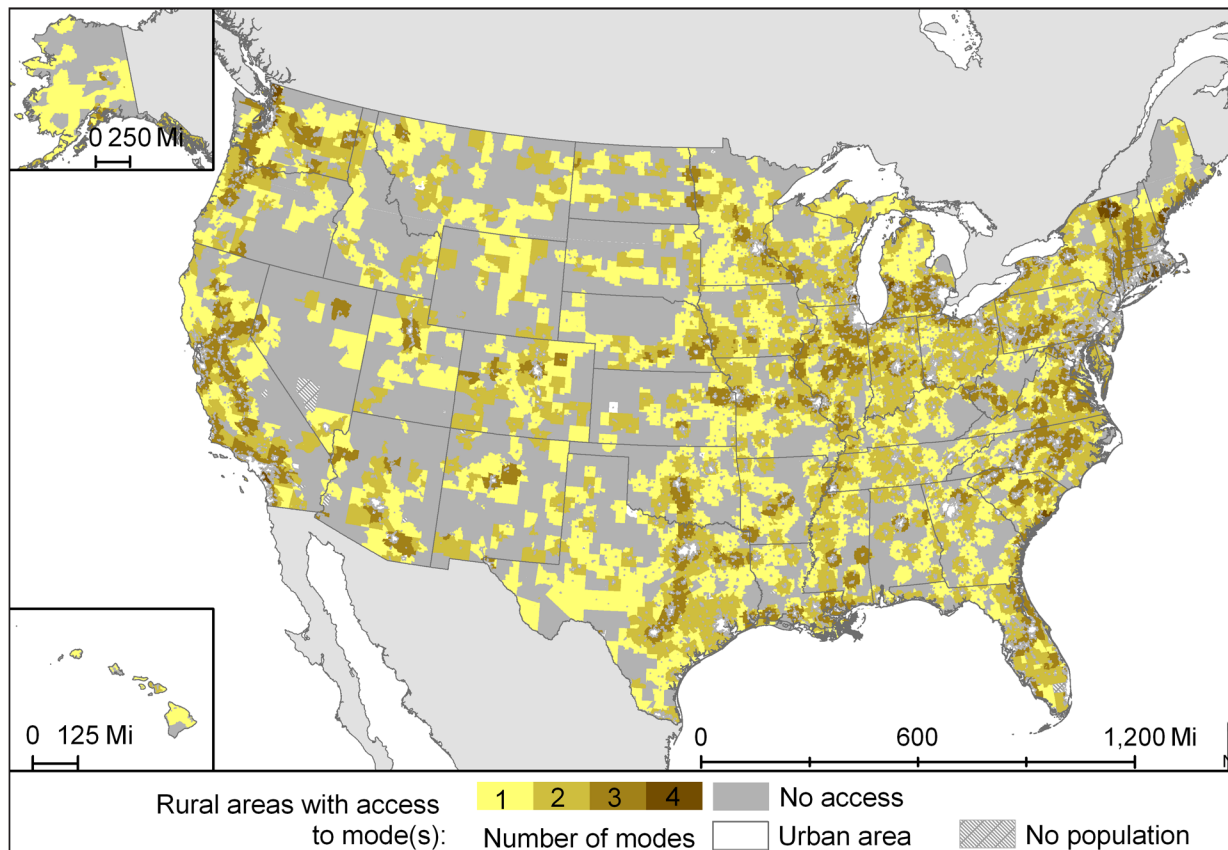
**Table 5. States With Three Mode Intercity Transportation Coverage For 50 Percent or More of the Rural Population in 2010**

Rank		State	Total rural residents	Rural residents with access to three or more intercity transportation modes			
2005	2010			2005		2010	
				Number	Percent	Number	Percent
1	1	Rhode Island	137,818	137,818	100.0	137,818	100.0
2	2	Massachusetts	874,037	833,280	95.3	833,280	95.3
3	3	Connecticut	581,332	512,928	88.2	512,928	88.2
5	4	Washington	1,397,435	953,576	68.2	951,942	68.1
6	5	California	3,583,428	2,384,780	66.6	2,397,513	66.9
8	6	Maryland	1,005,287	581,390	57.8	557,330	55.4
9	7	New Hampshire	618,882	327,123	52.9	327,123	52.9
11	8	New York	3,401,227	1,746,415	51.3	1,773,491	52.1
7	9	Vermont	448,107	263,025	58.7	224,706	50.1
12	10	Michigan	3,086,957	1,546,963	50.1	1,544,214	50.0

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include: (1) intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System) and (2) only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data. Rank indicates the numerical order of the percent of rural residents covered by three or more modes.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

**Figure 3. Number of Intercity Transportation Modes Serving a Rural Area in 2010**



**NOTE:** Includes all intercity air, bus, ferry, and rail terminals in 2010. A rural area is a Census block group with its centroid outside of the area defined by the United States Census Bureau as an urbanized area or urban cluster in 2000.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.



**Table 6. States Where 75 Percent or Less of the Rural Population Lived Within the Intercity Transportation Coverage Area in 2010**

Rank			Rural residents with intercity transportation access				
2005	2010	State	Total rural residents	2005		2010	
				Number	Percent	Number	Percent
50	50	North Dakota	346,894	206,119	59.4	181,905	52.4
49	49	South Dakota	481,959	303,619	63.0	308,800	64.1
26	48	Alabama	2,419,573	2,266,316	93.7	1,574,837	65.1
46	47	Wyoming	259,459	200,953	77.5	179,180	69.1
44	46	Kentucky	2,201,173	1,735,699	78.9	1,552,960	70.6
48	45	Nebraska	686,077	483,858	70.5	488,938	71.3
43	44	Kansas	1,066,777	844,940	79.2	769,164	72.1
42	43	West Virginia	1,182,341	949,570	80.3	880,350	74.5
47	42	Montana	506,692	385,851	76.2	378,507	74.7
45	41	Arkansas	1,646,305	1,286,207	78.1	1,240,648	75.4

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include: (1) intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System) and (2) only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data. Rank indicates the numerical order of the percent of rural residents covered.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

Kansas, Kentucky, and West Virginia. While not containing as many rural residents, North Dakota (which has intercity air, bus, and rail service) had the poorest coverage in 2010 at 52 percent (see table 6).

States with the most transportation coverage experienced little to no change between 2005 and 2010. All five States with 100 percent coverage retained 100 percent coverage in 2010.

In contrast, the States with the least comprehensive coverage in 2010 (75 percent or less) experienced a range of coverage changes between 2005 and 2010. Additionally, a few of the States with coverage between 75 and 100 percent in 2005 fell into the mix of States with the least comprehensive coverage in 2010. In particular, intercity transportation coverage in rural areas fell from 94 percent in Alabama in 2005 to 65 percent in 2010 due to the loss of 2 rail stations and 56 bus facilities (see table 6).

Changes also occurred in multimodal coverage. As noted before, these changes impact the mobility of persons living in a rural area because rural areas

covered by more than one mode offer a greater number of intercity transportation choices and travel destinations. Multimodal coverage declined most significantly in Alabama, Florida, and Minnesota where multiple rural communities, collectively accounting for more than 140,000 rural residents, lost two intercity modes of transportation. Figure 1 shows the changes in the number of modes serving rural areas. Table 7, at the end of this report, shows the change, by State, in residents served by three or more modes.

## Rural Coverage by Mode and State

### Air Service

Airline service, as of September 2010, covers 72 percent of those who live in rural America. In 24 States, the percent of rural residents covered by air service exceeds 72 percent. Alaska is one of the States with air coverage in excess of the national average, with 88.3 percent of rural residents living within the air transportation coverage area, and is the State with the largest number of airports providing rural service (many of which are serviced

through the Essential Air Service Program<sup>9</sup>). In four States (Connecticut, Massachusetts, New Jersey, and Rhode Island), 100 percent of rural residents live within the air transportation coverage area.

Among States with less than 72 percent coverage, four States (North Dakota, Alabama, South Dakota, and Iowa) provide air coverage to less than 50 percent of rural residents. In these four States, most rural residents have access to other intercity transportation modes with 5 percent or less living in an area covered only by air transportation. Figure 4 shows rural areas with air coverage in 2010.

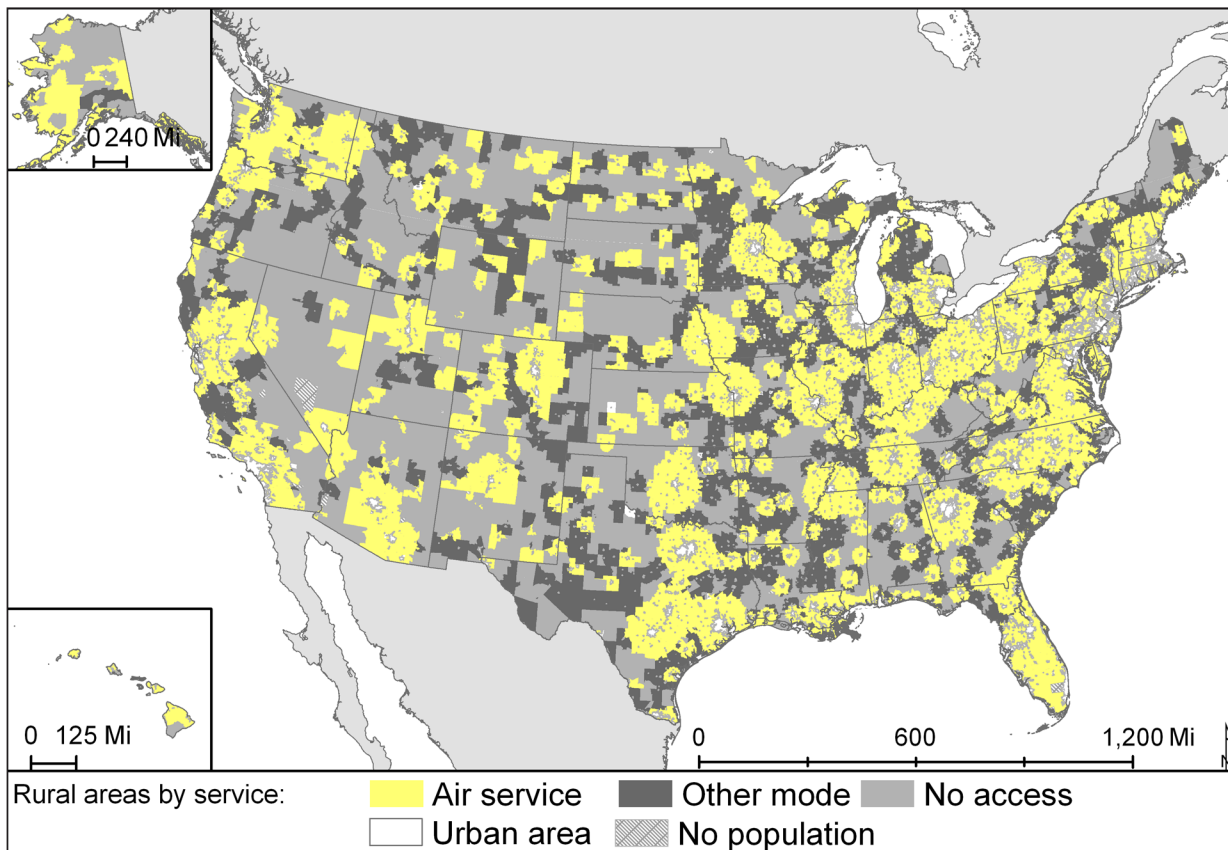
Air service provides the sole mode of intercity transportation coverage to 5.5 million rural residents, or 7 percent of the rural population. In 21 States, air service provides the only intercity trans-

portation coverage to more than 7 percent of the rural population. Other than Hawaii, where air and ferry services are the only modes of intercity transportation, Nevada, at 22 percent, is the State with the highest percent of rural residents that have access to only air service and to no other modes. However, the rural area with only air coverage in Nevada is geographically smaller than Alaska. Alaska has the largest air-only coverage area but a smaller percent of rural residents with access to air only service because of low population density in these rural areas of the State. The largest number of rural residents with access to only air transportation is in North Carolina, although the State has a smaller percent of rural residents with access to only air transportation (see table 8 at the end of this report).

The number of rural residents living in an area with access to only air transportation increased

<sup>9</sup> For more information on the Essential Air Service Program, see: [http://ost-pxweb.dot.gov/aviation/x-50%20role\\_files/essentialairservice.htm](http://ost-pxweb.dot.gov/aviation/x-50%20role_files/essentialairservice.htm)

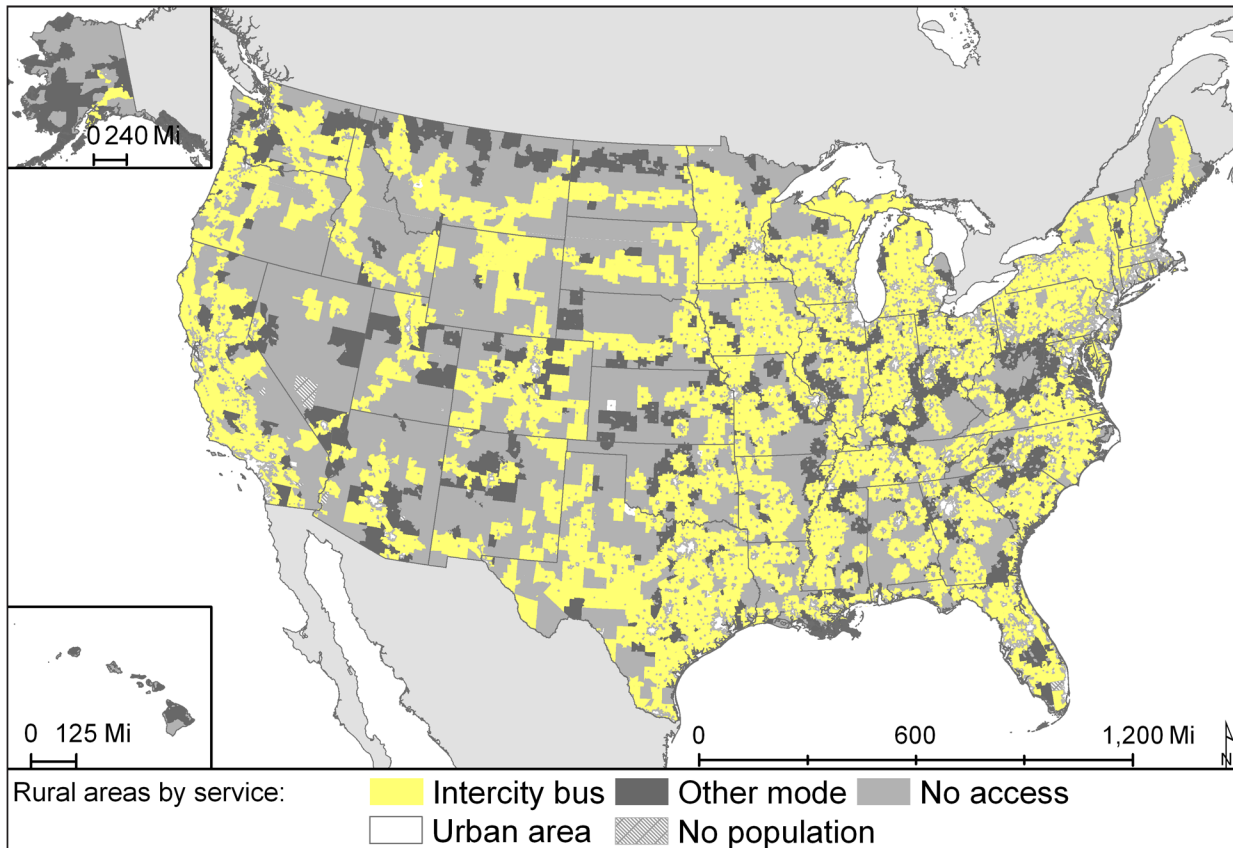
**Figure 4. Rural Areas with Access to Air Transportation in 2010**



**NOTE:** A rural area is a Census block group with its centroid outside of the area defined by the United States Census Bureau as an urbanized area or urban cluster in 2000.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

**Figure 5. Rural Areas with Access to Intercity Bus Transportation in 2010**



**NOTE:** A rural area is a Census block group with its centroid outside of the area defined by the United States Census Bureau as an urbanized area or urban cluster in 2000.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

in most States between 2005 and 2010, with the most significant increase occurring in Nevada. The entire increase in air-only access was due to reductions in rural intercity bus service.

### Bus Service

Intercity bus service provides the greatest coverage across rural America. In 2010, 2,423 out of the 2,430 bus stations included in the analysis provided intercity transportation coverage to 63.1 million rural residents (78 percent of the total rural population). In most States, intercity bus serves a greater share of the rural population than other modes. The only exceptions are in several Northeast States, where air or rail service covers a higher percentage of the population; in Alaska, where air service penetrates more rural areas; and in Hawaii, where there is no intercity bus service.

Intercity bus provides service to 100 percent of the rural population in 2 States (Connecticut and Rhode Island), over 90 percent in 9 additional States, and over 78 percent in another 16 States. In only three States (Hawaii, North Dakota, and West Virginia), intercity bus covers less than 50 percent of the rural population. Figure 5 shows bus coverage across the United States in 2010.

Intercity bus coverage changed significantly between 2005 and 2010 due to the discontinuation of some intercity bus routes, particularly in Southern, Central, and a few Atlantic States.<sup>10</sup> The largest absolute loss in coverage occurred in North Carolina followed by Georgia, Alabama, and Mississippi. In each State, 500,000 or more rural

<sup>10</sup> Service discontinuances, resulting from Greyhound system restructuring, in the West and the Midwest are not captured as they occurred prior to the 2005 analysis.

residents lost intercity bus access. In each of these States, the percent of the rural population served by intercity bus declined by at least 20 percentage points, with the largest decline occurring in Alabama. In five additional States (Kentucky, New Mexico, Vermont, Virginia, and West Virginia), the proportion of the rural population served by intercity bus declined by 20 percentage points or more (see table 9 at the end of this report).

## Ferry Service

As intercity ferry service can operate in only a limited number of places, it provides the least coverage to rural residents. In 2010, intercity ferry service covered 3 percent of the rural population in the United States and 10 percent of the population in the 19 States in which it serves.<sup>11</sup> Despite covering a small percent of the rural population nationwide, intercity ferry provides service to 25 percent or more of the rural population in 5 of the 19 States that it serves. However, except in Delaware, intercity ferry provides the only mode

of intercity transportation to less than 2 percent of the rural population. In Delaware, 7 percent of the rural population is served only by intercity ferry. Figure 6 shows the percent of rural residents with access to intercity ferry transportation in the 19 States it serves.

Intercity ferry coverage declined slightly between 2005 and 2010 in the area serviced by the Alaska Marine Highway System because of a loss of scheduled service at the Seward, Alaska terminal. Outside the area covered by the Alaska system, a slight increase in coverage occurred with the addition of scheduled service in Hawaii, Massachusetts, and Rhode Island<sup>12</sup> (see table 10 at the end of this report).

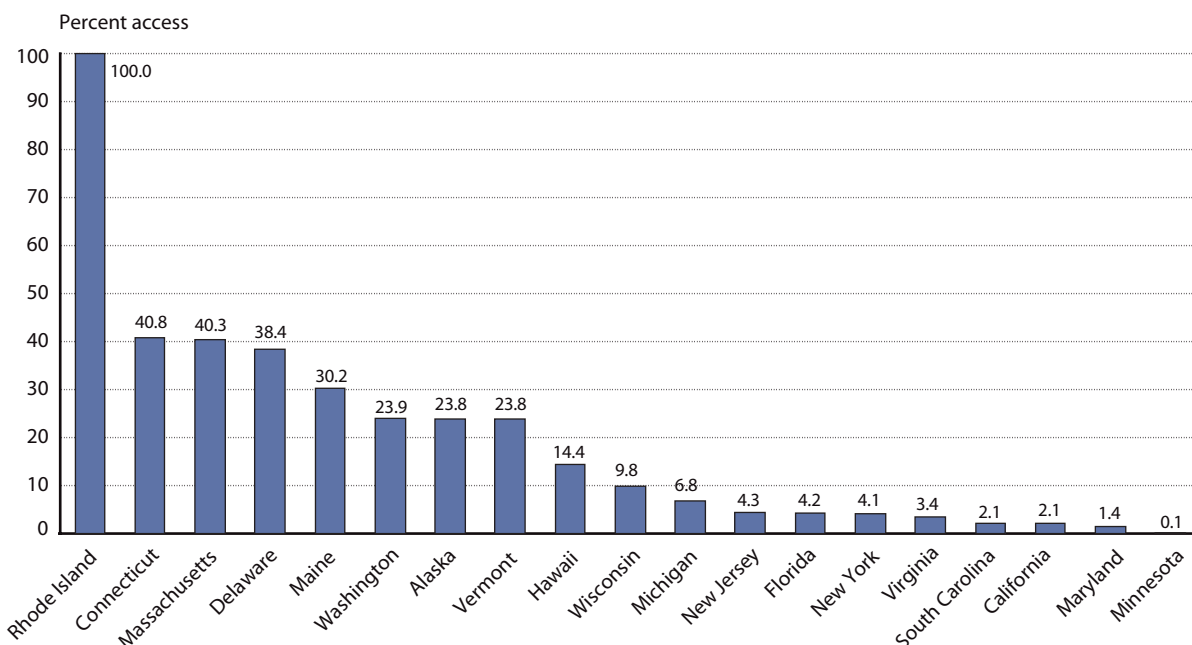
## Rail Service

Amtrak and the Alaska Railroad are the two providers of intercity (noncommuter) rail service in the United States included in the analysis. All 507 of the included Amtrak facilities and 16 of the 22 Alaska Railroad facilities provide coverage to

<sup>11</sup> There are intercity ferry terminals in 18 States. These 18 terminals serve the States in which they are located and Maryland. Maryland has no intercity ferry terminal, but Maryland lies within the 25-mile service coverage of an intercity ferry terminal in Virginia.

<sup>12</sup> The addition of intercity ferry service in Rhode Island provided additional intercity ferry access to not only rural residents in Rhode Island but also Connecticut and Massachusetts.

**Figure 6. Percent of Rural Residents with Intercity Ferry Access in 2010, by State**



**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

one or more rural areas. Together they provide intercity rail coverage to 40 percent of the rural population in the 47 States served by intercity rail (Hawaii, South Dakota, and Wyoming have no intercity rail transportation).

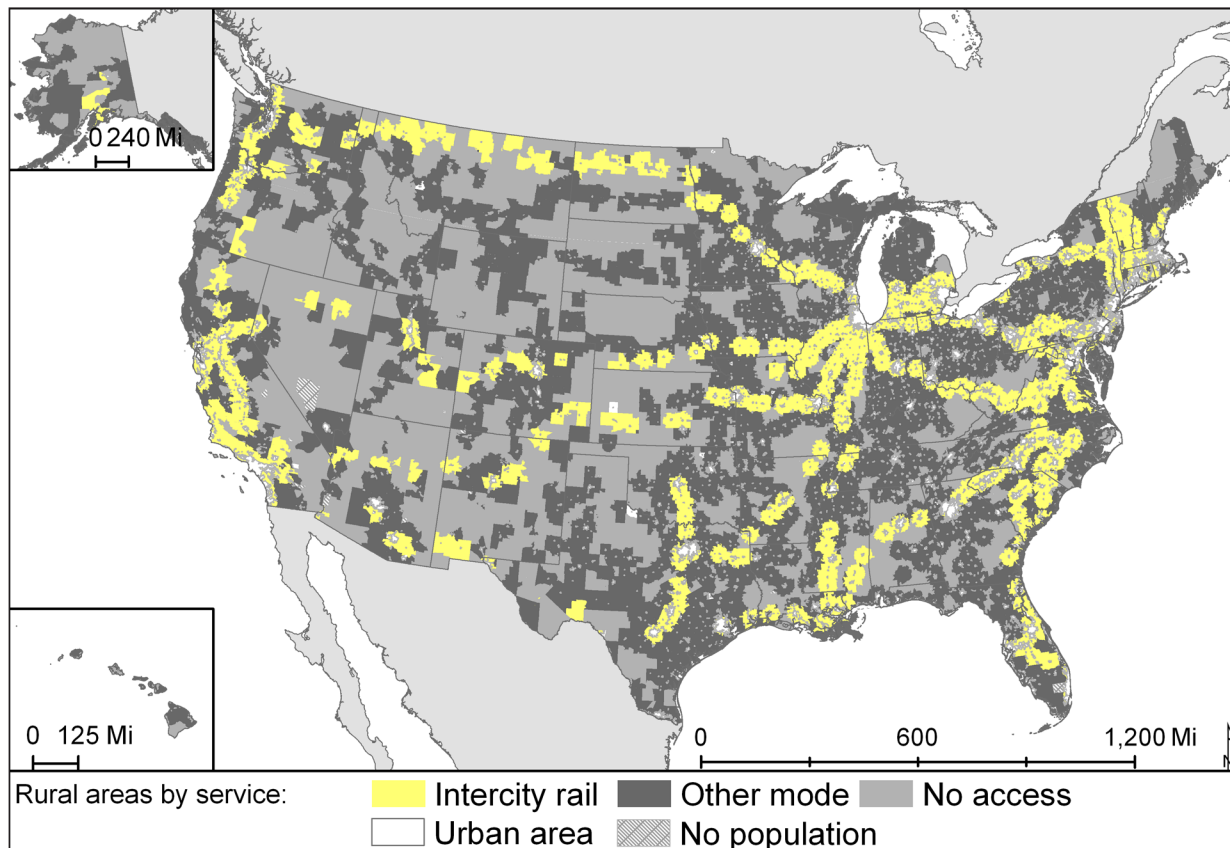
In 22 of the 47 States with intercity rail transportation, rail coverage exceeds 40 percent. In one State, Rhode Island, all rural residents live within the 25-mile radius around the intercity rail stations.

Among the 25 States with intercity rail transportation but with less than 40 percent coverage, there are 3 States (Tennessee, Idaho, and Kentucky) where 10 percent or less of rural residents live within the intercity rail coverage area. In all States with intercity rail transportation access, only a small number and percent of rural residents have access to only intercity rail. The number of rural

residents with only intercity rail access exceeds 70,000 in four States (Illinois, South Carolina, Missouri, and Georgia), all of which are Midwestern or Southern States, and the percent of rural residents with only intercity rail access exceeds 5 percent in only three States (Montana, Kansas, and Vermont). Figure 7 shows rural areas with intercity rail coverage in 2010.

In most States, the number and percent of rural residents covered only by intercity rail changed marginally as no change in scheduled intercity rail occurred. However, coverage declined significantly in Florida and Mississippi due to the loss of scheduled rail transportation at multiple facilities. In Florida, intercity bus service continued to serve many of the stations served previously by intercity rail and intercity bus. In both States, however, the number and percent of rural residents served by only intercity rail did not change appreciably (see table 11 at the end of this report).

**Figure 7. Rural Areas with Intercity Rail Transportation Coverage in 2010**



**NOTE:** A rural area is a Census block group with its centroid outside of the area defined by the United States Census Bureau as an urbanized area or urban cluster in 2000.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

# Implications of Changes in Rural Transportation Coverage

Significant changes in intercity transportation access in rural America occurred between 2005 and 2010. These changes present challenges to the mobility of rural residents and their access to intercity transportation. More significant challenges may be present when considering the service levels and connections that travelers can make to other modes at each of the transportation facilities analyzed in this report. For example, in rural areas served by only one intercity mode, such as

intercity bus, more transportation options are available if that one mode provides transport to terminals served by other modes, such as airports and intercity rail stations, in nearby communities. This type of connectivity between modes, facilitates wider mobility for rural travelers who do not have direct access to the other modes in their own community. The number and types of intermodal connections at individual transportation facilities are included in the BTS Intermodal Passenger Connectivity Database<sup>13</sup> and can be used in future analysis on rural intercity transportation.

<sup>13</sup> The Intermodal Passenger Connectivity Database (IPCD) can be accessed at: [http://www.transtats.bts.gov/DatabasInfo.asp?DB\\_ID=640&Link=0](http://www.transtats.bts.gov/DatabasInfo.asp?DB_ID=640&Link=0)

## About This Report

This report was prepared by Theresa Firestine, an economist in the Bureau of Transportation Statistics (BTS). BTS is a component of the United States Department of Transportation's Research and Innovative Technology Administration.

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## Data

- Intermodal Passenger Connectivity Database at [http://www.transtats.bts.gov/DatabasInfo.asp?DB\\_ID=640&Link=0](http://www.transtats.bts.gov/DatabasInfo.asp?DB_ID=640&Link=0)

## Publications

- B.D. Spear and R.W. Weil, "Access to Intercity Transportation Services from Small Communities: A Geospatial Analysis," Transportation Research Record 1666 (Washington, DC: Transportation Research Board, 1999).
- Scheduled Intercity Transportation: Rural Service Areas in the United States (Washington, DC: United States Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, June 2005). [http://www.bts.gov/publications/scheduled\\_intercity\\_transportation\\_and\\_the\\_us\\_rural\\_population/table\\_of\\_contents/](http://www.bts.gov/publications/scheduled_intercity_transportation_and_the_us_rural_population/table_of_contents/)

## Methodology Notes

This study employs a four-step GIS analysis:

1. collection of intercity air, bus, ferry, and rail terminals;
2. identification of areas comprising “rural America”;
3. identification of intercity facilities serving each area comprising rural America; and
4. determining the total population served from areas with service to one or more intercity facilities.

### Collection of Intercity Transportation Facilities

The 2010 list of intercity transportation facilities was developed from the list of intercity air, ferry, and rail facilities, as of September 19, 2010, from the Bureau of Transportation Statistics Intermodal Passenger Connectivity Database (IPCD). Twelve airports with no scheduled passenger flights in 2009 were removed from the list, and two airports with scheduled passenger flights were added (Larsen Bay, AK, and Grant County Moses Lake, AK). Intercity bus facilities, as of July 1, 2010, were added from a separate collection effort. This effort drew bus facility information from Greyhound Lines, other national providers, and regional providers, such as those operated by State governments with funds from the Federal Transit Administration Section 5311(f) formula grants program (listed in the Russell’s Official National Motor Coach Guide) as well as from discount bus providers such as Megabus and several ethnic bus providers. This list of intercity bus facilities will be used as the basis for adding intercity bus to the IPCD in 2011.

The 2005 list of intercity transportation facilities was developed from the list of intercity air, bus, ferry, and rail facilities used in the June 2005 *Rural Scheduled Intercity Transportation and the U.S. Rural*

*Population* report.<sup>14</sup> To this list, 35 airports with scheduled passenger service in 2005 were added and 11 airports with no scheduled passenger service in 2005 were removed (the removed airports provided only charter and/or commuter service). Also, 62 intercity ferry terminals included in the 2010 list and determined to provide intercity ferry service (per the 2006 National Census of Ferry Operators) were added. To maintain consistency in estimation, latitude and longitude for air, ferry, and rail facilities in the 2005 list were replaced with those in the 2010 list if the facility existed in both years. Due to a lack of information, it could not be determined for most bus facilities whether a particular bus facility existed in both years. Where the determination could be made, the coordinates from the 2010 list were used.

### Identification of Rural America

As in the 2005 report, a rural area is a Census block group with its centroid outside of the area defined by the U.S. Census Bureau as an urbanized area or urban cluster in 2000. A Census block group is a cluster of Census blocks<sup>15</sup> having the same first digit of their four-digit identifying numbers within a Census tract.<sup>16</sup> Urbanized areas are towns, cities, or other places, or more than one contiguous place, with a population of 50,000 or more. Urbanized areas generally, but not always, are located around large cities. Urban clusters are places of 2,500 to 50,000 lying outside of urbanized areas. These adjacent communities are considered to be urban in character even though they often may be located far from a major metropolitan area and thus may be considered by some people as rural. As there is no clear indicator as to which urban clusters may be considered rural, all urban clusters are treated as urban in the analysis.

The number of areas identified as rural differs slightly from the previous report as an improved

<sup>14</sup> <http://www.bts.gov/publications/>

<sup>15</sup> A Census block is the smallest geographic unit for which the Census Bureau tabulates 100-percent data.

<sup>16</sup> A Census tract is a relatively permanent statistical subdivision of a county that, at the time of establishment, captures a relatively homogeneous population with respect to demographic characteristics, economic status, and living conditions. A Census tract averages about 4,000 inhabitants.

selection process, employing azimuthal distance measurements, was implemented.

## **Identification of Rural Areas With Intercity Transportation Access**

A Census block group identified as rural has access to intercity transportation if its centroid lies within a 25-mile radius around a small- or non-hub airport, bus station, ferry terminal, or rail station or within a 75-mile radius around a medium- or large-hub airport.<sup>17</sup> These parameters were selected in the previous report and maintained in this report to be consistent with work performed by the Bureau of Transportation Statistics and by the Office of the Secretary. They also are consistent with criteria used to determine eligibility for subsidized air service under the Essential

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<sup>17</sup> A large-hub is an airport that annually enplanes at least 1 percent of all domestic enplanements, a medium hub airport enplanes 0.25-0.999 percent, a small hub airport enplanes 0.05-0.249 percent, and a non-hub airport enplanes less than 0.05percent.

Air Service (EAS) program. For air facilities in the 2005 list, the threshold distance was based on enplanements in 2004, and for air facilities in the 2010 list, on enplanements in 2009. As a result, the coverage area expanded at 5 airports (Manchester, NH; Oklahoma City, OK; Norfolk, VA; Richmond, VA; and Spokane, WA) that changed their classification from small to medium hub. For all facilities in both the 2005 and 2010 list, no adjustment was made to coverage areas to account for natural boundaries such as lakes, mountains, bays, etc., with the exception of Hawaii, where the coverage area for each airport was confined to the island on which the airport is located.

## **Determination of Population Served**

The rural population served by intercity transportation was calculated from Census 2000 SF 1 population data corresponding to the Census block groups identified as rural and with transportation access.



**Table 7. Number of Modes Providing Coverage and Number of Rural Residents Covered in 2005 and 2010**

State name	Total population	Total rural residents	All modes							
			2005				2010			
			Rural residents in service area of at least one mode				Rural residents in service area of three or more modes			
			Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	4,447,100	2,419,573	2,266,316	93.7	1,574,837	65.1	359,877	14.9	215,519	8.9
Alaska	626,932	295,959	269,197	91.0	269,967	91.2	135,853	45.9	123,123	41.6
Arizona	5,130,632	1,015,375	859,294	84.6	807,618	79.5	290,571	28.6	289,580	28.5
Arkansas	2,673,400	1,646,305	1,286,207	78.1	1,240,648	75.4	329,119	20.0	289,458	17.6
California	33,871,648	3,583,428	3,475,789	97.0	3,391,401	94.6	2,384,780	66.6	2,397,513	66.9
Colorado	4,301,261	989,801	903,172	91.2	908,858	91.8	207,926	21.0	219,223	22.1
Connecticut	3,405,565	581,332	581,332	100.0	581,332	100.0	512,928	88.2	512,928	88.2
Delaware	783,600	263,591	263,591	100.0	263,591	100.0	116,100	44.0	107,793	40.9
Florida	15,982,378	2,889,903	2,882,657	99.7	2,766,135	95.7	2,010,015	69.6	1,247,991	43.2
Georgia	8,186,453	3,139,359	3,056,869	97.4	2,648,726	84.4	528,762	16.8	502,710	16.0
Hawaii	1,211,537	241,720	230,896	95.5	233,612	96.6	0	0.0	0	0.0
Idaho	1,293,953	624,767	545,031	87.2	548,150	87.7	37,727	6.0	18,760	3.0
Illinois	12,419,293	2,366,576	2,221,448	93.9	2,245,471	94.9	1,185,354	50.1	1,084,180	45.8
Indiana	6,080,485	2,364,892	2,359,084	99.8	2,316,226	97.9	836,830	35.4	680,888	28.8
Iowa	2,926,324	1,545,710	1,338,262	86.6	1,228,515	79.5	80,569	5.2	83,588	5.4
Kansas	2,688,418	1,066,777	844,940	79.2	769,164	72.1	281,830	26.4	234,891	22.0
Kentucky	4,041,769	2,201,173	1,735,699	78.9	1,552,960	70.6	139,419	6.3	124,576	5.7
Louisiana	4,468,976	1,732,490	1,619,969	93.5	1,461,596	84.4	666,897	38.5	568,882	32.8
Maine	1,274,923	866,035	762,922	88.1	790,456	91.3	271,904	31.4	309,000	35.7
Maryland	5,296,486	1,005,287	1,001,153	99.6	989,805	98.5	581,390	57.8	557,330	55.4
Massachusetts	6,349,097	874,037	874,037	100.0	874,037	100.0	833,280	95.3	833,280	95.3
Michigan	9,938,444	3,086,957	2,996,539	97.1	2,988,673	96.8	1,546,963	50.1	1,544,214	50.0
Minnesota	4,919,479	1,826,652	1,645,303	90.1	1,630,811	89.3	409,918	22.4	395,110	21.6
Mississippi	2,844,658	1,766,029	1,674,116	94.8	1,401,906	79.4	523,740	29.7	392,347	22.2
Missouri	5,595,211	2,227,343	1,964,232	88.2	1,834,380	82.4	523,876	23.5	508,300	22.8
Montana	902,195	506,692	385,851	76.2	378,507	74.7	38,370	7.6	38,370	7.6
Nebraska	1,711,263	686,077	483,858	70.5	488,938	71.3	157,570	23.0	157,570	23.0
Nevada	1,998,257	343,530	311,295	90.6	303,083	88.2	110,598	32.2	110,598	32.2
New Hampshire	1,235,786	618,882	592,502	95.7	613,626	99.2	327,123	52.9	327,123	52.9
New Jersey	8,414,350	786,237	786,237	100.0	786,237	100.0	414,829	52.8	377,878	48.1
New Mexico	1,819,046	699,071	621,552	88.9	563,520	80.6	133,870	19.1	135,141	19.3
New York	18,976,457	3,401,227	3,374,460	99.2	3,367,946	99.0	1,746,415	51.3	1,773,491	52.1
North Carolina	8,049,313	4,057,508	3,923,652	96.7	3,709,038	91.4	1,982,524	48.9	1,751,532	43.2
North Dakota	642,200	346,894	206,119	59.4	181,905	52.4	75,374	21.7	46,065	13.3
Ohio	11,353,140	3,344,825	3,322,682	99.3	3,276,864	98.0	930,218	27.8	783,004	23.4
Oklahoma	3,450,654	1,578,255	1,377,729	87.3	1,241,688	78.7	280,497	17.8	281,587	17.8
Oregon	3,421,399	1,070,932	1,024,086	95.6	999,771	93.4	470,371	43.9	473,030	44.2
Pennsylvania	12,281,054	3,573,215	3,555,533	99.5	3,525,326	98.7	1,562,481	43.7	1,486,803	41.6
Rhode Island	1,048,319	137,818	137,818	100.0	137,818	100.0	137,818	100.0	137,818	100.0
South Carolina	4,012,012	1,994,363	1,991,542	99.9	1,856,749	93.1	887,248	44.5	849,378	42.6
South Dakota	754,844	481,959	303,619	63.0	308,800	64.1	0	0.0	0	0.0
Tennessee	5,689,283	2,592,405	2,489,904	96.0	2,372,504	91.5	88,399	3.4	88,399	3.4
Texas	20,851,820	5,428,630	5,268,839	97.1	5,013,082	92.3	1,741,246	32.1	1,735,837	32.0
Utah	2,233,169	512,296	422,973	82.6	439,536	85.8	182,254	35.6	182,254	35.6
Vermont	608,827	448,107	447,029	99.8	414,884	92.6	263,025	58.7	224,706	50.1
Virginia	7,078,515	2,301,597	2,153,216	93.6	2,065,438	89.7	1,149,199	49.9	936,918	40.7
Washington	5,894,121	1,397,435	1,311,615	93.9	1,318,271	94.3	953,576	68.2	951,942	68.1
West Virginia	1,808,344	1,182,341	949,570	80.3	880,350	74.5	439,627	37.2	366,472	31.0
Wisconsin	5,363,675	2,274,322	1,947,324	85.6	1,987,405	87.4	571,900	25.1	439,462	19.3
Wyoming	493,782	259,459	200,953	77.5	179,180	69.1	0	0.0	0	0.0
<b>Totals</b>	<b>280,849,847</b>	<b>80,645,148</b>	<b>75,248,013</b>	<b>93.3</b>	<b>71,729,341</b>	<b>88.9</b>	<b>29,440,160</b>	<b>36.5</b>	<b>26,896,562</b>	<b>33.4</b>

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include: (1) intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System) and (2) only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

**Table 8. Intercity Air Coverage by State in 2005 and 2010**

State name	Total population	Total rural residents	Number of airports in State providing coverage (a)	Air service							
				2005				2010			
				Rural residents in service area				Rural residents in air service area ONLY (not in bus, ferry, or rail areas)			
				Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	4,447,100	2,419,573	6	995,671	41.2	995,671	41.2	24,777	1.0	98,191	4.1
Alaska	626,932	295,959	127	261,185	88.3	261,185	88.3	47,859	16.2	47,859	16.2
Arizona	5,130,632	1,015,375	11	752,139	74.1	752,139	74.1	94,531	9.3	142,948	14.1
Arkansas	2,673,400	1,646,305	8	819,224	49.8	819,224	49.8	52,804	3.2	71,499	4.3
California	33,871,648	3,583,428	29	3,055,428	85.3	3,055,428	85.3	61,928	1.7	108,536	3.0
Colorado	4,301,261	989,801	14	750,721	75.8	750,721	75.8	80,901	8.2	94,673	9.6
Connecticut	3,405,565	581,332	2	581,332	100.0	581,332	100.0	0	0.0	0	0.0
Delaware	783,600	263,591	0	229,044	86.9	229,044	86.9	0	0.0	0	0.0
Florida	15,982,378	2,889,903	20	2,551,956	88.3	2,551,956	88.3	5,754	0.2	49,157	1.7
Georgia	8,186,453	3,139,359	9	2,089,469	66.6	2,089,469	66.6	87,999	2.8	488,023	15.5
Hawaii	1,211,537	241,720	8	226,814	93.8	226,814	93.8	207,482	85.8	198,784	82.2
Idaho	1,293,953	624,767	6	385,618	61.7	385,618	61.7	35,771	5.7	24,989	4.0
Illinois	12,419,293	2,366,576	12	1,769,552	74.8	1,769,552	74.8	92,880	3.9	110,163	4.7
Indiana	6,080,485	2,364,892	5	1,985,244	83.9	1,985,244	83.9	85,578	3.6	103,063	4.4
Iowa	2,926,324	1,545,710	8	753,272	48.7	753,272	48.7	156,243	10.1	38,712	2.5
Kansas	2,688,418	1,066,777	8	587,158	55.0	583,855	54.7	58,499	5.5	103,603	9.7
Kentucky	4,041,769	2,201,173	5	1,206,305	54.8	1,206,305	54.8	151,551	6.9	387,781	17.6
Louisiana	4,468,976	1,732,490	7	1,195,049	69.0	1,195,049	69.0	32,637	1.9	85,614	4.9
Maine	1,274,923	866,035	6	577,488	66.7	577,488	66.7	10,034	1.2	1,741	0.2
Maryland	5,296,486	1,005,287	3	943,943	93.9	943,943	93.9	89,095	8.9	96,108	9.6
Massachusetts	6,349,097	874,037	7	874,037	100.0	874,037	100.0	0	0.0	0	0.0
Michigan	9,938,444	3,086,957	17	2,190,507	71.0	2,190,507	71.0	32,081	1.0	52,665	1.7
Minnesota	4,919,479	1,826,652	9	1,147,196	62.8	1,116,742	61.1	55,519	3.0	122,888	6.7
Mississippi	2,844,658	1,766,029	7	1,006,699	57.0	1,006,699	57.0	14,545	0.8	210,932	11.9
Missouri	5,595,211	2,227,343	9	1,379,603	61.9	1,379,603	61.9	61,239	2.7	107,771	4.8
Montana	902,195	506,692	15	259,054	51.1	259,054	51.1	13,064	2.6	11,564	2.3
Nebraska	1,711,263	686,077	9	372,489	54.3	372,489	54.3	71,933	10.5	65,242	9.5
Nevada	1,998,257	343,530	5	286,411	83.4	286,411	83.4	18,433	5.4	76,156	22.2
New Hampshire	1,235,786	618,882	2	565,729	91.4	565,729	91.4	52,018	8.4	0	0.0
New Jersey	8,414,350	786,237	3	786,237	100.0	786,237	100.0	22,905	2.9	62,544	8.0
New Mexico	1,819,046	699,071	10	411,716	58.9	411,716	58.9	31,043	4.4	127,724	18.3
New York	18,976,457	3,401,227	18	2,621,242	77.1	2,621,242	77.1	6,812	0.2	3,951	0.1
North Carolina	8,049,313	4,057,508	9	3,400,306	83.8	3,400,306	83.8	70,467	1.7	502,142	12.4
North Dakota	642,200	346,894	8	137,495	39.6	137,495	39.6	12,072	3.5	3,934	1.1
Ohio	11,353,140	3,344,825	5	2,990,289	89.4	2,990,289	89.4	80,854	2.4	299,766	9.0
Oklahoma	3,450,654	1,578,255	5	903,259	57.2	903,259	57.2	161,211	10.2	197,339	12.5
Oregon	3,421,399	1,070,932	7	753,471	70.4	753,471	70.4	12,580	1.2	16,471	1.5
Pennsylvania	12,281,054	3,573,215	15	3,062,957	85.7	3,062,957	85.7	7,638	0.2	152,208	4.3
Rhode Island	1,048,319	137,818	3	137,818	100.0	137,818	100.0	0	0.0	0	0.0
South Carolina	4,012,012	1,994,363	6	1,222,873	61.3	1,222,873	61.3	23,392	1.2	144,348	7.2
South Dakota	754,844	481,959	7	204,977	42.5	204,977	42.5	12,999	2.7	4,725	1.0
Tennessee	5,689,283	2,592,405	6	1,670,624	64.4	1,670,624	64.4	53,486	2.1	187,178	7.2
Texas	20,851,820	5,428,630	26	4,158,852	76.6	4,171,916	76.9	27,250	0.5	200,700	3.7
Utah	2,233,169	512,296	5	374,730	73.1	374,730	73.1	41,691	8.1	37,034	7.2
Vermont	608,827	448,107	2	274,160	61.2	274,160	61.2	0	0.0	0	0.0
Virginia	7,078,515	2,301,597	9	1,786,553	77.6	1,786,553	77.6	51,369	2.2	198,176	8.6
Washington	5,894,121	1,397,435	18	1,220,033	87.3	1,220,033	87.3	109,249	7.8	92,581	6.6
West Virginia	1,808,344	1,182,341	8	807,935	68.3	807,935	68.3	28,767	2.4	210,266	17.8
Wisconsin	5,363,675	2,274,322	8	1,468,132	64.6	1,468,132	64.6	151,641	6.7	97,237	4.3
Wyoming	493,782	259,459	10	133,251	51.4	133,251	51.4	15,926	6.1	14,807	5.7
Totals	280,849,847	80,645,148	562	58,325,247	72.3	58,304,554	72.3	2,616,507	3.2	5,451,793	6.8

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include only airports with scheduled intercity passenger transportation (the June 2005 report included a few airports with only commuter air service). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data.

(a) Airports may provide air coverage to more than one State but airports counted only in State in which located. Ronald Reagan and Dulles included in total number of airports providing coverage for Virginia.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

**Table 9. Intercity Bus Coverage by State in 2005 and 2010**

State name	Total population	Total rural residents	Number of facilities in State providing coverage (a)	Intercity bus service							
				2005				2010			
				Rural residents in service area				Rural residents in bus service area ONLY (not in air, ferry, or rail areas)			
				Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	4,447,100	2,419,573	17	2,235,952	92.4	1,473,683	60.9	993,656	41.1	376,627	15.6
Alaska	626,932	295,959	18	167,678	56.7	158,923	53.7	1,997	0.7	2,767	0.9
Arizona	5,130,632	1,015,375	48	764,763	75.3	662,107	65.2	86,710	8.5	35,034	3.5
Arkansas	2,673,400	1,646,305	26	1,214,066	73.7	1,094,374	66.5	395,506	24.0	349,947	21.3
California	33,871,648	3,583,428	287	3,387,825	94.5	3,259,352	91.0	311,821	8.7	227,433	6.3
Colorado	4,301,261	989,801	43	800,025	80.8	799,345	80.8	107,126	10.8	112,812	11.4
Connecticut	3,405,565	581,332	23	581,332	100.0	581,332	100.0	0	0.0	0	0.0
Delaware	783,600	263,591	5	263,591	100.0	237,668	90.2	0	0.0	0	0.0
Florida	15,982,378	2,889,903	66	2,858,731	98.9	2,612,817	90.4	145,045	5.0	214,179	7.4
Georgia	8,186,453	3,139,359	32	2,899,511	92.4	2,074,727	66.1	823,731	26.2	417,054	13.3
Hawaii	1,211,537	241,720	0	0	0.0	0	0.0	0	0.0	0	0.0
Idaho	1,293,953	624,767	37	499,130	79.9	494,064	79.1	155,798	24.9	158,917	25.4
Illinois	12,419,293	2,366,576	50	2,094,962	88.5	1,941,728	82.0	134,872	5.7	158,895	6.7
Indiana	6,080,485	2,364,892	42	2,263,600	95.7	2,025,448	85.6	206,351	8.7	163,493	6.9
Iowa	2,926,324	1,545,710	47	1,164,307	75.3	1,175,110	76.0	464,668	30.1	354,921	23.0
Kansas	2,688,418	1,066,777	11	765,824	71.8	561,112	52.6	191,140	17.9	117,832	11.0
Kentucky	4,041,769	2,201,173	10	1,556,558	70.7	1,104,743	50.2	484,170	22.0	301,431	13.7
Louisiana	4,468,976	1,732,490	26	1,580,106	91.2	1,260,383	72.7	400,357	23.1	241,984	14.0
Maine	1,274,923	866,035	38	699,553	80.8	775,147	89.5	163,765	18.9	191,299	22.1
Maryland	5,296,486	1,005,287	23	894,282	89.0	808,750	80.4	11,348	1.1	0	0.0
Massachusetts	6,349,097	874,037	51	871,480	99.7	871,480	99.7	0	0.0	0	0.0
Michigan	9,938,444	3,086,957	111	2,808,661	91.0	2,777,462	90.0	549,877	17.8	542,011	17.6
Minnesota	4,919,479	1,826,652	68	1,578,896	86.4	1,491,825	81.7	396,688	21.7	412,650	22.6
Mississippi	2,844,658	1,766,029	29	1,656,738	93.8	1,109,342	62.8	441,104	25.0	178,927	10.1
Missouri	5,595,211	2,227,343	41	1,791,288	80.4	1,549,945	69.6	444,989	20.0	315,137	14.1
Montana	902,195	506,692	37	332,982	65.7	315,992	62.4	97,487	19.2	90,143	17.8
Nebraska	1,711,263	686,077	19	388,720	56.7	400,491	58.4	85,167	12.4	90,247	13.2
Nevada	1,998,257	343,530	16	292,862	85.3	226,927	66.1	14,121	4.1	5,909	1.7
New Hampshire	1,235,786	618,882	33	540,484	87.3	613,626	99.2	26,773	4.3	47,897	7.7
New Jersey	8,414,350	786,237	14	743,684	94.6	667,094	84.8	0	0.0	0	0.0
New Mexico	1,819,046	699,071	19	589,238	84.3	426,776	61.0	142,799	20.4	84,767	12.1
New York	18,976,457	3,401,227	334	3,325,970	97.8	3,358,651	98.7	388,588	11.4	382,074	11.2
North Carolina	8,049,313	4,057,508	30	3,853,185	95.0	2,957,060	72.9	441,015	10.9	226,401	5.6
North Dakota	642,200	346,894	13	175,778	50.7	122,079	35.2	51,847	14.9	27,633	8.0
Ohio	11,353,140	3,344,825	39	3,192,290	95.4	2,817,002	84.2	223,959	6.7	178,141	5.3
Oklahoma	3,450,654	1,578,255	20	1,212,976	76.9	1,041,897	66.0	436,018	27.6	299,977	19.0
Oregon	3,421,399	1,070,932	70	1,004,345	93.8	982,046	91.7	233,959	21.8	209,644	19.6
Pennsylvania	12,281,054	3,573,215	159	3,547,895	99.3	3,271,325	91.6	370,604	10.4	340,397	9.5
Rhode Island	1,048,319	137,818	4	136,916	99.3	137,818	100.0	0	0.0	0	0.0
South Carolina	4,012,012	1,994,363	19	1,945,640	97.6	1,589,590	79.7	314,817	15.8	180,024	9.0
South Dakota	754,844	481,959	20	290,620	60.3	304,075	63.1	98,642	20.5	103,823	21.5
Tennessee	5,689,283	2,592,405	40	2,436,418	94.0	2,185,326	84.3	739,438	28.5	622,038	24.0
Texas	20,851,820	5,428,630	178	5,215,524	96.1	4,760,055	87.7	1,003,516	18.5	747,759	13.8
Utah	2,233,169	512,296	25	380,292	74.2	401,512	78.4	33,452	6.5	50,015	9.8
Vermont	608,827	448,107	7	447,029	99.8	353,235	78.8	61,347	13.7	29,202	6.5
Virginia	7,078,515	2,301,597	35	2,053,198	89.2	1,565,807	68.0	297,300	12.9	209,522	9.1
Washington	5,894,121	1,397,435	50	1,187,768	85.0	1,204,628	86.2	75,790	5.4	81,600	5.8
West Virginia	1,808,344	1,182,341	6	894,853	75.7	546,293	46.2	85,838	7.3	16,618	1.4
Wisconsin	5,363,675	2,274,322	51	1,754,537	77.1	1,828,472	80.4	289,027	12.7	336,421	14.8
Wyoming	493,782	259,459	28	185,027	71.3	164,373	63.4	67,702	26.1	45,929	17.7
Totals	280,849,847	80,645,148	2,415	71,527,090	88.7	63,143,017	78.3	12,489,925	15.5	9,279,531	11.5

**NOTE:** 2005 numbers differ from those in the June 2005 report because the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data.

(a) Facilities may provide intercity bus coverage to more than one State but facilities counted only in State in which located. There are eight intercity bus facilities located in Washington DC that are not shown in the total number of facilities providing coverage but provide intercity bus access to rural residents in one or more neighboring States.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

**Table 10. Intercity Ferry Coverage by State in 2005 and 2010**

State name	Total population	Total rural residents	Number of facilities in State providing coverage (a)	Intercity ferry service							
				2005				2010			
				Rural residents in service area				Rural residents in ferry service area ONLY (not in air, bus, or rail areas)			
				Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	4,447,100	2,419,573	0	0	0.0	0	0.0	0	0.0	0	0.0
Alaska	626,932	295,959	34	75,241	25.4	70,569	23.8	616	0.2	616	0.2
Arizona	5,130,632	1,015,375	0	0	0.0	0	0.0	0	0.0	0	0.0
Arkansas	2,673,400	1,646,305	0	0	0.0	0	0.0	0	0.0	0	0.0
California	33,871,648	3,583,428	4	73,971	2.1	73,971	2.1	0	0.0	0	0.0
Colorado	4,301,261	989,801	0	0	0.0	0	0.0	0	0.0	0	0.0
Connecticut	3,405,565	581,332	3	226,643	39.0	237,032	40.8	0	0.0	0	0.0
Delaware	783,600	263,591	1	101,175	38.4	101,175	38.4	0	0.0	17,616	6.7
Florida	15,982,378	2,889,903	3	120,658	4.2	120,658	4.2	0	0.0	0	0.0
Georgia	8,186,453	3,139,359	0	0	0.0	0	0.0	0	0.0	0	0.0
Hawaii	1,211,537	241,720	4	23,414	9.7	34,828	14.4	4,082	1.7	6,798	2.8
Idaho	1,293,953	624,767	0	0	0.0	0	0.0	0	0.0	0	0.0
Illinois	12,419,293	2,366,576	0	0	0.0	0	0.0	0	0.0	0	0.0
Indiana	6,080,485	2,364,892	0	0	0.0	0	0.0	0	0.0	0	0.0
Iowa	2,926,324	1,545,710	0	0	0.0	0	0.0	0	0.0	0	0.0
Kansas	2,688,418	1,066,777	0	0	0.0	0	0.0	0	0.0	0	0.0
Kentucky	4,041,769	2,201,173	0	0	0.0	0	0.0	0	0.0	0	0.0
Louisiana	4,468,976	1,732,490	0	0	0.0	0	0.0	0	0.0	0	0.0
Maine	1,274,923	866,035	5	261,393	30.2	261,393	30.2	16,239	1.9	13,568	1.6
Maryland	5,296,486	1,005,287	0	14,426	1.4	14,426	1.4	0	0.0	0	0.0
Massachusetts	6,349,097	874,037	16	321,184	36.7	352,603	40.3	0	0.0	0	0.0
Michigan	9,938,444	3,086,957	4	208,412	6.8	208,412	6.8	20,010	0.6	20,010	0.6
Minnesota	4,919,479	1,826,652	1	1,290	0.1	1,290	0.1	1,290	0.1	1,290	0.1
Mississippi	2,844,658	1,766,029	0	0	0.0	0	0.0	0	0.0	0	0.0
Missouri	5,595,211	2,227,343	0	0	0.0	0	0.0	0	0.0	0	0.0
Montana	902,195	506,692	0	0	0.0	0	0.0	0	0.0	0	0.0
Nebraska	1,711,263	686,077	0	0	0.0	0	0.0	0	0.0	0	0.0
Nevada	1,998,257	343,530	0	0	0.0	0	0.0	0	0.0	0	0.0
New Hampshire	1,235,786	618,882	0	0	0.0	0	0.0	0	0.0	0	0.0
New Jersey	8,414,350	786,237	1	34,195	4.3	34,195	4.3	0	0.0	0	0.0
New Mexico	1,819,046	699,071	0	0	0.0	0	0.0	0	0.0	0	0.0
New York	18,976,457	3,401,227	5	138,977	4.1	138,977	4.1	0	0.0	0	0.0
North Carolina	8,049,313	4,057,508	0	0	0.0	0	0.0	0	0.0	0	0.0
North Dakota	642,200	346,894	0	0	0.0	0	0.0	0	0.0	0	0.0
Ohio	11,353,140	3,344,825	0	0	0.0	0	0.0	0	0.0	0	0.0
Oklahoma	3,450,654	1,578,255	0	0	0.0	0	0.0	0	0.0	0	0.0
Oregon	3,421,399	1,070,932	0	0	0.0	0	0.0	0	0.0	0	0.0
Pennsylvania	12,281,054	3,573,215	0	0	0.0	0	0.0	0	0.0	0	0.0
Rhode Island	1,048,319	137,818	7	119,641	86.8	137,818	100.0	0	0.0	0	0.0
South Carolina	4,012,012	1,994,363	2	42,168	2.1	42,168	2.1	0	0.0	1,424	0.1
South Dakota	754,844	481,959	0	0	0.0	0	0.0	0	0.0	0	0.0
Tennessee	5,689,283	2,592,405	0	0	0.0	0	0.0	0	0.0	0	0.0
Texas	20,851,820	5,428,630	0	0	0.0	0	0.0	0	0.0	0	0.0
Utah	2,233,169	512,296	0	0	0.0	0	0.0	0	0.0	0	0.0
Vermont	608,827	448,107	1	106,588	23.8	106,588	23.8	0	0.0	0	0.0
Virginia	7,078,515	2,301,597	3	77,837	3.4	77,837	3.4	0	0.0	0	0.0
Washington	5,894,121	1,397,435	5	333,326	23.9	333,326	23.9	0	0.0	0	0.0
West Virginia	1,808,344	1,182,341	0	0	0.0	0	0.0	0	0.0	0	0.0
Wisconsin	5,363,675	2,274,322	4	221,915	9.8	221,915	9.8	2,291	0.1	0	0.0
Wyoming	493,782	259,459	0	0	0.0	0	0.0	0	0.0	0	0.0
Totals	280,849,847	80,645,148	103	2,502,454	3.1	2,569,181	3.2	44,528	0.1	61,322	0.1

**NOTE:** 2005 numbers used in this report differ from those in the June 2005 report because the facilities used for the 2005 analysis were revised to include intercity ferry service across the entire United States (the June 2005 report included only intercity ferry facilities that were part of the Alaska Marine Highway System). Additionally, the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data.

(a) Facilities may provide intercity ferry coverage to more than one State but facilities counted only in State in which located.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

**Table 11. Intercity Rail Coverage by State in 2005 and 2010**

State name	Total population	Total rural residents	Number of facilities in State providing coverage (a)	Intercity rail service							
				2005				2010			
				Rural residents in service area				Rural residents in rail service area ONLY (not in air, bus, or ferry areas)			
				Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	4,447,100	2,419,573	3	636,866	26.3	418,058	17.3	5,587	0.2	2,963	0.1
Alaska	626,932	295,959	16	120,411	40.7	120,411	40.7	727	0.2	727	0.2
Arizona	5,130,632	1,015,375	8	311,016	30.6	311,016	30.6	0	0.0	1,572	0.2
Arkansas	2,673,400	1,646,305	5	400,596	24.3	400,596	24.3	19,337	1.2	35,114	2.1
California	33,871,648	3,583,428	71	2,503,893	69.9	2,514,759	70.2	14,792	0.4	14,136	0.4
Colorado	4,301,261	989,801	9	272,586	27.5	272,586	27.5	2,911	0.3	6,802	0.7
Connecticut	3,405,565	581,332	12	512,928	88.2	512,928	88.2	0	0.0	0	0.0
Delaware	783,600	263,591	2	49,472	18.8	49,472	18.8	0	0.0	0	0.0
Florida	15,982,378	2,889,903	18	2,093,185	72.4	1,231,494	42.6	0	0.0	0	0.0
Georgia	8,186,453	3,139,359	5	678,593	21.6	656,788	20.9	63,197	2.0	74,101	2.4
Hawaii	1,211,537	241,720	0	0	0.0	0	0.0	0	0.0	0	0.0
Idaho	1,293,953	624,767	1	47,857	7.7	47,857	7.7	3,615	0.6	3,615	0.6
Illinois	12,419,293	2,366,576	30	1,527,754	64.6	1,504,291	63.6	8,230	0.3	90,493	3.8
Indiana	6,080,485	2,364,892	11	1,012,762	42.8	1,010,850	42.7	1,463	0.1	25,242	1.1
Iowa	2,926,324	1,545,710	6	208,992	13.5	208,992	13.5	9,611	0.6	9,611	0.6
Kansas	2,688,418	1,066,777	6	349,008	32.7	349,008	32.7	20,081	1.9	57,809	5.4
Kentucky	4,041,769	2,201,173	4	212,233	9.6	212,233	9.6	0	0.0	18,003	0.8
Louisiana	4,468,976	1,732,490	7	698,686	40.3	698,686	40.3	0	0.0	10,358	0.6
Maine	1,274,923	866,035	4	214,384	24.8	214,384	24.8	0	0.0	0	0.0
Maryland	5,296,486	1,005,287	6	630,602	62.7	630,602	62.7	0	0.0	43,111	4.3
Massachusetts	6,349,097	874,037	11	720,295	82.4	720,295	82.4	0	0.0	0	0.0
Michigan	9,938,444	3,086,957	23	1,756,790	56.9	1,756,790	56.9	21,713	0.7	21,713	0.7
Minnesota	4,919,479	1,826,652	6	510,047	27.9	510,047	27.9	9,598	0.5	0	0.0
Mississippi	2,844,658	1,766,029	10	750,053	42.5	649,581	36.8	2,833	0.2	40,678	2.3
Missouri	5,595,211	2,227,343	12	747,688	33.6	747,688	33.6	27,533	1.2	76,916	3.5
Montana	902,195	506,692	12	89,460	17.7	89,460	17.7	18,025	3.6	29,171	5.8
Nebraska	1,711,263	686,077	5	192,760	28.1	192,760	28.1	14,217	2.1	14,217	2.1
Nevada	1,998,257	343,530	4	121,361	35.3	121,361	35.3	0	0.0	0	0.0
New Hampshire	1,235,786	618,882	4	327,123	52.9	327,123	52.9	0	0.0	0	0.0
New Jersey	8,414,350	786,237	6	400,282	50.9	400,282	50.9	0	0.0	0	0.0
New Mexico	1,819,046	699,071	7	202,178	28.9	202,178	28.9	0	0.0	9,020	1.3
New York	18,976,457	3,401,227	26	2,101,260	61.8	2,101,260	61.8	4,166	0.1	4,692	0.1
North Carolina	8,049,313	4,057,508	16	2,064,855	50.9	2,064,855	50.9	0	0.0	18,844	0.5
North Dakota	642,200	346,894	7	102,775	29.6	102,775	29.6	7,645	2.2	15,959	4.6
Ohio	11,353,140	3,344,825	7	1,088,190	32.5	987,542	29.5	0	0.0	63,992	1.9
Oklahoma	3,450,654	1,578,255	5	322,491	20.4	322,491	20.4	0	0.0	0	0.0
Oregon	3,421,399	1,070,932	7	509,686	47.6	509,686	47.6	4,502	0.4	1,254	0.1
Pennsylvania	12,281,054	3,573,215	24	1,684,453	47.1	1,684,453	47.1	0	0.0	26,115	0.7
Rhode Island	1,048,319	137,818	3	137,818	100.0	137,818	100.0	0	0.0	0	0.0
South Carolina	4,012,012	1,994,363	11	1,335,489	67.0	1,335,489	67.0	22,510	1.1	83,517	4.2
South Dakota	754,844	481,959	0	0	0.0	0	0.0	0	0.0	0	0.0
Tennessee	5,689,283	2,592,405	2	168,241	6.5	168,241	6.5	0	0.0	0	0.0
Texas	20,851,820	5,428,630	19	1,859,079	34.2	1,859,079	34.2	14,703	0.3	22,492	0.4
Utah	2,233,169	512,296	4	197,045	38.5	197,045	38.5	990	0.2	990	0.2
Vermont	608,827	448,107	11	374,547	83.6	374,547	83.6	0	0.0	22,640	5.1
Virginia	7,078,515	2,301,597	19	1,192,723	51.8	1,192,723	51.8	0	0.0	40,525	1.8
Washington	5,894,121	1,397,435	19	947,920	67.8	952,300	68.1	538	0.0	1,834	0.1
West Virginia	1,808,344	1,182,341	10	501,443	42.4	501,443	42.4	19,931	1.7	44,617	3.8
Wisconsin	5,363,675	2,274,322	8	718,536	31.6	594,632	26.1	3,796	0.2	10,790	0.5
Wyoming	493,782	259,459	0	0	0.0	0	0.0	0	0.0	0	0.0
Totals	280,849,847	80,645,148	522	33,606,412	41.7	32,168,955	39.9	322,251	0.4	943,633	1.2

**NOTE:** 2005 numbers differ from those in the June 2005 report because the method used for determining coverage was revised in this report to more accurately compute the coverage area and applied to the 2005 data.

(a) Facilities may provide intercity rail coverage to more than one State but facilities counted only in State in which located. There is one facility located in Washington DC that is not shown in the total number of facilities providing coverage but provides intercity rail coverage to rural residents in one or more neighboring States.

**SOURCE:** U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics.

