

SAFETY

Analysis by the



RURAL TRANSIT'S OUTSTANDING SAFETY RECORD



Statistics from the National Transit Database (2015)



1,300+
Systems

Rural Transit Providers



24,000+
Vehicles

Total Rural Transit Vehicles



135
Million
Riders

Total Annual Passenger Trips



27.7
Million
Service
Hours

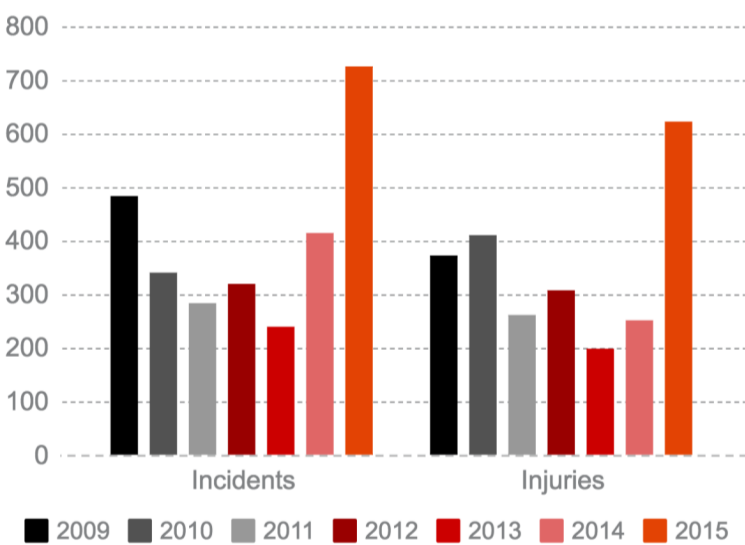
Annual Vehicle
Revenue Hours



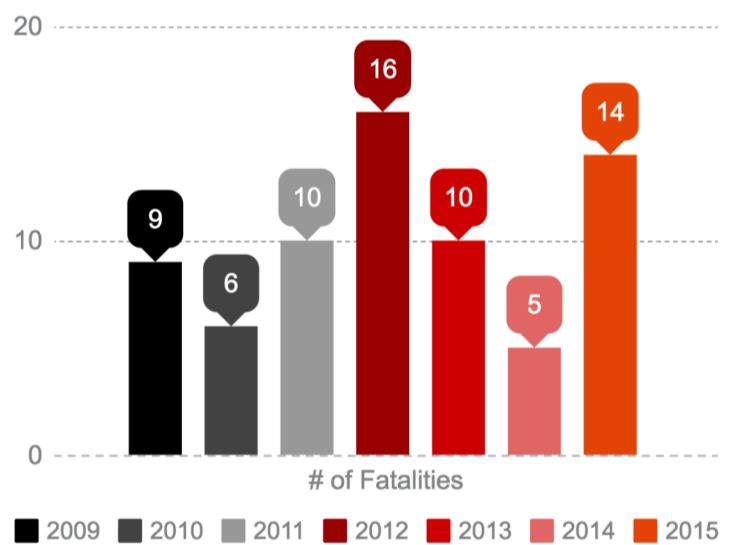
536
Million
Miles

Annual Vehicle
Revenue Miles

Rural Transit Incidents & Injuries



Fatalities Involving Rural Transit



Note: Data from any reported incident involving a rural transit vehicle, regardless of at-fault driver

Total Transportation Fatalities by Mode (2014)



Car occupants **34,500**



Rail transit **135**



Pedestrians **4,800**



Urban transit **101**



General aviation **419**



Rural transit **14**



Intercity & commuter rail **217**



U.S. Air carriers **0**

Source: U.S. DOT Bureau of Transportation Statistics

Note: Fatalities for rail include suicide but not car occupants at grade crossing collisions. Transit fatalities include all accidents involving transit vehicles, including deaths from car occupants.

IMPACT OF SAFETY REGULATIONS ON RURAL TRANSIT

Analysis by the



Statistics from the National Transit Database (2013-2015) & the Federal Transit Administration



\$25,000/Year

Annual Compliance Cost Per Rural Transit Provider



\$95,000/Incident

Financial Impact of Compliance Per Incident



0.04 Percent

Rural Transit Fatalities As Percent of Overall Annual Traffic Deaths

incidents

**4,000 total
500 rural**

Overall incidents per year vs rural incidents per year

injuries

**7,600 total
400 rural**

Overall injuries per year vs rural injuries per year

fatalities

**200 total
14 rural**

Overall fatalities per year vs rural fatalities per year

based on current trends, the average rural transit provider can expect

1 incident every 3 years

1 injury every 3 years

1 fatality every 93 years

*see methodology below

Rural transit providers could spend **unlimited dollars** complying with federal safety regulations and not expect **any measurable decrease** in **incidents, injuries or fatalities.**

Methodology: For each of the figures estimating average events per rural transit provider, the annual total of rural incidents/injuries/fatalities was divided by the number of rural reporting entities (since that number fluctuates annually, the average was used; n = 1300). These divisions yield small numbers of average annual incidents/injuries/fatalities per entity. To determine the number of years it takes for the x to equal 1 incident/injury/fatality, we took the reciprocal (i.e., 1/x).