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Rural Transit Fact Book | 2021

Prepared for:

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Disclaimer

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INTRODUCTION

Public transportation plays a fundamental role in the livability of communities of all sizes. 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/SURCOM and included Rural NTD data for 2007-2009. Since 2011, updates have been made to the book to provide updated data. The 2021 edition includes 2019 data from the NTD as well as additional data from the American Community 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, Enhanced Mobility of Seniors and Individuals 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 strictly non-federal funding and those receiving both section 5311 funds and section 5307 Urbanized Area Formula Program funding and report their data in the urban NTD.

RURAL AMERICA

Geography influences the type and level of transit service that best serves a community. About 64 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 2019 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 fewer 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 20% of residents in rural areas are 65 or older, compared to 16% 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 several 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 greater among the rural population.

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 (or slightly higher), 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 (Table 2). About 15% 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)	328	264	64
Average Household Size	2.6	2.6	2.6
Gender (%)			
Male	49.2	48.9	50.5
Female	50.8	51.1	49.5
Age			
Median age	38.5	37.4	43.6
65 or older (%)	16.5	15.7	19.8
85 or older (%)	1.9	2.0	1.8
Population with a Disability (%)	12.7	12.2	15.0
Race (%)[a]			
White	75.0	71.6	89.3
Black or African American	14.2	16.0	6.8
American Indian and Alaska Native	1.7	1.5	2.6
Asian	6.8	8.0	1.8
Hispanic or Latino	18.4	21.1	7.2
Foreign Born (%)	13.7	16.1	3.9
Highest Education Level Completed (%)[b]			
Did not complete high school	11.4	11.6	10.9
High school	26.9	25.2	33.7
Some college, no degree	20.0	19.7	20.9
Associate's degree	8.6	8.3	9.8
Bachelor's degree	20.3	21.5	15.7
Graduate or professional degree	12.8	13.7	9.0
Economic Characteristics			
Individuals below the poverty line (%)	12.3	12.7	10.8
Median household income (dollars)	65,712	66,047	64,314

[a]Alone or in combination with another race

[b]Population 25 years or older

Source: American Community Survey, 2019 1-year estimates

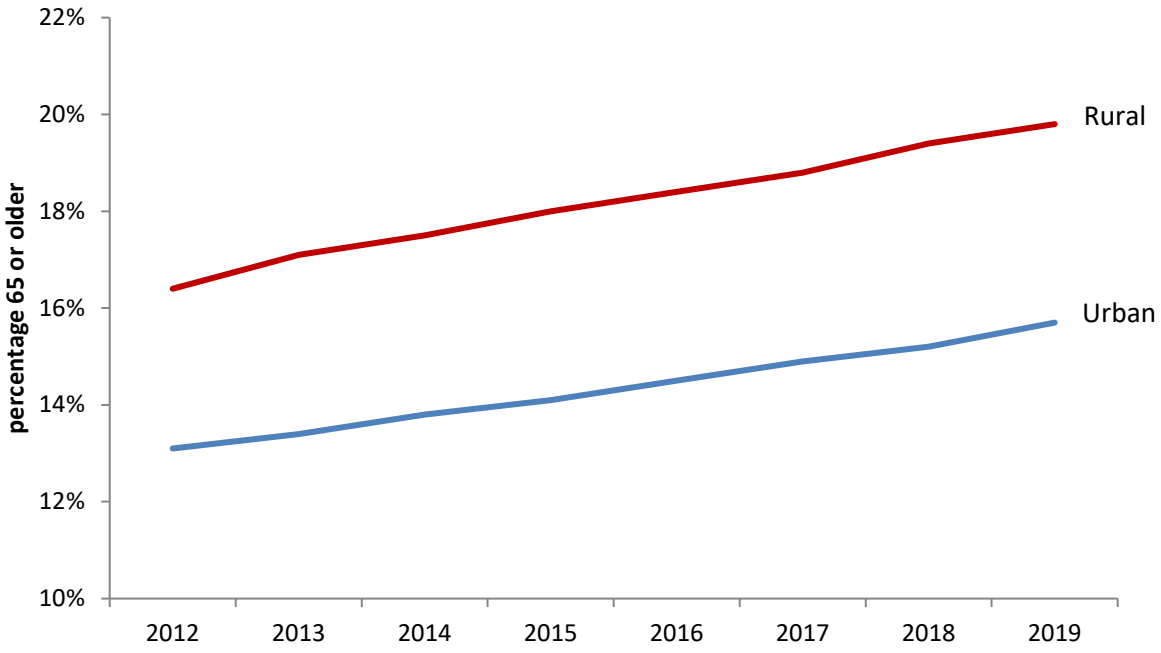

Figure 1. Percentage of Population Aged 65 or Older, 2012-2019
Source: American Community Survey 1-Year Estimates, 2012-2019

Table 2. Geographic Mobility

	United States	Urban	Rural
	----------Percentage----------		
Native population born in their state of residence	58.0	55.7	67.7
Lived in a different house 1 year ago	13.7	14.5	10.0
Lived in a different state or abroad 1 year ago	2.9	3.1	1.9

Source: American Community Survey, 2019 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 2015-2019 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 upper Midwest 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.

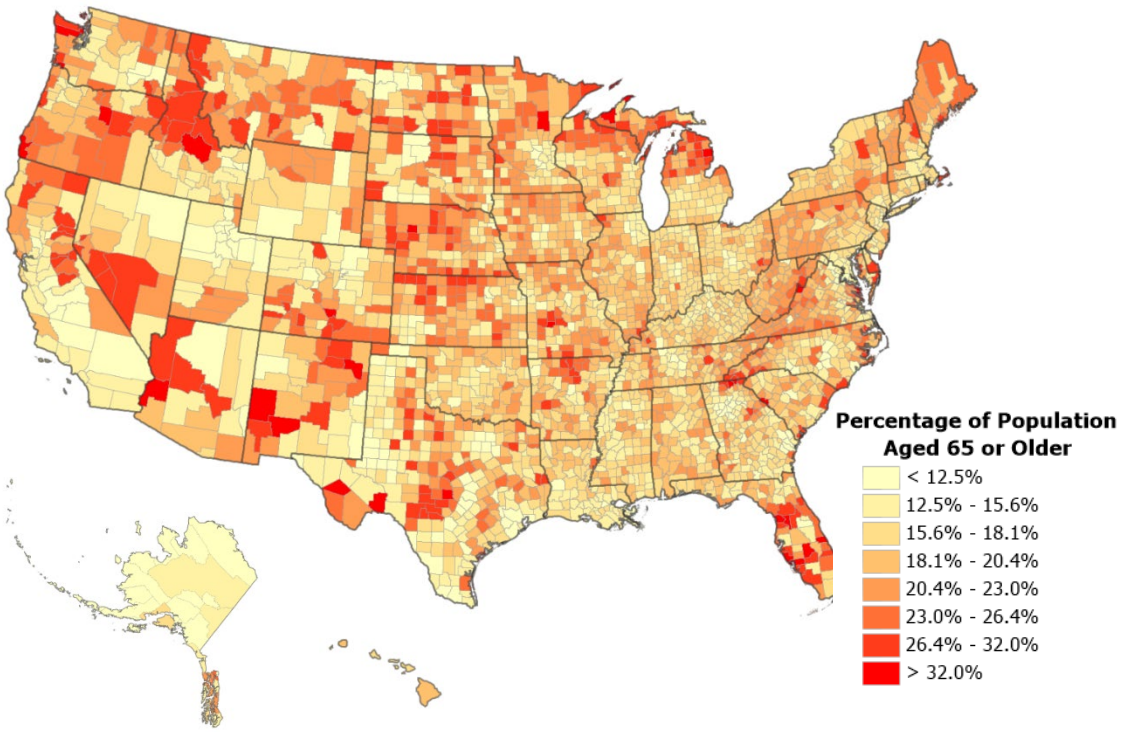

Figure 2. Percentage of Population Aged 65 or Older, by County
Source: American Community Survey, 2019 5-year estimates

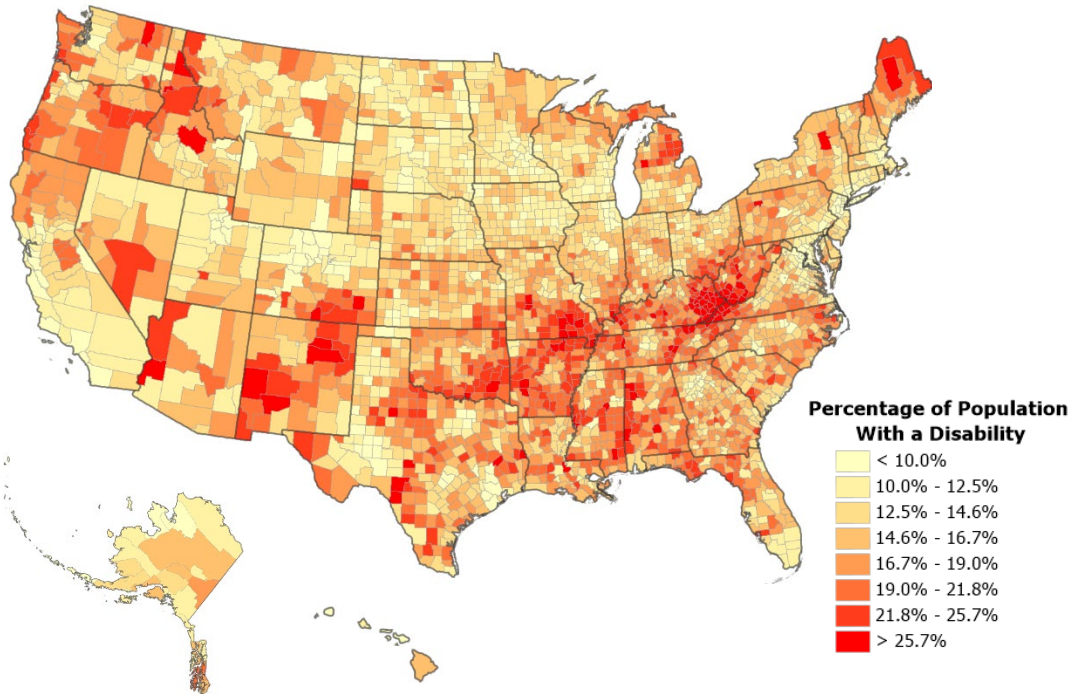

Figure 3. Percentage of Population with a Disability, by County
Source: American Community Survey, 2019 5-year estimates

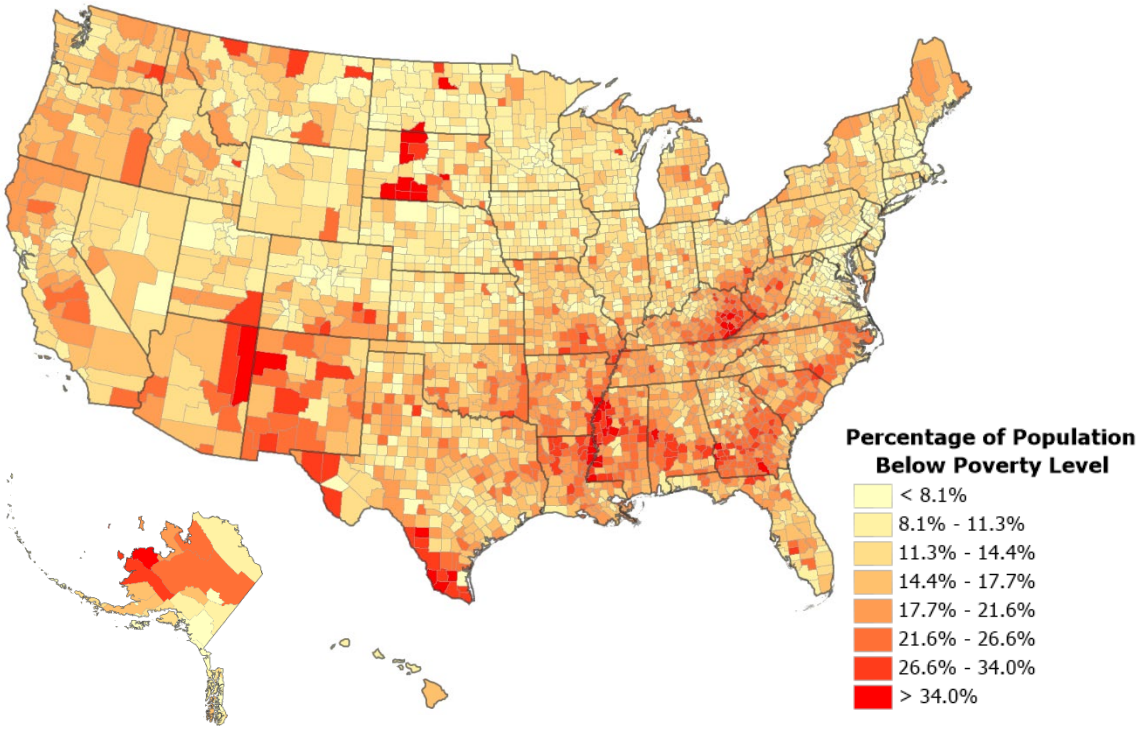

Figure 4. Percentage of Population in Poverty, by County
Source: American Community Survey, 2019 5-year estimates

As discussed previously, the population in both urban and rural areas has been aging. This is further illustrated in Figures 5 and 6. These figures show the change in the population aged 65 or older from the ACS 2006-2010 5-year estimates to the 2015-2019 5-year estimates. As shown in Figure 5, most counties have experienced growth in population of this demographic. In many counties, the population has grown by 15% or more, with the greatest growth in the west, south, and mid-Atlantic regions. Not only is the population of older adults growing, but it is growing faster than the overall population. In most counties, older adults represent an increasing share of the total population, as illustrated in Figure 6. This figure shows changes in the percentage of the population aged 65 or older over this same period. Many of the counties with the largest growth in senior population are rural counties, especially in the west. Declines have occurred in western North Dakota, which could be explained by the oil boom attracting younger workers to the region, and a few other rural Great Plains counties.

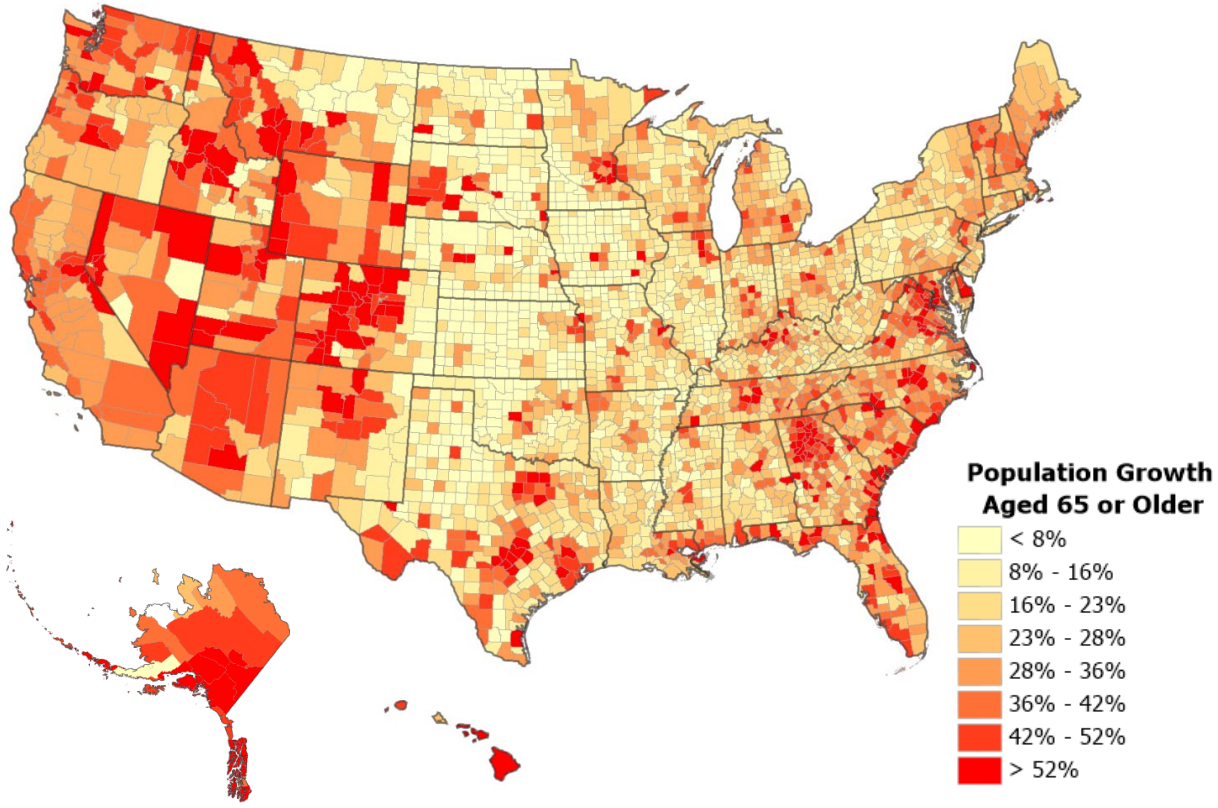

Figure 5. Growth in Population Aged 65 or Older, 2010-2019, by County
Source: American Community Survey, 2019 5-year estimates

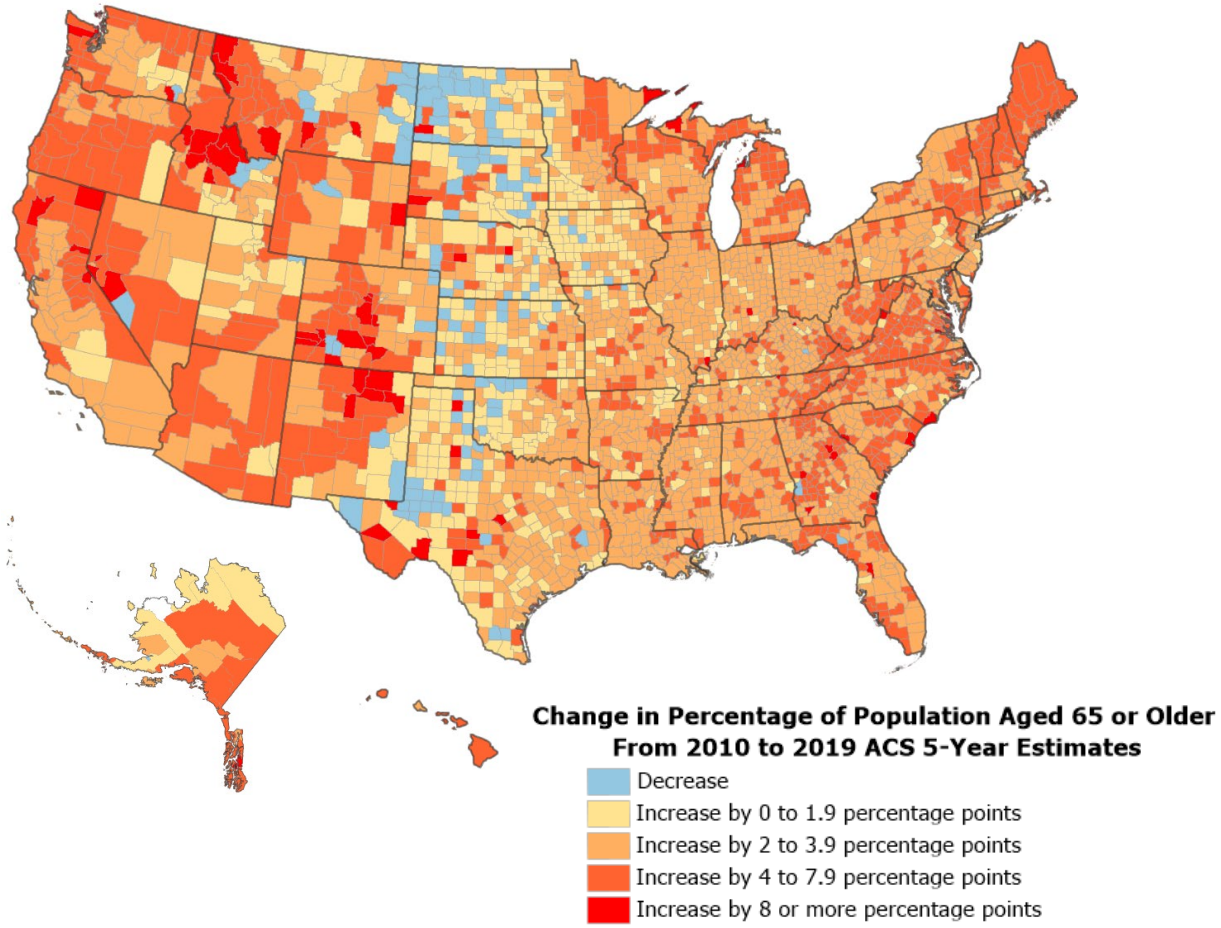

Figure 6. Change in Percentage of Population Aged 65 or Older, by County
Source: American Community Survey, 2019 5-year estimates, 2010 5-year estimates

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 7 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

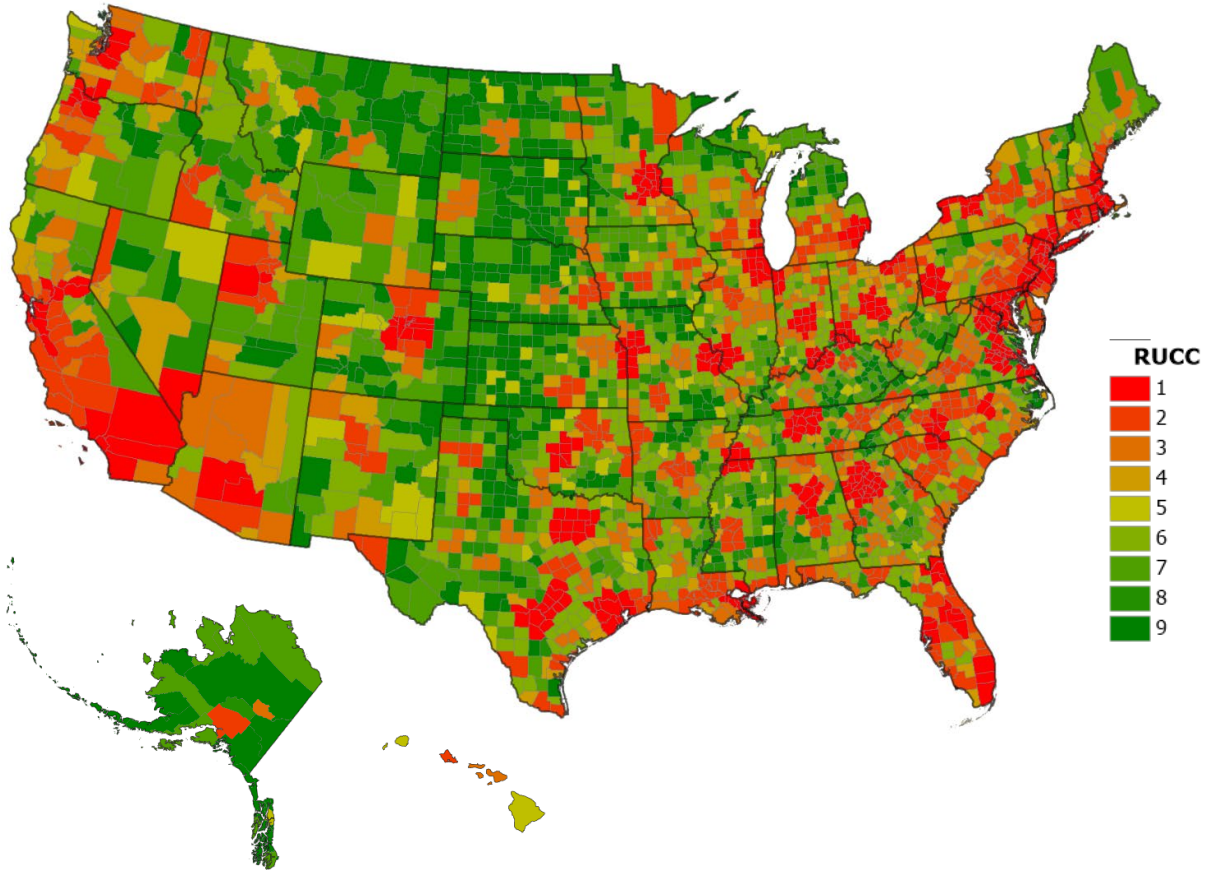

Figure 7. County-Level 2013 Rural-Urban Continuum Codes

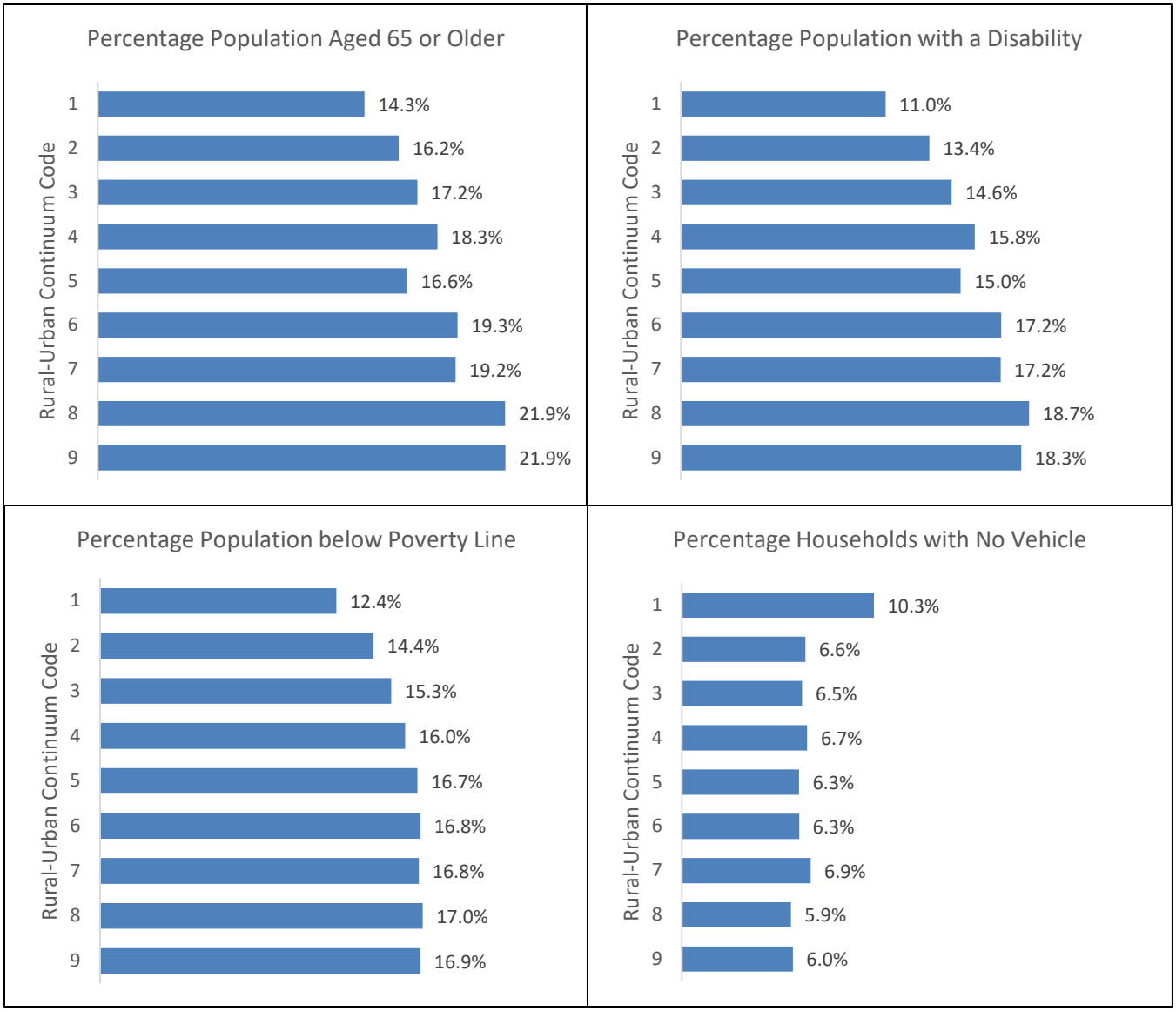

Figure 8. Percentage of Population Consisting of Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code

Source: American Community Survey, 2019 5-year estimates

Figure 8 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, 22% of the population is aged 65 or older and 18% has a disability. Non-metro counties are also shown to have a higher percentage of individuals living below the poverty line. These are indicators of a 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 can live without a vehicle and rely on transit for their transportation needs.

The data in Figure 8 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 22%, the 10th percentile is 16%, and the 90th percentile is 28%. In other words, at least 22% of the population is aged 65 or older in half of these counties, and in 10% of these counties, 28% or more of the population is 65 or older. The data further show that in 10% of the most rural counties, at least 25% of the population has a disability and about 25% or more of population is in poverty.

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

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

Source: American Community Survey, 2019 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. 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 County, Florida	3	57	Chattahoochee County, Georgia	2	3
Charlotte County, Florida	3	40	Kusilvak Census Area, Alaska	9	6
Harding County, New Mexico	9	39	Aleutians West Census Area, Alaska	9	6
Highland County, Virginia	8	39	Madison County, Idaho	4	7
La Paz County, Arizona	6	39	Oglala Lakota County, South Dakota	6	7
Catron County, New Mexico	9	37	North Slope Borough, Alaska	7	7
Northumberland County, Virginia	9	37	Nome Census Area, Alaska	7	7
Llano County, Texas	7	36	Bethel Census Area, Alaska	7	7
Citrus County, Florida	3	36	Buffalo County, South Dakota	9	7
Lancaster County, Virginia	9	36	Todd County, South Dakota	9	7
Custer County, Colorado	8	36	Northwest Arctic Borough, Alaska	7	8
Sarasota County, Florida	2	36	Utah County, Utah	2	8
Alcona County, Michigan	9	36	Lake and Peninsula Borough, Alaska	9	8
Wheeler County, Oregon	9	36	Sioux County, North Dakota	3	8
Sierra County, New Mexico	6	36	Geary County, Kansas	4	8

Population With a Disability

Highest Percentages of Population			Lowest Percentages of Population		
County/State	RUCC Code	Percentage	County/State	RUCC Code	Percentage
Wolfe County, Kentucky	9	37	Glasscock County, Texas	8	4
McDowell County, West Virginia	7	34	Eagle County, Colorado	5	5
Mora County, New Mexico	9	34	Grand County, Colorado	7	5
Breathitt County, Kentucky	7	33	Mono County, California	7	5
Wyoming County, West Virginia	6	33	San Miguel County, Colorado	9	6
Leslie County, Kentucky	9	32	Summit County, Utah	4	6
Ripley County, Missouri	9	32	Summit County, Colorado	5	6
Knott County, Kentucky	9	32	Todd County, South Dakota	9	6
Mingo County, West Virginia	7	32	Loudoun County, Virginia	1	6
Magoffin County, Kentucky	9	31	Clark County, Idaho	9	6
Harlan County, Kentucky	7	31	Arlington County, Virginia	1	6
Lee County, Kentucky	9	31	Teton County, Idaho	9	6
Catron County, New Mexico	9	31	Fairfax city, Virginia	1	6
Bell County, Kentucky	7	31	Routt County, Colorado	7	6
Perry County, Kentucky	7	31	Daggett County, Utah	9	6

Population in Poverty

Highest Percentages of Population			Lowest Percentages of Population		
County/State	RUCC Code	Percentage	County/State	RUCC Code	Percentage
Todd County, South Dakota	9	55	Borden County, Texas	8	3
Oglala Lakota County, South Dakota	6	49	Falls Church city, Virginia	1	3
Mellette County, South Dakota	9	48	Morgan County, Utah	2	3
Jackson County, South Dakota	8	48	Douglas County, Colorado	1	3
East Carroll Parish, Louisiana	7	45	Wichita County, Kansas	9	3
Corson County, South Dakota	9	44	Sterling County, Texas	8	4
Holmes County, Mississippi	6	42	Lincoln County, South Dakota	3	4
Claiborne County, Mississippi	8	41	Loudoun County, Virginia	1	4
Ziebach County, South Dakota	8	41	Sargent County, North Dakota	9	4
Clinch County, Georgia	6	40	Campbell County, South Dakota	9	4
Clay County, Georgia	9	40	Monroe County, Illinois	1	4
Zapata County, Texas	6	40	Carver County, Minnesota	1	4
Buffalo County, South Dakota	9	39	Washington County, Minnesota	1	4
Kusilvak Census Area, Alaska	9	39	Williamson County, Tennessee	1	4
Brooks County, Texas	7	39	Los Alamos County, New Mexico	6	4

Source: American Community Survey, 2019 5-year estimates

RURAL TRANSPORTATION

Data from the ACS, Federal Highway Administration (FHWA), and National Household Travel Survey (NHTS) 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. Just 4% of rural households do not have a vehicle available, compared to 10% of urban households (Table 6). Meanwhile, 72% of rural households have two or more vehicles, while only 56% of urban households have two or more vehicles.

Table 6. Vehicles Available in Household

Number of Vehicles	United States	Urban	Rural
	----------Percentage----------		
None	8.6	9.8	3.9
1	32.4	34.5	23.7
2	36.9	36.3	39.2
3 or more	22.1	19.4	33.2

Source: American Community Survey, 2019 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 (Table 7). Only 0.5% of rural residents use public transportation to travel to work, compared to 5.9% of urban residents, and just 1.9% of rural workers aged 16 or older do not have access to a vehicle, compared to 4.7% 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 had been slowly declining during the previous decade, though VMT on rural interstates and other rural arterials began increasing after 2016 (Figure 9). VMT on urban roads steadily increased until dropping or leveling off after 2007, then began increasing again after 2011. In 2020, VMT dropped dramatically on all types of roadways because of the COVID-19 pandemic decreasing travel. Overall, VMT decreased 13% in 2020, according to most recent estimates, with an 11% decrease on rural roadways and a 14% decrease on urban roads. As a result of this drop, VMT was at its lowest level since 2001, and rural VMT was lower than any year within the previous two decades. The VMT depicted in Figure 9 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	75.9	74.6	81.7
Car, truck, or van – carpooled	8.9	8.9	8.6
Public transportation (excluding taxicab)	5.0	5.9	0.5
Walked	2.6	2.9	1.7
Other means	1.9	2.1	1.3
Worked from home	5.7	5.6	6.3
Mean travel time to work (minutes)	27.6	27.3	28.6

Source: American Community Survey, 2019 1-year estimates

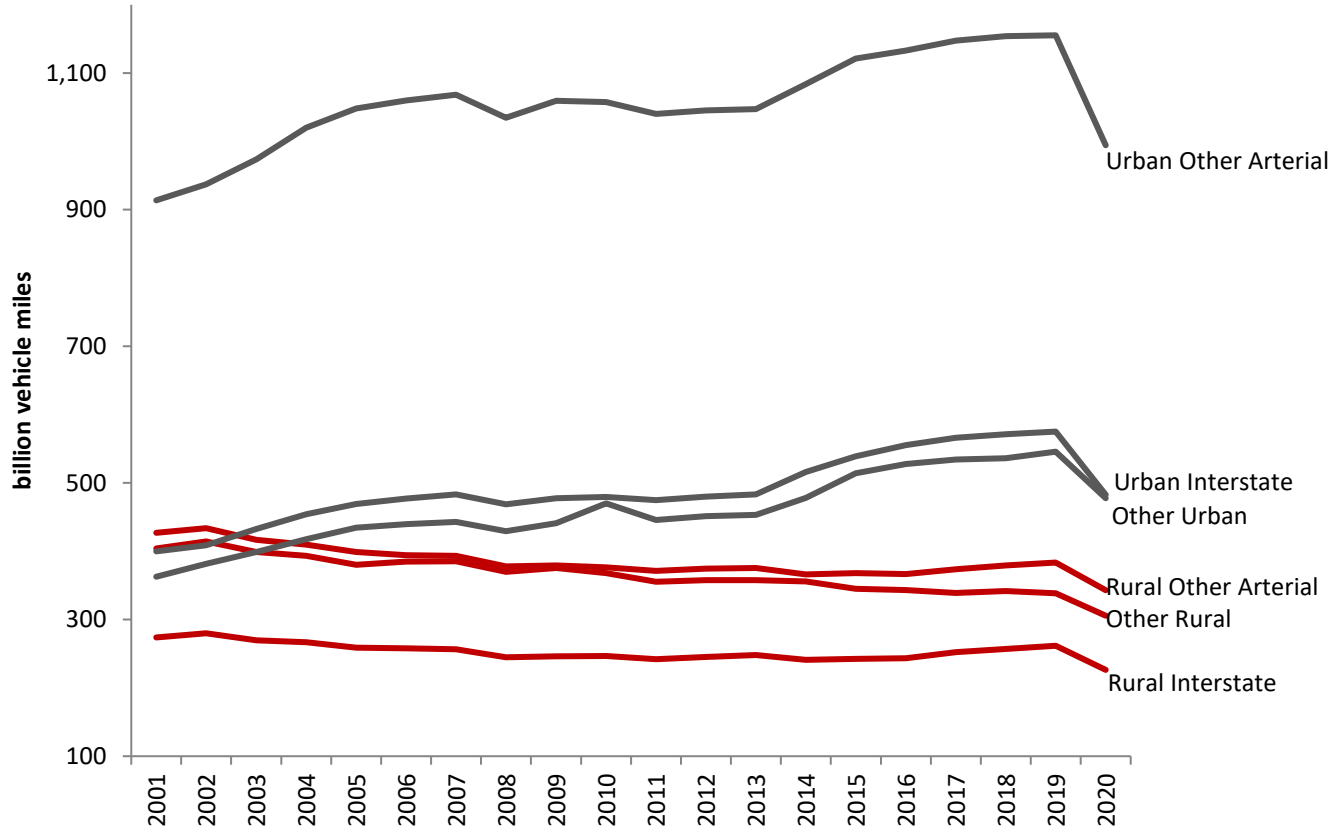

Figure 9. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

The NHTS contains a variety of statistics on travel behavior. The NHTS is a periodic national survey sponsored by the FHWA. The most recent NHTS for which data are available was conducted in 2017. 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, trip distances, VMT, and use of transit among residents of different types of geographic locations. The NHTS categorizes respondents into five types of geographic areas: urban, suburban, second city, small town, and rural. Urban areas have the highest population densities and include the downtowns of major cities and surrounding neighborhoods, sometimes including the earliest suburbs. Suburban areas are tied closely to urban areas or second cities but are not the population centers of their surrounding community. Second cities are less dense than urban areas, similar to suburban areas, but are the population centers of their surrounding communities. They include large towns, small cities, and higher-density suburbs.

Rural residents, on average, make fewer trips per day, but their average trip distance is greater. 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 is the greatest for rural residents, at 14,061 miles, and the lowest for urban residents, at 8,854 miles. Use of transit is also shown to be much greater in urban areas.

Table 8. Travel Behavior Data by Geography

	Urban	Suburban	Second City	Small Town	Rural
Number of trips per person per day	3.4	3.4	3.4	3.4	3.2
Average trip distance (miles)	9.9	10.7	8.9	11.1	13.3
Annual VMT per driver	8,854	11,617	10,673	12,492	14,061
Number of days in last month that transit was used, per person	5.02	1.28	1.54	0.91	0.71

Source: 2017 National Household Travel Survey

Figures 10-12 show differences in travel behavior for different age groups and geographic areas. Within all geographic areas, the number of trips per person per day and annual VMT decline with age. Further, within all age groups, the person trip rate and use of transit is lowest in the rural areas, and VMT is highest in rural areas.

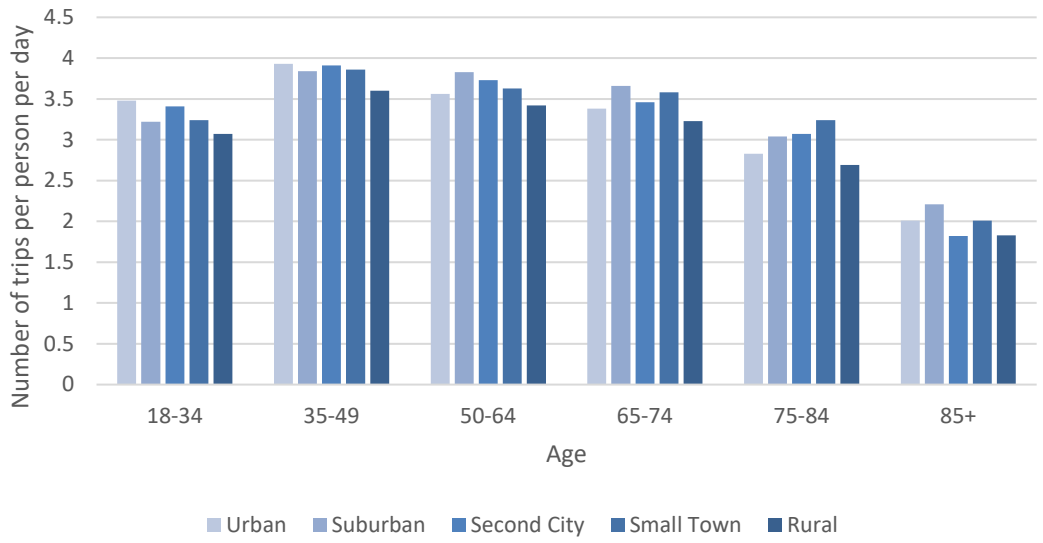

Figure 10. Number of Trips Per Person Per Day, by Age Group and Geography
Source: 2017 National Household Travel Survey

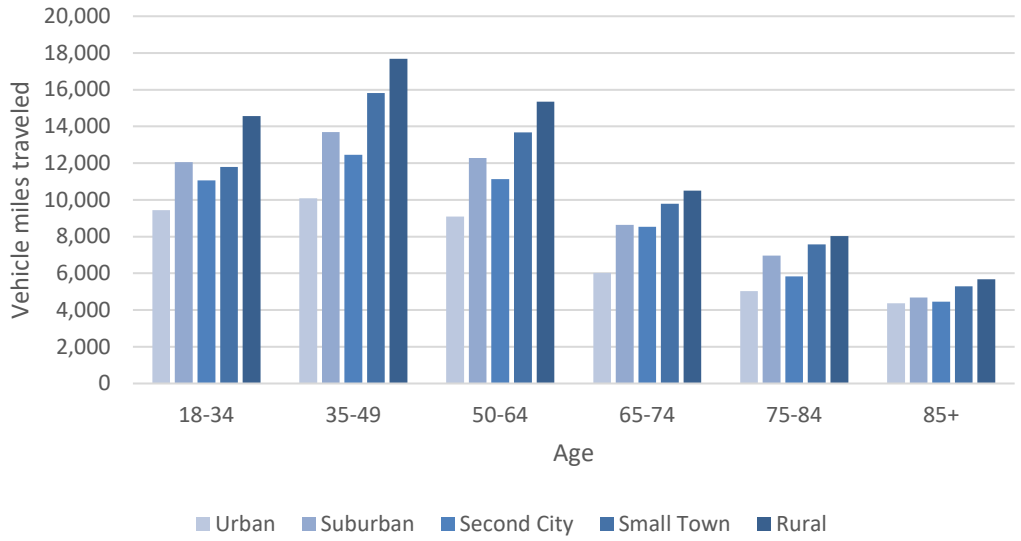

Figure 11. Average Annual Vehicle Miles Traveled, by Age Group and Geography
Source: 2017 National Household Travel Survey

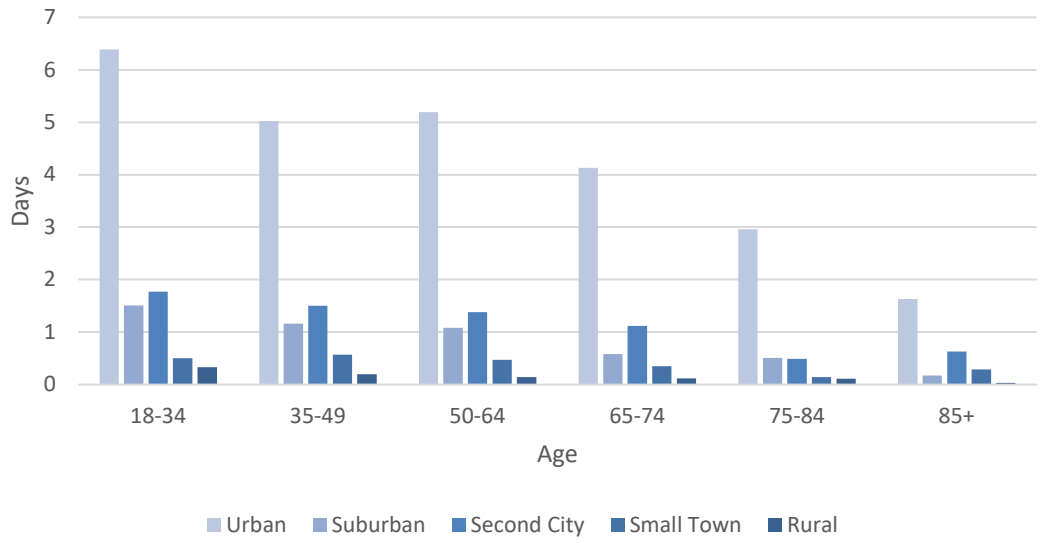

Figure 12. Number of Days in Last Month Transit was Used, by Age Group and Geography
Source: 2017 National Household Travel Survey

The annual VMT estimates shown previously in Table 8 and Figure 11 are for those who are identified as drivers, not the entire population. Not only do rural drivers drive more miles per year than their urban counterparts, but a higher percentage of residents in rural areas drive, as shown in Table 9. In this table, all residents are categorized as urban or rural using the same classification as the ACS. The differences between urban and rural driving rates are greatest for women, especially older women. For example, 94% of women aged 65 to 74 in rural areas drive, compared to 82% of urban women in the same age group, and 54% of women aged 85 or older in rural areas drive, compared to 41% of urban women of the same age.

Table 9. Percentage Who Drive, by Age and Gender

	Urban		Rural	
Age	Male	Female	Male	Female
18-34	85	85	88	90
35-49	94	91	95	96
50-64	91	88	97	96
65-74	91	82	97	94
75-84	88	72	90	79
85+	69	41	72	54

Source: 2017 National Household Travel Survey

Differences in mode shares are illustrated in Table 10 and Figure 13. The percentage of trips made by public transportation is 8.8% in urban areas, while just 0.6% of trips in small towns and 0.2% of trips in rural areas are made by transit. Trips made by walking, bicycle, and Taxi/Uber/Lyft are also shown to be greater in urban areas. Figure 13 shows how transit mode shares vary by the size of the metro area. In non-metro areas, 0.3% of trips are made by public transportation, while 5.4% of trips are made by public transportation in metro areas with a population of 3 million or more.

Table 10. Mode Shares by Geographic Areas

Mode	Urban	Suburban	Second City	Small Town	Rural
		----------Percentage----------			
Auto[a]	65.0	85.8	82.7	88.1	89.9
Transit[b]	8.8	1.6	2.2	0.6	0.2
Bicycle	1.9	0.7	1.2	0.6	0.4
Walking	21.0	8.5	10.7	6.7	5.4
School bus	0.7	2.2	1.7	2.4	2.5
Taxi/Uber/Lyft	1.4	0.3	0.4	0.1	0.2
Other[c]	1.3	1.0	1.1	1.4	1.4

[a] Includes car, SUV, van, pickup truck, and rental car, but not taxi, limo, Uber, or Lyft
[b] Includes public or commuter bus, paratransit/dial-a-ride, intercity bus, intercity rail, commuter rail, and rail transit, but not taxi, school bus, or private or charter bus
[c] Includes motorcycle, private or charter bus, airplane, boat, RV, and others
Source: 2017 National Household Travel Survey

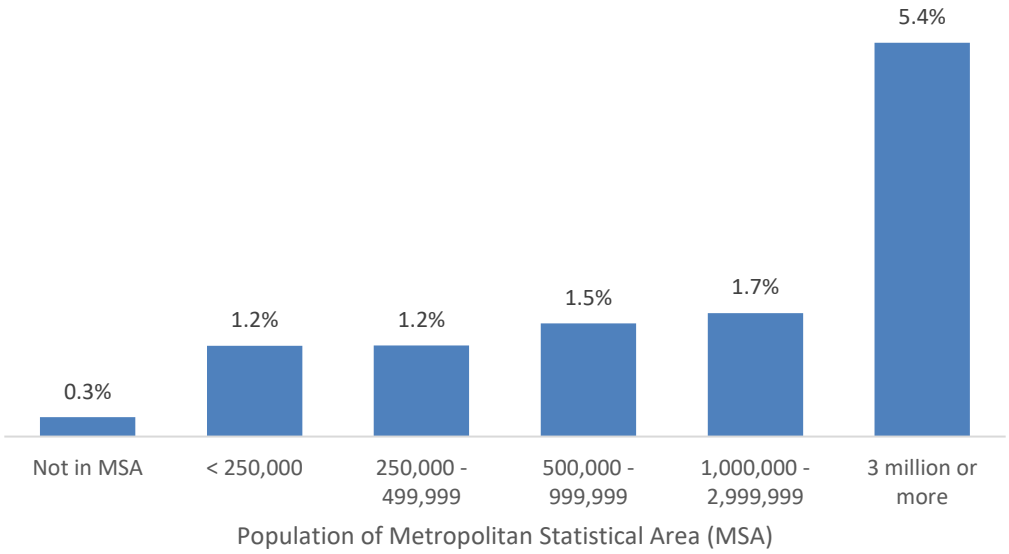

Figure 13. Percentage of Trips by Public Transportation, by Size of Metro Area

NATIONAL RURAL TRANSIT

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This section describes the characteristics of rural transit systems receiving section 5311 funding, using data submitted to the NTD. Data for 2019 are the most recent data available at the time of publication.

As reported in the NTD, 1,263 agencies provided service in 2019, a small decrease from 2018 (Table 11). This number may not include urban agencies that also receive 5311 funding to provide service in rural areas because they reported their data as urban systems.

Many rural transit agencies offer strictly a demand-response service. Some provide fixed-route, and a small number provide other modes, such as commuter bus, vanpool, or ferryboat. In total, 1,114 rural operators provided a demand-response service and 469 provided fixed-route service in 2019, including either a traditional fixed-route or deviated fixed-route service.

Table 11. Number of Rural Transit Providers Nationwide

	2015	2016	2017	2018	2019
Type of Service Provided					
Fixed-route	437	460	476	468	469
Demand-response	1,102	1,107	1,121	1,136	1,114
Demand-response taxi	45	49	50	46	13
Ferryboat	7	8	9	9	12
Commuter bus	73	68	69	72	59
Van pool	21	21	21	22	17
Other	2	2	2	2	2
Total Rural General Public Transit	***1,334***	***1,324***	***1,331***	***1,301***	***1,263***

Source: National Transit Database, 2015–2019

Nationwide, 82% of counties had some level of rural transit service in 2019, about the same as the previous year (Table 12). 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.

Table 12. Counties with Rural Transit Service

State	Number of Counties in State	Counties with 5311 Service 2015	2016	2017	2018	2019
Alabama	67	51	51	51	51	51
Alaska	18	18	18	9	9	9
Arizona	15	14	14	14	14	14
Arkansas	75	59	56	59	59	67
California	58	56	56	57	57	57
Colorado	64	38	50	52	53	53
Connecticut	8	8	8	8	4	4
Delaware	3	1	1	1	1	1
Florida	67	62	62	62	62	62
Georgia	159	114	111	112	112	112
Hawaii	4	3	3	3	3	3
Idaho	44	43	43	43	43	43
Illinois	102	89	90	90	93	93
Indiana	92	67	67	67	67	67
Iowa	99	99	99	99	99	99
Kansas	105	87	82	82	82	82
Kentucky	120	103	103	103	103	103
Louisiana	64	36	36	37	37	38
Maine	16	16	16	16	16	16
Maryland	24	17	17	17	17	17
Massachusetts	14	10	6	6	6	6
Michigan	83	74	74	74	74	74
Minnesota	87	86	86	86	86	86
Mississippi	82	82	56	56	56	56
Missouri	115	114	114	114	114	114
Montana	56	30	30	30	38	38
Nebraska	93	61	83	84	84	84
Nevada	17	12	12	12	12	12
New Hampshire	10	7	7	7	7	7
New Jersey	21	15	15	15	15	15
New Mexico	33	29	29	29	29	29
New York	62	43	44	45	45	45
North Carolina	100	98	98	98	97	97
North Dakota	53	53	53	53	53	53
Ohio	88	36	34	35	36	38
Oklahoma	77	74	74	72	72	76
Oregon	36	36	33	33	33	33
Pennsylvania	67	28	28	30	30	30
Rhode Island	5	2	2	2	2	2
South Carolina	46	40	40	40	40	40
South Dakota	66	59	59	59	59	59
Tennessee	95	95	95	95	95	95
Texas	254	246	246	246	246	246
Utah	29	13	13	13	13	7
Vermont	14	14	14	14	14	14
Virginia	95	57	57	57	58	58
Washington	39	35	29	31	31	29
West Virginia	55	25	25	25	25	25
Wisconsin	72	60	60	60	60	60
Wyoming	23	12	14	14	14	11
Total	3,091	2,527	2,513	2,517	2,526	2,530
Percentage of Counties served		82%	81%	81%	82%	82%

Source: National Transit Database, 2015–2019

OPERATING STATISTICS

Total annual ridership for rural transit systems decreased 0.4% in 2019, from 126.0 million rides in 2018 to 125.5 million rides (Table 13). Meanwhile, total vehicle revenue miles and vehicle revenue hours decreased 3.6% and 3.4%, respectively. Fixed-route service was steady or increased, while demand-response service declined. Rural transit agencies provided 478.0 million miles of service and 27.1 million vehicle hours of service in 2019. Data for intercity bus carriers receiving government support or urban systems providing service in rural areas are not included in Table 13.

Table 13. Rural Transit Operating Statistics

	2015	2016	2017	2018	2019	% Change 2018-2019
	----------millions----------					
Ridership						
Fixed-route	65.4	66.9	67.4	66.7	67.7	1.5%
Demand-response	52.9	48.3	47.3	47.2	45.6	-3.4%
Commuter bus	5.9	5.6	5.7	5.4	4.9	-10.3%
Vanpool	1.0	0.9	0.9	0.8	0.8	-0.9%
Demand-response taxi	1.8	1.8	1.8	0.4	0.3	-27.2%
Ferryboat	1.4	1.5	1.5	1.5	2.1	37.1%
Bus rapid transit	0.8	0.8	0.9	0.9	1.0	12.4%
Aerial tramway	2.4	2.8	2.8	3.0	3.2	4.1%
Total	131.7	128.6	127.5	126.0	125.5	-0.4%
Vehicle Revenue Miles						
Fixed-route	102.2	106.6	109.0	109.6	109.6	0.0%
Demand-response	351.6	343.9	350.2	354.4	338.2	-4.5%
Commuter bus	16.7	17.3	18.2	17.1	15.5	-9.0%
Vanpool	7.0	6.6	7.5	6.8	7.1	4.4%
Demand-response taxi	7.5	7.5	7.2	1.9	1.4	-27.4%
Ferryboat	0.1	0.1	0.2	0.2	0.3	87.7%
Bus rapid transit	1.8	1.8	1.9	1.8	2.0	8.6%
Aerial tramway	3.3	3.2	3.2	4.0	3.9	-2.6%
Total	490.1	487.1	494.5	495.7	478.0	-3.6%
Vehicle Revenue Hours						
Fixed-route	5.8	6.1	6.2	6.3	6.3	0.4%
Demand-response	20.1	19.5	19.9	20.4	19.5	-4.3%
Commuter bus	0.6	0.6	0.7	0.6	0.6	-9.9%
Vanpool	0.2	0.2	0.2	0.2	0.2	1.6%
Demand-response taxi	0.6	0.7	0.7	0.2	0.1	-20.8%
Ferryboat	0.0	0.0	0.0	0.0	0.1	31.8%
Bus rapid transit	0.1	0.1	0.1	0.1	0.1	8.8%
Aerial tramway	0.3	0.3	0.3	0.4	0.3	-2.6%
Total	27.7	27.5	27.9	28.1	27.1	-3.4%

Source: National Transit Database, 2015–2019

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 48% of existing providers experienced an increase in ridership from 2018 to 2019, while 48% increased vehicle miles and 50% increased vehicle hours (Table 14). The median change from 2018 to 2019 was a 0.3% decrease in vehicle miles, no change in vehicle hours, and a 0.5% decrease in ridership. Some agencies experienced significant gains. Twenty-nine percent had an increase in ridership of 5% or more, 18% increased ridership by 10% or more, and 8% experienced an increase of 20% or more. Some agencies also experienced significant decreases in ridership.

Table 14. Agency Level Changes in Service Miles, Hours, and Trips, 2018-2019

	Vehicles Miles	Vehicle Hours	Total Trips
Median Change	-0.3%	0.0%	-0.5%
Percentage of Agencies with an Increase	48	50	48
Percentage of Agencies with an Increase of:			
5% or more	28	29	29
10% or more	18	19	18
20% or more	9	9	8
50% or more	2	2	2
Percentage of Agencies with a Decrease of:			
5% or more	32	29	31
10% or more	18	17	19
20% or more	8	7	7
50% or more	1	1	1

Source: National Transit Database, 2018, 2019

As noted, these statistics do not include urban transit agencies that provide service in rural areas. Table 15 provides information about the rural services provided by these agencies. In 2019, urban transit agencies provided 41.2 million rides in non-urbanized areas. Combined, rural and urban transit agencies provided 166.7 million rides, 579.4 million vehicle revenue miles, and 32.6 million vehicle revenue hours in 2019 in rural areas (Table 16). While tables 15 and 16 include information from urban systems, none of the other statistics provided in this report include the rural service provided by urban agencies.

Table 15. Rural Service Provided by Urban Transit Agencies, 2019

Mode	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Fixed-route	22,106,949	33,686,427	1,940,311
Demand-response	6,134,203	54,756,047	3,014,530
Commuter bus	1,086,879	3,938,828	142,027
Vanpool	797,668	5,399,308	140,157
Demand-response taxi	105,219	983,452	45,230
Ferryboat	9,348,886	483,504	59,700
Alaskan Railway	46,280	1,152,012	42,677
Publicos (Puerto Rico)	1,616,472	1,043,975	99,246
Total	*41,242,556*	*101,443,553*	*5,483,878*

Source: National Transit Database, 2019

Table 16. Total Rural Service Provided by Rural and Urban Transit Agencies

	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Rural and tribal agencies	125,477,208	477,975,698	27,142,223
Urban agencies	41,242,556	101,443,553	5,483,878
Total	*166,719,764*	*579,419,251*	*32,626,101*

Source: National Transit Database, 2019

Tables 17-19 show median and percentile rankings for ridership, vehicle revenue miles, and vehicle revenue hours per agency in 2019. Median ridership was 30,318 rides. Data for fixed-route and demand-response service include just those agencies that provides those modes. Median ridership was 20,199 trips for demand-response service and 36,376 trips for fixed-route. Table 17 also shows the variation and range in ridership. For example, 10% of agencies provided 205,238 rides or more, and 10% provided 4,427 rides or less. The median vehicle revenue miles provided was 189,973, and the median vehicle revenue hours was 11,331. Ten percent of the agencies provided 845,174 or more miles of service, and the smallest 10% provided 26,409 miles or less. For systems providing fixed-route service, the median fixed-route miles provided was 148,871, and the median fixed-route vehicle hours of service were 8,440. For demand-response operations, the median values were 128,535 vehicle miles and 8,475 vehicle hours. These median numbers changed slightly from the previous year.

Table 17. Ridership Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-response	Total
	----------Unlinked passenger trips----------		
10th	3,676	3,214	4,427
20th	8,236	6,175	8,954
30th	14,239	10,121	13,874
40th	24,476	14,366	21,652
50th (Median)	36,376	20,199	30,318
60th	55,054	27,174	44,216
70th	89,932	39,166	65,615
80th	167,386	57,066	105,905
90th	320,598	96,681	205,238

Source: National Transit Database, 2019

Table 18. Vehicle Miles Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-response	Total
	----------Vehicle revenue miles----------		
10th	24,476	18,984	26,409
20th	45,300	38,082	53,071
30th	72,627	61,944	82,901
40th	101,451	88,131	134,615
50th (Median)	148,871	128,535	189,973
60th	196,589	185,980	255,654
70th	257,203	265,432	356,786
80th	360,556	387,940	519,235
90th	530,526	667,937	845,174

Source: National Transit Database, 2019

Table 19. Vehicle Hours Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-response	Total
	----------Vehicle revenue hours----------		
10th	1,864	1,625	1,897
20th	2,889	2,811	3,622
30th	4,125	4,190	5,664
40th	6,385	6,044	8,095
50th (Median)	8,440	8,475	11,331
60th	10,931	11,687	14,940
70th	14,413	16,326	20,653
80th	20,448	23,274	30,900
90th	30,068	39,153	47,678

Source: National Transit Database, 2019

FINANCIAL STATISTICS

Funding for capital projects increased 16% from federal sources, 38% from state governments, and 23% from local governments in 2019 (Table 20). Overall, capital funds increased 20% from the previous year.

Federal support of operating costs increased 1% in 2019, from $537 million to $542 million. State funding for operations increased 5%, and local funding decreased 1% in 2019. Directly generated revenues, which include fare revenues, contract revenues, advertising revenues, donations, and other direct revenues, increased 12% in 2019. Total operating funds increased 3%.

The data in Table 20 reflect the dollar amounts reported by rural transit providers to the Rural NTD. Figure 14 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 FY2018.

Table 20. Rural Transit Financial Statistics: Sources of Funding

	2015	2016	2017	2018	2019	% Change 2018-2019
	----------million dollars----------					
Capital Funding						
Federal	123.2	128.2	154.1	156.6	182.2	16%
State	31.9	35.0	36.6	38.1	52.7	38%
Local	31.8	35.9	34.4	37.3	46.0	23%
Directly Generated		2.8	3.8	3.8	1.9	-51%
Total Capital		202.0	228.8	235.9	282.8	20%
Operating						
Federal Assistance	448.8	489.8	517.5	536.7	541.8	1%
State Assistance	248.7	257.6	278.3	290.8	306.3	5%
Local Assistance	338.2	332.4	370.6	413.4	408.9	-1%
Directly Generated		289.5	288.1	255.7	286.7	12%
Total Operating	1,325.5	1,369.2	1,454.5	1,496.5	1,543.6	3%

Source: National Transit Database, 2015–2019

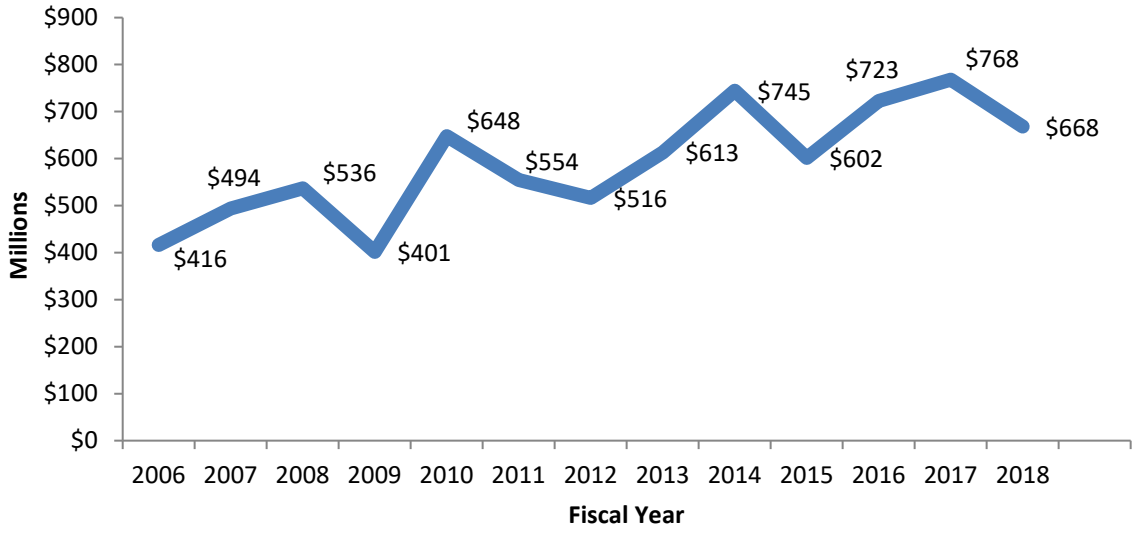


Figure 14. FTA Obligations under the Section 5311 Program, FY2006–FY2015
Source: Federal Transit Administration, Statistical Summaries, 2020

FLEET STATISTICS

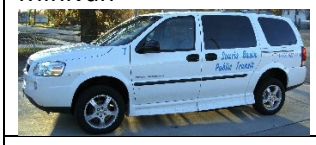
Table 21 shows the types and total number of active vehicles in use for different modes of rural transit in 2019. In 2019, 18,635 vehicles were used for demand-response transit, and 5,411 were used for fixed-route service. Vehicles are categorized in the NTD as buses, cutaways, vans, minivans, and sport utility vehicles, using the definitions provided in Table 22.

Table 21. Vehicles by Mode, 2019

	Demand-Response	Fixed-Route	Commuter Bus	Vanpool	Demand-Response Taxi	Total
Bus	950	1,968	310	0	0	3,074
Cutaway	10,026	3,049	289	0	0	11,993
Van	2,709	210	12	295	23	3,140
Minivan	4,327	114	1	145	58	4,572
Automobile	308	7	0	0	52	367
School bus	40	17	0	0	0	57
Over-the-road bus	0	31	54	0	0	85
Sports utility vehicle	274	5	0	5	1	283
Aerial tramway	0	0	0	0	0	68
Articulated bus	0	1	0	0	0	1
Ferryboat	0	0	0	0	0	27
Other	1	9	0	0	0	34
Total	*18,635*	*5,411*	*666*	*445*	*134*	*23,701*

Source: National Transit Database, 2019

Table 22. NTD Vehicle Type Definitions

Vehicle Type	Definition
Bus 	A rubber-tired passenger vehicle powered by diesel, gasoline, battery or alternative-fuel engines contained within the vehicle. Vehicles in this category do not include school buses or cutaways. This group does include minibuses such as a Sprinter.
Cutaway 	A transit vehicle built on a van or truck chassis by a second-stage manufacturer. The chassis is purchased by the body builder, a framework is built for the body, and then the body is finished for a complete vehicle. For example, a truck chassis may be used as the base for a small transit bus.
Van 	An enclosed vehicle having a typical seating capacity of 8 to 18 passengers and a driver. A van is typically taller and with a higher floor than a passenger car, such as a hatchback or station wagon. Vans normally cannot accommodate standing passengers
Minivan 	A light-duty vehicle having a typical seating capacity of up to seven passengers plus a driver. A minivan is smaller, lower and more streamlined than a full-sized van, but it is typically taller and has a higher floor than a passenger car. Minivans normally cannot accommodate standing passengers.
Sport Utility Vehicle 	A high-performance four-wheel-drive car built on a truck chassis. This passenger vehicle combines the towing capacity of a pickup truck with the passenger-carrying space of a minivan or station wagon. Most SUVs are designed with a roughly square cross-section, an engine compartment, a combined passenger and cargo compartment, and no dedicated trunk. Most mid-sized and full-sized SUVs have three rows of seats with a cargo area directly behind the last row of seats. Compact SUVs and mini SUVs may have five or fewer seats.

Source: 2019 NTD Reduced Reporter Policy Manual, FTA

Cutaways are the most common type of rural transit vehicle (Figure 15), followed by minivans, vans, and buses. More than half of demand-response and fixed-route vehicles are cutaways. Vans and minivans are also common for demand-response service and buses for fixed-route transit. Among other modes, mostly buses and cutaways are used for commuter bus service and vans and minivans for vanpools.

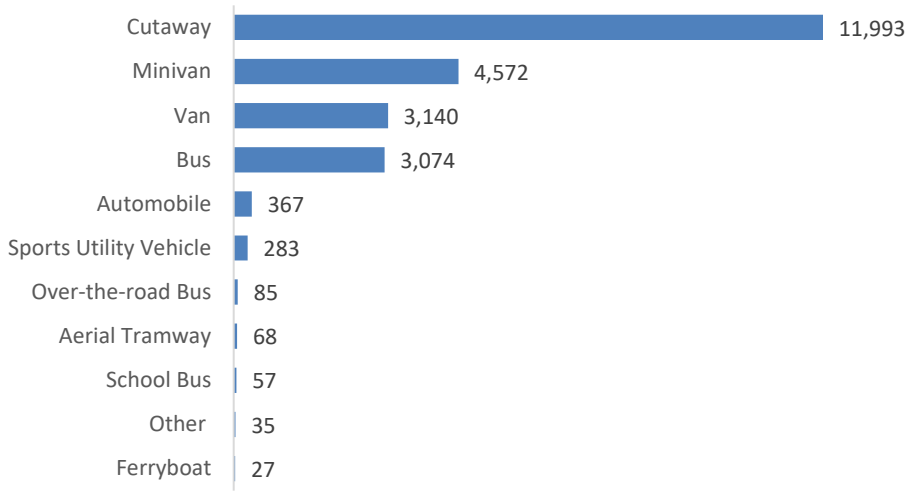


Figure 15. Total Rural Transit Vehicles, by Type, 2019

As shown in Table 23, the average fixed-route system operated 11.5 vehicles, and the average demand-response system operated 16.7 vehicles. Agencies that operated both fixed-route and demand-response service may have used some vehicles for both services. Overall, the average rural transit agency had a fleet of 18.8 active vehicles. Eighty-four percent of these vehicles were ADA accessible (Table 24). Most buses (96%) and cutaways (94%) were ADA accessible, whereas 74% of minivans and 64% of vans were ADA accessible in 2019.

Table 23. Average Fleet Size by Mode and Total, 2019

Mode	Average Number of Vehicles per Agency
Demand-response	16.7
Fixed-route	11.5
Commuter bus	11.3
Vanpool	26.2
Demand-response taxi	10.3
Total	*18.8*

Source: National Transit Database, 2019

Table 24. Percentage of Rural Transit Vehicles that are ADA Accessible

Vehicle Type	2015	2016	2017	2018	2019
	----------Percentage----------				
Bus	95	95	95	95	96
Cutaway	96	94	94	94	94
Van	66	62	65	62	64
Minivan	71	74	75	74	74
Automobile	8	20	11	20	20
School bus	21	8	21	8	16
Over-the-road bus	95	92	92	92	95
Sport utility vehicle	25	25	22	25	23
Total	*84*	*84*	*85*	*84*	*84*

Source: National Transit Database, 2015-2019

The average age of the vehicles was 6.9 years in 2019 (Table 25). The average vehicle length was 23.0 feet with an average seating capacity of 14.3 (Tables 26-27). The average bus was 32.5 feet and had a seating capacity of 27.8, while the average cutaway was 24.1 feet with a seating capacity of 15.0. Average vehicle age, length, and capacity have changed only slightly from year to year.

Table 25. Average Vehicle Age

Vehicle Type	2015	2016	2017	2018	2019
			----------Years----------		
Bus	7.8	8.2	8.5	8.4	8.6
Cutaway	6.4	6.5	6.4	6.6	6.7
Van	6.6	6.5	6.7	6.5	6.4
Minivan	5.8	5.8	5.9	6.3	6.3
Automobile	8.8	4.2	6.2	7.6	9.0
School bus	13.7	13.8	13.8	15.0	15.5
Over-the-road bus	8.9	10.0	7.7	8.0	8.0
Sport utility vehicle	6.5	6.1	5.8	6.4	6.4
Total	*6.6*	*6.5*	*6.7*	*6.9*	*6.9*

Source: National Transit Database, 2015-2019

Table 26. Average Vehicle Length

Vehicle Type	2015	2016	2017	2018	2019
			----------Feet----------		
Bus	30.9	30.7	30.2	31.0	32.5
Cutaway	23.9	23.4	23.5	23.6	24.1
Van	19.4	18.6	18.3	18.0	19.2
Minivan	16.5	15.6	15.7	16.3	16.5
Automobile	15.6	7.8	12.0	13.8	15.9
School bus	32.7	35.9	36.6	37.4	36.7
Over-the-road bus	43.4	49.4	41.5	40.0	44.1
Sport utility vehicle	15.9	15.9	15.7	15.9	15.9
Total	*23.0*	*21.8*	*22.2*	*22.3*	*23.0*

Source: National Transit Database, 2015-2019

Table 27. Average Seating Capacity

Vehicle Type	2015	2016	2017	2018	2019
Bus	26.2	27.7	27.4	27.6	27.8
Cutaway	15.3	15.5	15.3	15.0	15.0
Van	10.4	10.4	10.2	9.9	9.9
Minivan	5.7	5.8	5.6	5.6	5.6
Automobile	4.2	4.3	4.3	4.2	4.2
School bus	44.6	50.3	51.6	60.0	55.7
Over-the-road bus	52.2	62.3	50.5	50.7	51.8
Sport utility vehicle	5.1	5.1	5.3	5.2	5.3
Total	*14.7*	*14.7*	*14.7*	*14.3*	*14.3*

Source: National Transit Database, 2015-2019

Seventy-seven percent of the vehicles were owned outright by a public agency, while 15% were owned by a private entity, and most of the remainder were leased or borrowed by a public agency (Table 28).

Table 28. Vehicle Ownership, 2019

	Vehicle Type								
Ownership type	Bus	Cutaway	Van	Minivan	Auto	School bus	Over-the-road bus	Sports utility vehicle	Total
Owned outright by public agency	84	79	79	70	59	61	64	71	77
Owned outright by private entity	7	13	15	24	37	30	7	25	15
True lease by public agency	0	0	0	1	1	2	6	0	0
Leased or borrowed from related parties by a public agency	5	4	3	3	0	7	11	0	3
True lease by private entity	0	0	0	0	1	0	2	0	0
Leased under lease purchase agreement by a public agency	3	3	2	2	1	0	11	1	3
Leased or borrowed from related parties by a private entity	0	1	0	0	0	0	0	2	1

Source: National Transit Database, 2019

The FTA's rural area formula program was the primary funding source for about half of the vehicles, though 7% were primarily supported by section 5310 funds, 28% by other federal funds, 12% by non-federal public funds, and 3% by private funds (Table 29).

Table 29. Primary Funding Source for Vehicles, 2019

	Vehicle Type								
Funding source	Bus	Cutaway	Van	Minivan	Auto	School bus	Over-the-road bus	Sports utility vehicle	Total
Rural Area Formula Program	40	54	50	46	29	14	15	44	49
Enhanced Mobility of Seniors & Individuals with Disabilities	3	8	7	10	9	2	0	7	7
Other Federal Funds	36	27	27	29	12	21	34	29	28
Non-Federal Public Funds	19	10	13	11	21	35	42	11	12
Non-Federal Private Funds	2	2	3	4	30	28	8	9	3

Source: National Transit Database, 2019

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES

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

Trips per vehicle revenue mile increased by 8% in 2019. As Table 30 shows, trips per mile was significantly higher for fixed-route service (0.62) than it was for demand-response (0.13). Trips per vehicle revenue hour was unchanged at 4.6 in 2018. The number of trips per hour was 10.7 for fixed-route service and 2.3 for demand-response.

Table 30. Trips per Mile and Trips per Hour

	2015	2016	2017	2018	2019	% Change 2018-2019
Trips per Vehicle Revenue Mile						
Fixed-route	0.64	0.63	0.62	0.61	0.62	1.5%
Demand-response	0.15	0.14	0.14	0.13	0.13	1.2%
Commuter bus	0.35	0.32	0.31	0.32	0.31	-1.4%
Vanpool	0.14	0.13	0.12	0.11	0.11	-5.1%
Demand-response taxi	0.25	0.25	0.26	0.20	0.20	0.3%
Total	0.27	0.26	0.25	0.24	0.26	8.4%
Trips per Vehicle Revenue Hour						
Fixed-route	11.2	10.9	10.9	10.6	10.7	1.0%
Demand-response	2.6	2.5	2.4	2.3	2.3	1.0%
Commuter bus	9.7	8.8	8.6	8.5	8.5	-0.4%
Van pool	5.3	4.9	4.8	4.7	4.6	-2.5%
Demand-response taxi	3.0	2.8	2.7	2.2	2.1	-8.1%
Total	4.8	4.7	4.7	4.6	4.6	0.2%

Source: National Transit Database, 2015-2019

Table 31 provides information about the amount of service provided per vehicle. Fixed-route systems provided 12,507 trips per vehicle, 20,260 miles per vehicle, and 1,164 hours per vehicle in 2019. Demand-response agencies provided significantly fewer trips per vehicle (2,449) and also fewer miles and hours per vehicle (18,150 and 1,046, respectively).

Table 31. Trips, Miles, and Hours per Vehicle, 2019

	Fixed-Route	Demand-Response	Total
Trips Per Vehicle	12,507	2,449	5,294
Vehicle Revenue Miles Per Vehicle	20,260	18,150	20,167
Vehicle Revenue Hours Per Vehicle	1,164	1,046	1,145

Source: National Transit Database, 2019

Average operating cost per trip was $11.75 in 2019, a 3% increase from the previous year (Table 32). The costs were significantly higher for demand-response service. The average operating cost for fixed-route services increased 4% to $7.05 per trip in 2019, while average operating cost for demand-response services increased 4% to $19.52 per trip. Operating cost per vehicle revenue mile in 2019 was $4.35 for fixed-route services, $2.63 for demand-response, and $3.08 overall. Operating cost per vehicle revenue hour in 2019 was $75.79 for fixed-route services, $45.68 for demand-response, and $54.30 overall. Costs tend to be higher per vehicle mile and per vehicle hour for the fixed-route operators, but lower per trip because of the greater number of rides provided. Fare revenues in 2019 covered 9% of the operating costs. The farebox recovery ratio has been averaging 6-9% each year.

Table 32. Operating Costs per Trip, Vehicle Revenue Mile, and Vehicle Revenue Hour and Farebox Recovery Ratio

	2016	2017	2018	2019	% Change 2018-2019
Operating Expense per Trip					
Total	10.26	10.95	11.41	11.75	2.9%
Fixed-route	6.19	6.53	6.81	7.05	3.6%
Demand-response	16.67	18.00	18.85	19.52	3.6%
Operating Expense per Vehicle Mile					
Total	2.71	2.82	2.90	3.08	6.3%
Fixed-route	3.88	4.04	4.14	4.35	5.2%
Demand-response	2.34	2.43	2.51	2.63	4.9%
Operating Expense per Vehicle Hour					
Total	47.97	50.00	51.17	54.30	6.1%
Fixed-route	67.62	71.02	72.25	75.79	4.9%
Demand-response	41.24	42.76	43.67	45.68	4.6%
Farebox Recovery Ratio					
Total	0.06	0.07	0.09	0.09	6.6%

Source: National Transit Database, 2016-2019

While these tables show overall averages, there is significant variation in costs and performance measures between transit agencies across the country. Table 33 shows percentile rankings for performance measures, including operating costs per trip, per vehicle mile, and per vehicle hour; trips per vehicle mile and hour; and farebox recovery ratio. Statistics are provided for all rural transit and specifically for fixed-route and demand-response. 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 $7.41, while 50% have an operating expense per trip at or below $17.40, and 90% are at or below $39.96 (and 10% have costs above $39.96).

Table 33. Performance Measures Percentiles, 2019

	Operating Expense			Unlinked Passenger Trips		
Percentile	Per Trip	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour	Farebox Recovery Ratio
Total						
10th	7.41	1.67	28.19	0.06	1.20	0.00
25th	11.47	2.20	35.82	0.10	1.76	0.03
50th	17.40	3.10	49.88	0.17	2.76	0.05
75th	26.43	4.33	69.49	0.33	4.58	0.10
90th	39.96	6.06	97.26	0.61	8.09	0.18
Fixed-route						
10th	4.39	1.98	31.74	0.07	1.46	0.00
25th	7.10	2.69	45.84	0.14	2.57	0.02
50th	12.78	3.73	64.43	0.29	4.67	0.05
75th	22.13	5.15	83.78	0.57	8.80	0.10
90th	39.11	6.94	110.64	1.11	15.60	0.16
Demand-response						
10th	9.41	1.62	27.41	0.06	1.11	0.00
25th	13.65	2.10	33.52	0.09	1.56	0.02
50th	20.12	2.98	44.99	0.15	2.29	0.05
75th	30.32	4.21	62.91	0.26	3.31	0.10
90th	45.48	6.36	87.30	0.43	4.83	0.17

Source: National Transit Database, 2019

Some of the variations could be explained by the size of the operations. Tables 34-42 group transit systems into categories based on the size of the agency. Transit agencies are categorized into ten groups based on percentiles for vehicle revenue miles (Tables 34, 37, and 40), vehicle revenue hours (Tables 35, 38, and 41), or ridership (Tables 36, 39, and 42). The first group is the smallest 10% of agencies, the second group the next smallest 10%, etc. In other words, agencies are sorted into deciles. Average agency operating statistics and performance measures are reported for each size category. Tables 34-36 provide statistics for all rural transit service, while Tables 37-39 are specific to fixed-route service and Tables 40-42 for demand-response transit.

For example, Table 34 categorizes agencies based on vehicle revenue miles. Systems in the 41-50th percentile had vehicle miles ranging from 134,600 to 190,000 miles. These agencies were just below the median in miles of service. Among the systems in this group, average ridership was 37,900 trips, average vehicle miles was 163,200, average vehicle hours was 10,200, average trips per mile was 0.23, average cost per trip was $16.19, average cost per mile was $3.76, etc. Similar statistics can be found for agencies of different sizes, and different tables categorize size based on vehicle revenue hours or ridership.

Table 34. Statistics for Agencies Ranked by Vehicle Revenue Miles of Service Provided, 2019

	Vehicle Revenue Miles					Average Agency Values				
Percentile Rank	Minimum	Maximum	Unlinked Passenger Trips	VRM	VRH	Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	26.4	6.2	14.6	1.4	0.42	4.36	14.45	6.11	63.00
11-20	26.4	53.1	14.9	39.4	3.1	0.38	4.81	13.10	4.97	62.99
21-30	53.1	82.9	16.6	67.3	5.1	0.25	3.28	14.51	3.58	47.53
31-40	82.9	134.6	31.5	107.0	7.2	0.29	4.37	12.34	3.63	53.97
41-50	134.6	190.0	37.9	163.2	10.2	0.23	3.71	16.19	3.76	60.08
51-60	190.0	255.7	60.8	220.8	13.6	0.28	4.46	11.33	3.12	50.52
61-70	255.7	356.8	71.3	301.5	17.9	0.24	3.97	13.58	3.21	53.99
71-80	356.8	519.2	139.1	431.7	26.0	0.32	5.36	10.49	3.38	56.20
81-90	519.2	845.2	207.3	648.6	37.9	0.32	5.47	10.05	3.21	55.01
>90	845.2	14,653.3	406.7	1,783.8	92.2	0.23	4.41	12.11	2.76	53.43
Total	0.0	14,653.3	99.3	378.4	21.5	0.26	4.62	11.75	3.08	54.30

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 35. Statistics for Agencies Ranked by Vehicle Revenue Hours of Service Provided, 2019

	Vehicle Revenue Hours					Average Agency Values				
Percentile Rank	Minimum	Maximum	Unlinked Passenger Trips	VRM	VRH	Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	1.9	4.4	20.1	1.1	0.22	4.01	19.91	4.38	79.83
11-20	1.9	3.6	10.3	44.2	2.7	0.23	3.76	18.34	4.28	68.86
21-30	3.6	5.7	13.5	75.5	4.5	0.18	2.99	16.84	3.02	50.36
31-40	5.7	8.1	26.2	125.0	6.8	0.21	3.83	14.61	3.07	55.97
41-50	8.1	11.3	38.6	166.6	9.7	0.23	3.99	13.87	3.22	55.40
51-60	11.3	14.9	53.5	226.7	13.3	0.24	4.03	14.44	3.41	58.22
61-70	14.9	20.7	66.7	305.3	17.7	0.22	3.77	13.67	2.99	51.60
71-80	20.7	30.9	113.6	441.8	25.3	0.26	4.49	12.72	3.27	57.15
81-90	30.9	47.7	223.1	638.9	38.2	0.35	5.83	9.64	3.37	56.25
>90	47.7	772.3	442.0	1,734.1	95.2	0.25	4.64	11.19	2.85	51.97
Total	0.0	772.3	99.3	378.4	21.5	0.26	4.62	11.75	3.08	54.30

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 36. Statistics for Agencies Ranked by Ridership, 2019

Percentile Rank	Unlinked Passenger Trips		Unlinked Passenger Trips	VRM	VRH	Average Agency Values: Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	Minimum	Maximum								
	----------thousands----------									
1-10	0.0	4.4	2.3	32.5	1.8	0.07	1.31	38.21	2.75	49.89
11-20	4.4	9.0	6.6	63.0	3.6	0.10	1.81	26.67	2.77	48.21
21-30	9.0	13.9	11.5	96.5	5.6	0.12	2.06	23.37	2.78	48.17
31-40	13.9	21.7	17.5	158.9	8.6	0.11	2.03	22.51	2.48	45.72
41-50	21.7	30.3	25.9	180.8	10.4	0.14	2.48	19.84	2.84	49.13
51-60	30.3	44.2	36.9	258.6	14.7	0.14	2.51	19.84	2.83	49.77
61-70	44.2	65.6	54.2	349.2	20.0	0.16	2.71	17.74	2.76	48.05
71-80	65.6	105.9	85.8	527.9	30.7	0.16	2.80	17.45	2.84	48.87
81-90	105.9	205.2	146.6	740.7	43.6	0.20	3.37	15.01	2.97	50.53
>90	205.2	5,212.5	603.4	1,372.6	75.7	0.44	7.97	7.99	3.51	63.68
Total	0.0	5,212.5	99.3	378.4	21.5	0.26	4.62	11.75	3.08	54.30

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 37. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Miles, 2019

Percentile Rank	Vehicle Revenue Miles		Unlinked Passenger Trips	VRM	VRH	Average Agency Values: Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	Minimum	Maximum								
	----------thousands----------									
1-10	0.0	24.5	6.3	14.2	1.2	0.45	5.11	10.75	4.80	54.91
11-20	24.5	45.3	9.4	34.2	2.6	0.28	3.65	13.32	3.67	48.64
21-30	45.3	72.6	24.8	57.5	3.9	0.43	6.33	10.00	4.32	63.30
31-40	72.6	101.5	28.7	86.9	5.7	0.33	5.02	14.78	4.88	74.21
41-50	101.5	148.9	56.8	126.8	8.0	0.45	7.12	9.39	4.21	66.87
51-60	148.9	196.6	74.5	176.0	10.4	0.42	7.13	9.24	3.91	65.85
61-70	196.6	257.2	107.5	219.3	13.3	0.49	8.09	7.49	3.67	60.57
71-80	257.2	360.6	161.1	300.3	17.3	0.54	9.33	7.50	4.02	69.90
81-90	360.6	530.5	300.0	422.7	23.5	0.71	12.76	5.98	4.25	76.30
>90	530.5	2,250.7	672.4	898.6	48.3	0.75	13.93	6.36	4.76	88.62
Total	0.0	2,250.7	144.3	233.8	13.4	0.62	10.75	7.05	4.35	75.79

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 38. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Hours, 2019

Percentile Rank	Vehicle Revenue Hours		Unlinked Passenger Trips	VRM	VRH	Average Agency Values: Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	Minimum	Maximum								
	----------thousands----------									
1-10	0.0	1.9	5.2	18.9	1.0	0.27	4.95	13.38	3.66	66.27
11-20	1.9	2.9	9.1	36.9	2.4	0.25	3.86	13.72	3.39	52.96
21-30	2.9	4.1	16.4	70.4	3.4	0.23	4.78	14.61	3.40	69.84
31-40	4.1	6.4	23.3	100.9	5.3	0.23	4.36	18.10	4.18	78.96
41-50	6.4	8.4	46.1	134.0	7.4	0.34	6.22	10.31	3.54	64.10
51-60	8.4	10.9	58.0	168.6	9.8	0.34	5.93	11.80	4.06	69.99
61-70	10.9	14.4	96.1	223.7	12.8	0.43	7.51	8.89	3.82	66.74
71-80	14.4	20.4	144.7	301.2	17.3	0.48	8.38	8.79	4.22	73.64
81-90	20.4	30.1	240.3	409.1	24.7	0.59	9.72	6.65	3.91	64.60
>90	30.1	129.6	802.0	872.3	50.0	0.92	16.03	5.52	5.08	88.58
Total	0.0	129.6	144.3	233.8	13.4	0.62	10.75	7.05	4.35	75.79

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 39. Statistics for Fixed-Route Service Ranked by Ridership, 2019

Percentile Rank	Unlinked Passenger Trips		Unlinked Passenger Trips	VRM	VRH	Average Agency Values: Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	Minimum	Maximum								
	----------thousands----------									
1-10	0.0	3.7	1.9	32.4	1.7	0.06	1.11	46.79	2.78	52.16
11-20	3.7	8.2	5.7	52.5	3.0	0.11	1.90	27.53	2.97	52.44
21-30	8.2	14.2	11.2	90.2	4.7	0.12	2.38	33.14	4.12	79.01
31-40	14.2	24.5	18.8	109.9	6.0	0.17	3.14	18.03	3.08	56.68
41-50	24.5	36.4	30.7	132.2	7.1	0.23	4.33	14.92	3.47	64.59
51-60	36.4	55.1	45.4	216.5	11.2	0.21	4.06	17.38	3.65	70.51
61-70	55.1	89.9	71.6	255.4	14.2	0.28	5.05	13.22	3.70	66.75
71-80	89.9	167.4	120.3	302.8	18.5	0.40	6.52	9.27	3.68	60.43
81-90	167.4	320.6	236.8	403.3	22.1	0.59	10.70	7.65	4.49	81.89
>90	320.6	3,113.9	898.6	741.9	45.8	1.21	19.62	4.56	5.52	89.41
Total	0.0	3,113.9	144.3	233.8	13.4	0.62	10.75	7.05	4.35	75.79

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 40. Statistics for Demand-Response Service Ranked by Vehicle Revenue Miles, 2019

Percentile Rank	Vehicle Revenue Miles Minimum	Maximum	Unlinked Passenger Trips	VRM	VRH	Average Agency Values Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	19.0	4.8	11.2	1.2	0.43	3.91	14.12	6.02	55.28
11-20	19.0	38.1	8.3	28.2	2.5	0.29	3.30	16.31	4.79	53.82
21-30	38.1	61.9	10.9	49.9	3.8	0.22	2.88	18.40	4.00	52.94
31-40	61.9	88.1	13.7	74.6	5.5	0.18	2.49	19.84	3.65	49.33
41-50	88.1	128.5	21.9	107.1	7.6	0.20	2.87	16.23	3.31	46.55
51-60	128.5	186.0	28.8	156.8	10.5	0.18	2.74	17.19	3.16	47.16
61-70	186.0	265.4	33.4	223.2	13.6	0.15	2.46	19.91	2.98	48.96
71-80	265.4	387.9	48.0	322.8	19.6	0.15	2.45	21.73	3.23	53.14
81-90	387.9	667.9	75.7	506.0	30.4	0.15	2.49	18.79	2.81	46.82
>90	667.9	14,653.3	163.8	1,550.5	80.0	0.11	2.05	20.34	2.15	41.62
Total	0.0	14,653.3	41.0	303.6	17.5	0.13	2.34	19.52	2.63	45.68

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 41. Statistics for Demand-Response Service Ranked by Vehicle Revenue Hours, 2019

Percentile Rank	Vehicle Revenue Hours Minimum	Maximum	Unlinked Passenger Trips	VRM	VRH	Average Agency Values Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	1.6	3.5	15.8	0.9	0.22	3.96	17.30	3.84	68.49
11-20	1.6	2.8	6.9	34.9	2.2	0.20	3.19	18.89	3.73	60.29
21-30	2.8	4.2	11.0	53.9	3.5	0.20	3.15	17.48	3.56	55.04
31-40	4.2	6.0	13.8	79.5	5.1	0.17	2.71	18.39	3.19	49.79
41-50	6.0	8.5	18.7	119.3	7.2	0.16	2.58	19.53	3.07	50.48
51-60	8.5	11.7	26.0	163.6	10.0	0.16	2.60	19.17	3.05	49.78
61-70	11.7	16.3	32.7	220.1	14.0	0.15	2.34	19.86	2.95	46.44
71-80	16.3	23.3	47.1	326.2	19.5	0.14	2.41	20.54	2.96	49.50
81-90	23.3	39.2	76.2	514.2	30.3	0.15	2.52	19.48	2.89	49.01
>90	39.2	772.3	173.1	1,503.3	82.0	0.12	2.11	19.54	2.25	41.24
Total	0.0	772.3	41.0	303.6	17.5	0.13	2.34	19.52	2.63	45.68

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 42. Statistics for Demand-Response Service Ranked by Ridership, 2019

Percentile Rank	Unlinked Passenger Trips		Unlinked Passenger Trips	Average Agency Values						
	Minimum	Maximum		VRM	VRH	Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	3.2	1.8	26.6	1.4	0.07	1.23	39.50	2.64	48.69
11-20	3.2	6.2	4.8	50.5	3.0	0.10	1.58	30.31	2.89	47.93
21-30	6.2	10.1	8.1	65.0	4.1	0.12	1.96	25.23	3.14	49.46
31-40	10.1	14.4	12.3	102.3	6.3	0.12	1.94	24.17	2.90	46.99
41-50	14.4	20.2	17.2	147.9	8.6	0.12	1.98	22.98	2.67	45.59
51-60	20.2	27.2	23.5	168.0	10.1	0.14	2.33	19.90	2.79	46.27
61-70	27.2	39.2	32.7	247.3	14.8	0.13	2.21	21.36	2.82	47.23
71-80	39.2	57.1	47.8	340.8	20.2	0.14	2.37	19.82	2.78	46.97
81-90	57.1	96.7	74.7	520.9	30.3	0.14	2.46	20.08	2.88	49.49
>90	96.7	1,420.7	186.0	1,362.2	75.8	0.14	2.46	17.51	2.39	43.00
Total	0.0	1,420.7	41.0	303.6	17.5	0.13	2.34	19.52	2.63	45.68

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Some observations can be made from reviewing these tables. For example, for fixed-route systems, trips per mile and trips per hour tend to be highest for the largest systems. On the other hand, for demand-response service, trips per mile and per hour tend to decrease as vehicle miles and vehicle hours increase. The smaller demand-response systems provide more trips per vehicle mile or vehicle hour, possibly because they serve a smaller area with more concentrated service.

Operating cost per trip tends to decrease with size for fixed-route services, though this relationship does not appear to exist for demand-response systems. Operating cost per vehicle mile or vehicle hour is not closely related to size for fixed-route service, except that the largest systems tend to have the highest costs. While the largest fixed-route services have higher per-mile or per-hour costs, their costs per trip are the lowest because of the greater number of trips provided per mile and per hour. The relationship is the opposite for demand-response systems, as cost per mile and cost per hour tend to decrease with size.

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 several 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; and
h. 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. Also important is geographic coverage of service, the percentage of the rural population with access to transit, and 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.

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), originally reported in the 2017 *Rural Transit Fact Book*, 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 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 for the 2017 *Rural Transit Fact Book*. 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.

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 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 level. The regions used are based on the FTA's regional classification. The FTA divides the country into 10 regions, as shown in Figure 16.

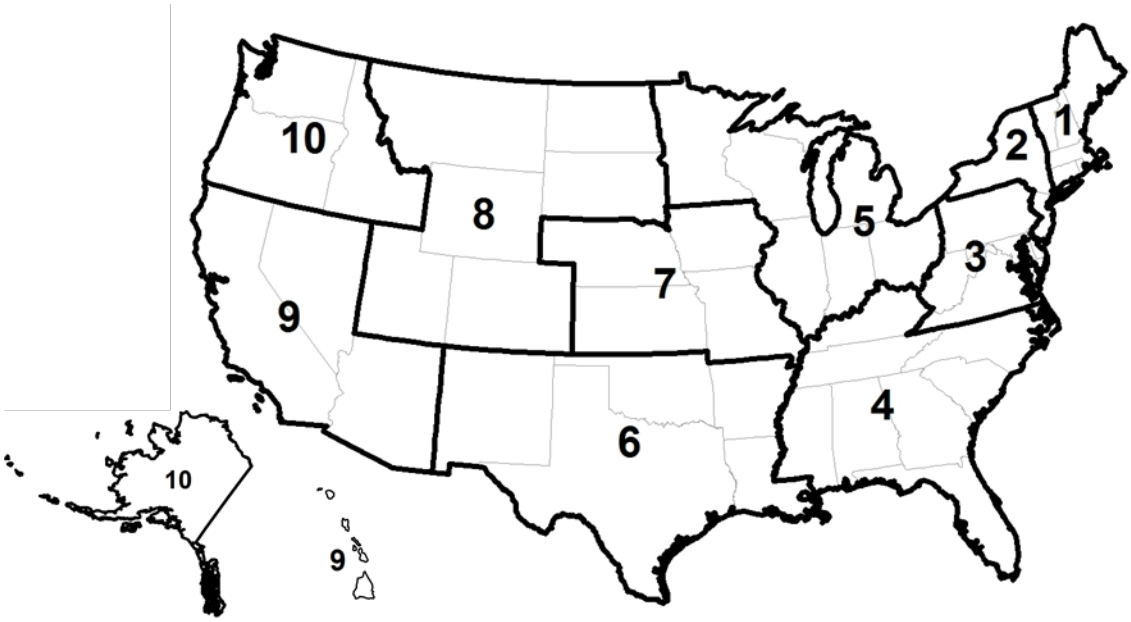


Figure 16. FTA Regions

The greatest number of rural transit agencies is in regions 4, 5, and 7, followed by regions 8 and 6 (Table 43). The operators in these regions are mostly demand-response providers. The northeast and far western regions have a greater orientation toward fixed-route service.

Table 43. Number of Transit Agencies by Region, by Mode, 2019

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Fixed-route	22	40	33	57	86	23	21	49	64	74
Demand-response	27	15	34	226	249	109	175	130	70	79
Commuter bus	6	6	1	0	1	5	0	8	13	19
Vanpool	0	0	1	2	0	1	1	1	0	11
Ferryboat	3	0	1	1	1	0	0	0	3	3
Demand-response taxi	1	0	0	2	5	0	1	1	1	2
Bus rapid transit	0	0	0	0	0	0	0	1	0	0
Aerial tramway	0	0	0	0	0	0	0	1	0	0
Total	*33*	*44*	*42*	*240*	*263*	*114*	*178*	*151*	*98*	*100*

Source: National Transit Database, 2019

Annual ridership in 2019 was highest in regions 8 (26.5 million rides), 5 (22.1 million rides), and 4 (20.2 million rides) (Table 44). Region 4 provided the highest level of service, by a significant margin, with 119.9 million vehicle miles and 6.4 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 and cutaways (Table 45).

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 (Table 46). 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 $2.19 in region 4 to $4.75 in region 9.

Table 44. Operating Statistics by Region, 2019

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Ridership	----------million trips----------									
Fixed-route	5.1	3.3	6.3	9.6	7.0	2.2	1.7	16.8	6.5	9.1
Demand-response	1.0	0.3	1.4	10.4	14.1	5.8	6.2	3.4	1.6	1.3
Commuter bus	0.3	0.1	0.1	0.0	0.0	0.3	0.0	2.0	1.3	0.7
Vanpool	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.4
Ferryboat	0.5	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.5	0.2
Demand-response taxi	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Bus rapid transit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Aerial tramway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Total	*7.0*	*3.7*	*7.8*	*20.2*	*22.1*	*8.6*	*7.9*	*26.5*	*9.9*	*11.8*
Vehicle Revenue Miles	----------million miles----------									
Fixed-route	5.9	11.8	10.7	8.9	17.1	4.0	3.5	14.5	16.8	16.4
Demand-response	16.6	1.9	10.7	110.1	76.2	49.5	42.5	14.8	6.2	9.7
Commuter bus	1.5	0.5	0.4	0.0	0.0	1.9	0.0	3.4	4.4	3.3
Vanpool	0.0	0.0	0.0	0.7	0.0	3.2	0.1	0.3	0.0	2.6
Ferryboat	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Demand-response taxi	0.1	0.0	0.0	0.1	0.7	0.0	0.0	0.1	0.4	0.0
Bus rapid transit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Aerial tramway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Total	*24.3*	*14.2*	*21.8*	*119.9*	*94.1*	*58.7*	*46.1*	*38.9*	*27.9*	*32.1*
Vehicle Revenue Hours	----------thousand hours----------									
Fixed-route	398	616	637	638	996	257	236	925	778	817
Demand-response	709	133	643	5,761	4,726	2,785	2,535	1,103	484	617
Commuter bus	64	14	12	0	1	77	0	141	152	114
Vanpool	0	0	1	14	0	57	3	10	0	82
Ferryboat	15	0	1	0	19	0	0	0	8	8
Demand-response taxi	5	0	0	5	60	0	0	4	60	4
Bus rapid transit	0	0	0	0	0	0	0	73	0	0
Aerial tramway	0	0	0	0	0	0	0	346	0	0
Total	*1,190*	*764*	*1,293*	*6,417*	*5,803*	*3,177*	*2,773*	*2,602*	*1,482*	*1,641*

Source: National Transit Database, 2019

Table 45. Fleet Statistics by Region, 2019

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Vehicles										
Bus	186	204	280	358	707	106	106	545	231	351
Cutaway	352	388	640	2,316	2,691	1,526	1,811	739	804	726
Van	59	3	119	1,472	242	512	181	180	119	253
Minivan	62	2	108	899	940	936	847	429	102	247
Automobile	6	0	4	35	58	93	69	37	20	45
School bus	1	0	0	10	21	4	0	10	0	11
Over-the-road bus	6	6	1	0	0	10	5	42	15	0
Sports utility vehicle	5	0	5	138	19	76	4	19	7	10
Other	12	0	1	8	4	0	0	93	7	5
Total	*689*	*603*	*1,158*	*5,236*	*4,682*	*3,263*	*3,023*	*2,094*	*1,305*	*1,648*
Vehicles ADA Accessible	86%	96%	94%	77%	92%	83%	86%	81%	88%	74%

Source: National Transit Database, 2019

Table 46. Performance Measures by Region, 2019

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM										
Fixed-route	0.87	0.28	0.59	1.08	0.41	0.55	0.48	1.17	0.38	0.56
Demand-response	0.06	0.17	0.13	0.09	0.19	0.12	0.15	0.23	0.25	0.14
Total	*0.29*	*0.26*	*0.36*	*0.17*	*0.23*	*0.15*	*0.17*	*0.68*	*0.36*	*0.37*
Trips per VRH										
Fixed-route	12.9	5.3	9.9	15.1	7.0	8.6	7.2	18.2	8.3	11.2
Demand-response	1.5	2.5	2.2	1.8	3.0	2.1	2.4	3.0	3.2	2.2
Total	*5.9*	*4.8*	*6.1*	*3.1*	*3.8*	*2.7*	*2.8*	*10.2*	*6.7*	*7.2*
Trips Per Vehicle	10,153	6,105	6,759	3,853	4,715	2,644	2,613	12,632	7,613	7,166
VRM Per Vehicle	35,297	23,535	18,863	22,893	20,090	17,991	15,260	18,568	21,388	19,454
VRH Per Vehicle	1,728	1,267	1,117	1,226	1,239	974	917	1,243	1,136	996
Operating Expense per Trip										
Fixed-route	5.71	13.36	6.73	3.80	8.65	7.32	7.58	4.91	11.17	8.85
Demand-response	26.80	25.97	25.05	21.54	16.83	20.08	17.15	15.73	22.96	33.12
Total	*10.55*	*14.68*	*10.08*	*13.01*	*13.71*	*16.33*	*15.07*	*6.32*	*13.36*	*12.05*
Operating Expense per VRM										
Fixed-route	4.97	3.72	3.98	4.11	3.53	4.03	3.62	5.72	4.29	4.93
Demand-response	1.68	4.49	3.26	2.04	3.12	2.37	2.50	3.57	5.79	4.59
Total	*3.03*	*3.81*	*3.61*	*2.19*	*3.22*	*2.40*	*2.58*	*4.30*	*4.75*	*4.44*
Operating Expense per VRH										
Fixed-route	73.71	71.03	66.74	57.43	60.52	63.13	54.43	89.44	92.82	98.93
Demand-response	39.48	64.28	54.43	39.05	50.26	42.10	41.88	47.92	74.21	72.01
Total	*61.97*	*70.75*	*61.02*	*40.89*	*52.17*	*44.35*	*42.93*	*64.21*	*89.54*	*86.72*
Farebox Recovery Ratio	0.13	0.07	0.19	0.04	0.10	0.05	0.16	0.08	0.10	0.10

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2019

Table 46 provides averages for each region, but the averages could be influenced by a few large or small systems. Median values may be of more interest. Half of agencies have values below the median and half above. Table 47 provides median agency performance measures for each region. For example, while region 8 had the most trips per vehicle mile and per vehicle hour by a significant margin, as shown in Table 46, this was influenced by a few large systems. The median values for region 8, on the other hand, are not the largest and are similar to those from other regions. Median trips per vehicle mile and vehicle hour, in fact, are highest in region 9 and lowest in region 4. The median cost per trip is highest in region 4 at $20.22 and the lowest in region 8 at $13.65.

Table 47. Median Agency Performance Measures, 2019

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM	0.25	0.20	0.23	0.10	0.20	0.12	0.22	0.25	0.26	0.19
Trips per VRH	3.83	3.89	3.69	1.91	2.93	2.09	3.03	3.13	4.53	3.42
Operating expense per trip	18.19	19.79	13.90	20.22	15.91	18.18	15.28	13.65	18.54	19.91
Operating expense per VRM	3.85	3.99	3.35	2.16	3.10	2.71	3.10	3.52	4.66	3.71
Operating expense per VRH	60.49	72.70	50.88	37.97	49.03	43.04	46.36	48.37	84.22	72.60
Farebox recovery	0.03	0.05	0.07	0.03	0.08	0.04	0.08	0.06	0.08	0.04

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2019

STATE STATISTICS

The states with the most rural transit agencies include Georgia, Kansas, Michigan, North Carolina, Nebraska, and California (Table 48). Table 48 shows ridership, vehicle revenue miles, and vehicle revenue hours in 2019, as well as number of agencies and percentage of counties served for each state. Colorado provided the most trips by a large margin, followed by Michigan and California (Figure 17). As noted previously, Colorado has a few large agencies serving popular resort areas. The greatest amount of demand-response transit ridership is in Michigan. Kentucky, North Carolina, and Michigan provided the most vehicle revenue miles and hours of service, mostly for demand-response transit (Figures 18 and 19).

Tables 49 and 50 provide ridership and vehicle revenue miles data for 2016-2019 for each 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 in these tables as other. This includes significant vanpool service in Washington, Texas, and Florida; commuter bus in Colorado, California, Oregon, Hawaii, Texas, Vermont, and Pennsylvania; ferryboat service in Michigan and Maine, demand-response taxi in Wisconsin and Hawaii; and aerial tramway and bus rapid transit in Colorado.

Data on funding sources and fleet statistics by state are provided in Tables 51-52. Contract revenues explain the high levels of directly generated funds for some states. Average state performance measures are presented in Table 53 and Figures 20-21. Transit agencies may find the median values for performance measures and percentiles for operating statistics to be more useful for benchmarking purposes. These values are provided for each state in Tables 54-55.

Table 48. State Operating Statistics, 2019

	Number of Agencies	Counties Served (%)	Ridership			Vehicle Revenue Miles			Vehicle Revenue Hours		
			Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response
			---------thousand rides---------			---------thousand miles---------			---------thousand hours---------		
Alabama	21	76%	975	6	969	3,788	38	3,750	219	3	216
Alaska	10	50%	1,781	1,645	89	2,281	1,483	742	141	88	47
Arizona	14	93%	821	754	68	2,256	1,924	331	138	113	25
Arkansas	8	89%	1,026	127	899	12,130	208	11,922	621	18	603
California	52	98%	6,149	4,421	1,065	16,949	11,798	3,212	857	508	273
Colorado	35	83%	18,159	11,342	623	20,262	7,818	3,333	1,349	543	249
Connecticut	3	50%	274	202	51	1,048	479	430	63	31	25
Delaware	0	33%	-	-	-	-	-	-	-	-	-
Florida	20	93%	1,901	906	922	12,724	1,806	10,211	636	109	513
Georgia	75	70%	1,564	-	1,564	16,305	-	16,305	926	-	926
Hawaii	2	75%	1,425	682	123	3,928	1,100	734	229	57	62
Idaho	8	98%	965	861	68	1,547	901	302	88	56	26
Illinois	38	91%	3,527	1,464	2,063	16,933	2,485	14,448	909	132	777
Indiana	38	73%	1,933	552	1,381	10,662	883	9,779	704	63	641
Iowa	22	100%	3,691	1,072	2,601	14,757	1,610	13,015	1,032	115	913
Kansas	75	78%	1,462	556	906	6,925	1,448	5,475	397	97	300
Kentucky	21	86%	2,877	607	2,270	27,812	1,219	26,593	1,610	107	1,503
Louisiana	32	59%	498	-	498	5,111	-	5,111	293	-	293
Maine	10	100%	1,557	731	297	4,769	857	3,609	268	60	187
Maryland	6	71%	2,762	2,528	234	3,196	1,742	1,454	237	134	103
Massachusetts	3	43%	1,770	1,728	42	2,110	1,791	319	139	113	25
Michigan	60	89%	6,758	1,231	4,669	25,382	3,112	22,240	1,538	195	1,324
Minnesota	30	99%	3,945	1,513	2,432	13,368	5,227	8,141	888	299	589
Mississippi	19	68%	2,861	1,798	1,063	10,442	1,406	9,036	454	100	354
Missouri	21	99%	2,056	9	2,047	20,101	26	20,076	1,082	2	1,080
Montana	35	68%	1,363	880	455	3,672	1,613	1,765	251	94	146
Nebraska	54	90%	629	22	607	3,355	191	3,164	232	14	218
Nevada	12	71%	534	356	170	1,568	490	971	96	30	61
New Hampshire	6	70%	960	899	61	1,164	812	352	104	60	44
New Jersey	4	71%	308	155	153	1,580	441	1,139	101	21	80
New Mexico	13	88%	1,103	848	255	2,492	1,554	938	173	102	71
New York	39	73%	3,357	3,104	177	12,383	11,107	773	656	588	54
North Carolina	56	97%	4,425	2,086	2,321	26,585	1,916	24,571	1,430	132	1,293
North Dakota	22	100%	566	95	454	2,944	156	2,725	206	11	191
Ohio	35	43%	2,698	1,055	1,643	14,101	1,658	12,443	794	108	686
Oklahoma	20	99%	2,493	527	1,966	14,742	765	13,976	979	49	930
Oregon	25	92%	2,401	1,266	555	8,675	2,973	3,189	475	164	222
Pennsylvania	9	45%	2,422	1,848	463	7,415	3,413	3,575	435	215	208
Rhode Island	0	40%	-	-	-	-	-	-	-	-	-
South Carolina	9	87%	476	81	395	5,318	352	4,966	250	23	227
South Dakota	17	89%	1,288	-	1,288	3,773	-	3,773	304	-	304
Tennessee	8	100%	4,845	4,005	839	15,120	1,594	13,526	779	121	658
Texas	27	97%	3,135	638	1,931	20,237	1,037	14,023	939	65	740
Utah	3	24%	2,739	2,710	28	2,635	2,406	229	156	142	13
Vermont	7	100%	2,141	1,291	582	14,880	1,763	11,776	577	110	410
Virginia	16	61%	1,569	1,058	511	6,703	2,849	3,854	365	153	212
Washington	28	74%	5,849	4,860	577	15,712	8,593	4,722	764	393	291
West Virginia	11	45%	1,073	880	189	4,529	2,685	1,844	256	135	120
Wisconsin	48	83%	2,774	1,011	1,631	10,047	2,420	6,896	802	143	599
Wyoming	22	48%	2,076	1,730	347	2,764	1,454	1,310	221	100	121

Source: National Transit Database, 2019

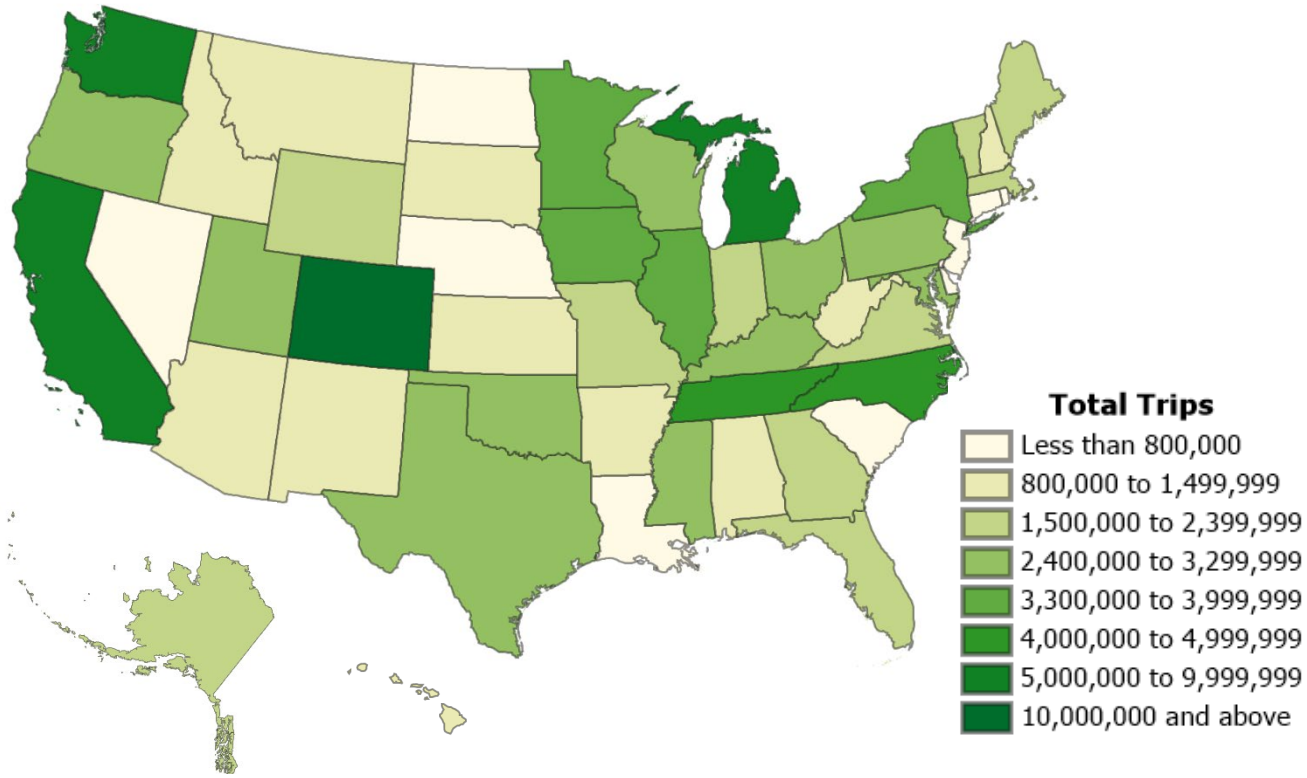


Figure 17. Total Trips by State, 2019

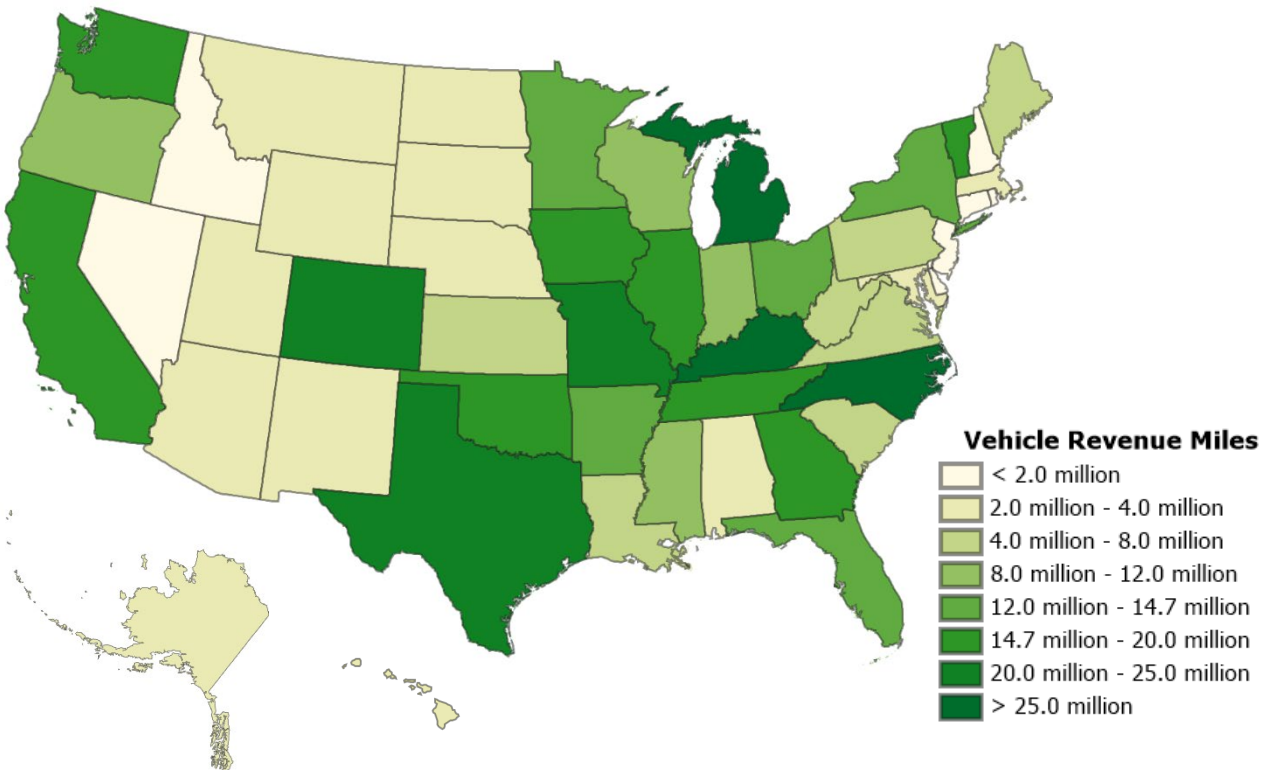


Figure 18. Vehicle Revenue Miles by State, 2019

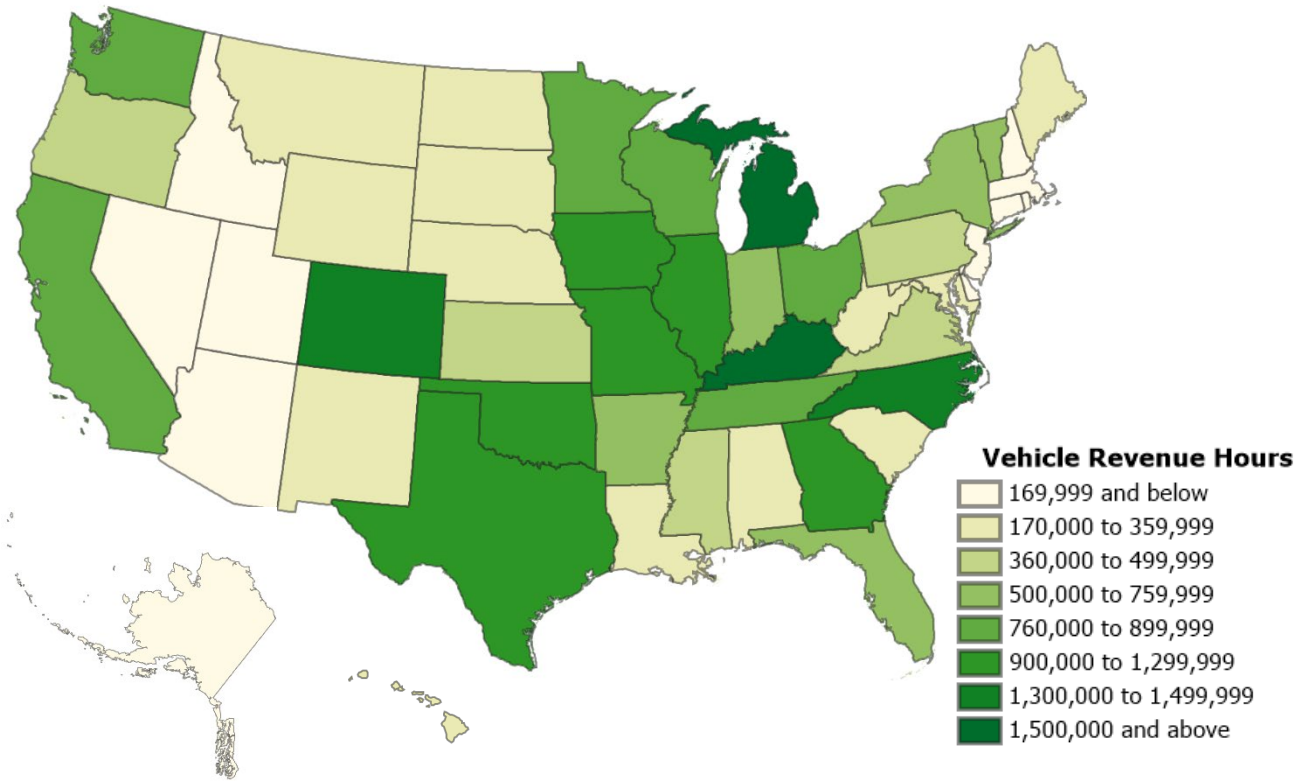


Figure 19. Vehicle Revenue Hours by State, 2019

Table 49. Rural Transit Ridership by State, 2016-2019 (million trips)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2016	2017	2018	2019	2016	2017	2018	2019	2016	2017	2018	2019	2016	2017	2018	2019
Alabama	1.09	1.03	1.02	0.98	0.00	0.00	0.00	0.01	1.09	1.03	1.01	0.97	-	-	-	-
Alaska	1.93	1.79	1.76	1.78	1.67	1.56	1.61	1.64	0.12	0.10	0.10	0.09	0.14	0.13	0.05	0.05
Arizona	0.98	0.97	0.93	0.82	0.86	0.78	0.75	0.75	0.02	0.10	0.10	0.07	0.10	0.09	0.08	0.00
Arkansas	1.03	1.02	1.00	1.03	0.13	0.12	0.13	0.13	0.90	0.89	0.87	0.90	-	-	-	-
California	6.93	6.50	6.23	6.15	4.98	4.68	4.43	4.42	1.14	1.08	1.10	1.06	0.80	0.75	0.69	0.66
Colorado	15.27	16.72	17.25	18.16	9.18	10.34	10.77	11.34	0.76	0.70	0.63	0.62	5.33	5.68	5.86	6.19
Connecticut	0.46	0.43	0.29	0.27	0.34	0.33	0.22	0.20	0.07	0.07	0.05	0.05	0.04	0.03	0.02	0.02
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1.70	1.76	1.93	1.90	0.59	0.50	0.86	0.91	0.98	1.15	0.99	0.92	0.13	0.11	0.08	0.07
Georgia	1.70	1.62	1.59	1.56	-	-	-	-	1.70	1.62	1.59	1.56	-	-	-	-
Hawaii	1.91	1.77	1.70	1.43	0.76	0.71	0.69	0.68	0.14	0.15	0.14	0.12	1.01	0.90	0.87	0.62
Idaho	1.01	1.01	0.90	0.96	0.84	0.84	0.79	0.86	0.13	0.12	0.07	0.07	0.05	0.05	0.04	0.04
Illinois	4.27	4.13	3.76	3.53	2.18	2.02	1.65	1.46	2.09	2.11	2.11	2.06	-	-	-	-
Indiana	2.49	2.38	2.02	1.93	0.68	0.61	0.57	0.55	1.81	1.76	1.45	1.38	-	-	-	-
Iowa	4.25	4.13	3.93	3.69	1.29	1.10	1.08	1.07	2.96	3.03	2.85	2.60	0.00	0.00	0.00	0.02
Kansas	1.36	1.44	1.47	1.46	0.48	0.52	0.54	0.56	0.88	0.92	0.93	0.91	-	-	-	-
Kentucky	2.63	2.68	2.69	2.88	0.46	0.51	0.55	0.61	2.16	2.17	2.13	2.27	-	-	-	-
Louisiana	0.49	0.44	0.47	0.50	-	-	-	-	0.49	0.44	0.47	0.50	-	-	-	-
Maine	1.37	1.41	1.40	1.56	0.66	0.70	0.70	0.73	0.53	0.54	0.53	0.30	0.17	0.16	0.17	0.53
Maryland	3.03	2.95	2.81	2.76	2.77	2.72	2.57	2.53	0.26	0.24	0.24	0.23	-	-	-	-
Massachusetts	1.85	1.82	1.79	1.77	1.79	1.77	1.75	1.73	0.05	0.05	0.04	0.04	-	-	-	-
Michigan	6.74	6.66	6.77	6.76	1.15	1.21	1.18	1.23	4.76	4.63	4.77	4.67	0.83	0.82	0.82	0.86
Minnesota	3.73	3.87	4.00	3.94	1.51	1.52	1.54	1.51	2.22	2.36	2.46	2.43	-	-	-	-
Mississippi	2.92	2.95	3.07	2.86	1.88	1.92	1.97	1.80	1.04	1.03	1.11	1.06	-	-	-	-
Missouri	2.24	2.22	2.20	2.06	0.09	0.08	0.01	0.01	2.16	2.14	2.19	2.05	-	-	-	-
Montana	1.36	1.34	1.27	1.36	0.81	0.82	0.79	0.88	0.50	0.46	0.45	0.46	0.05	0.05	0.03	0.03
Nebraska	0.65	0.65	0.64	0.63	0.00	0.00	0.02	0.02	0.65	0.65	0.62	0.61	-	-	-	-
Nevada	0.59	0.59	0.55	0.53	0.39	0.39	0.34	0.36	0.19	0.20	0.20	0.17	0.01	0.01	0.01	0.01
New Hampshire	1.04	0.96	0.94	0.96	0.97	0.91	0.88	0.90	0.07	0.06	0.06	0.06	-	-	-	-
New Jersey	0.43	0.43	0.34	0.31	0.14	0.16	0.17	0.15	0.30	0.27	0.17	0.15	-	-	-	-
New Mexico	1.54	1.47	1.07	1.10	1.26	1.20	0.82	0.85	0.28	0.27	0.25	0.25	-	-	-	-
New York	3.59	3.53	3.43	3.36	3.33	3.27	3.16	3.10	0.19	0.18	0.19	0.18	0.07	0.07	0.08	0.08
North Carolina	4.42	4.39	4.43	4.42	2.06	2.04	2.07	2.09	2.35	2.34	2.35	2.32	0.00	0.01	0.01	0.02
North Dakota	0.56	0.53	0.56	0.57	0.10	0.09	0.09	0.09	0.44	0.43	0.46	0.45	0.02	0.02	0.02	0.02
Ohio	3.37	3.15	2.60	2.70	0.46	0.70	0.85	1.05	2.92	2.45	1.75	1.64	-	-	-	-
Oklahoma	2.82	2.54	2.52	2.49	0.64	0.55	0.57	0.53	2.18	2.00	1.95	1.97	-	-	-	-
Oregon	2.53	2.47	2.44	2.40	1.30	1.30	1.24	1.27	0.56	0.53	0.55	0.55	0.66	0.65	0.64	0.58
Pennsylvania	2.69	2.62	2.45	2.42	2.05	2.01	1.84	1.85	0.50	0.49	0.50	0.46	0.13	0.13	0.12	0.11
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	0.64	0.70	0.73	0.48	0.09	0.09	0.09	0.08	0.41	0.41	0.44	0.39	0.13	0.20	0.20	0.00
South Dakota	1.42	1.43	1.32	1.29	-	-	-	-	1.42	1.43	1.32	1.29	-	-	-	-
Tennessee	4.79	4.56	4.62	4.84	3.79	3.73	3.78	4.01	1.00	0.83	0.84	0.84	-	-	-	-
Texas	3.13	3.09	3.02	3.13	0.65	0.67	0.62	0.64	1.98	1.86	1.86	1.93	0.49	0.56	0.54	0.57
Utah	1.91	2.12	2.40	2.74	1.89	2.10	2.37	2.71	0.02	0.02	0.03	0.03	-	-	-	-
Vermont	2.34	2.49	2.48	2.14	1.44	1.55	1.55	1.29	0.61	0.64	0.64	0.58	0.30	0.30	0.30	0.27
Virginia	1.80	1.80	1.62	1.57	1.08	1.03	0.97	1.06	0.71	0.77	0.65	0.51	-	-	-	-
Washington	5.93	5.88	5.91	5.85	4.70	4.72	4.86	4.86	0.60	0.58	0.57	0.58	0.64	0.58	0.48	0.41
West Virginia	1.15	1.11	1.04	1.07	0.96	0.91	0.86	0.88	0.19	0.19	0.18	0.19	-	-	-	-
Wisconsin	2.69	2.66	2.69	2.77	1.06	0.97	0.97	1.01	0.16	0.16	1.63	1.63	1.47	1.53	0.09	0.13
Wyoming	2.11	2.04	2.08	2.08	1.71	1.67	1.72	1.73	0.40	0.37	0.36	0.35	-	-	-	-

Source: National Transit Database, 2016-2019

Table 50. Rural Transit Vehicle Revenue Miles of Service by State, 2016-2019 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2016	2017	2018	2019	2016	2017	2018	2019	2016	2017	2018	2019	2016	2017	2018	2019
Alabama	3.9	3.7	3.7	3.8	.0	.0	.1	.0	3.9	3.7	3.6	3.7	-	-	-	-
Alaska	2.8	2.5	2.4	2.3	1.5	1.3	1.5	1.5	.8	.8	.9	.7	.5	.4	.0	.1
Arizona	2.6	2.8	2.8	2.3	2.0	2.0	2.0	1.9	.2	.5	.4	.3	.4	.4	.4	.0
Arkansas	11.2	11.4	12.3	12.1	.2	.2	.2	.2	11.0	11.2	12.1	11.9	-	-	-	-
California	16.8	16.6	17.0	16.9	11.6	11.5	11.8	11.8	3.5	3.2	3.2	3.2	1.7	1.9	2.0	1.9
Colorado	18.4	19.1	20.0	20.3	7.1	7.6	8.2	7.8	3.6	3.4	3.2	3.3	7.7	8.1	8.7	9.1
Connecticut	1.7	1.6	1.0	1.0	.9	.9	.4	.5	.6	.6	.4	.4	.2	.2	.1	.1
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	11.5	13.3	13.8	12.7	2.1	1.9	2.1	1.8	8.3	10.5	10.9	10.2	1.0	.9	.8	.7
Georgia	16.5	16.0	15.9	16.3	-	-	-	-	16.5	16.0	15.9	16.3	-	-	-	-
Hawaii	5.6	5.3	4.6	3.9	1.5	1.0	1.2	1.1	.7	.8	.8	.7	3.4	3.4	2.6	2.1
Idaho	2.5	2.4	1.6	1.5	1.2	1.3	.9	.9	.7	.6	.3	.3	.6	.5	.3	.3
Illinois	16.6	16.7	16.6	16.9	2.6	2.3	2.3	2.5	14.1	14.4	14.3	14.4	-	-	-	-
Indiana	13.5	13.6	11.2	10.7	1.1	1.0	.8	.9	12.5	12.6	10.4	9.8	-	-	-	-
Iowa	13.9	14.4	14.4	14.8	1.8	1.3	1.3	1.6	12.1	13.1	13.1	13.0	.0	.0	.0	.1
Kansas	7.3	7.4	7.0	6.9	1.8	1.6	1.4	1.4	5.5	5.8	5.6	5.5	-	-	-	-
Kentucky	26.1	28.2	28.5	27.8	.8	1.0	1.1	1.2	25.4	27.2	27.4	26.6	-	-	-	-
Louisiana	4.9	4.9	5.0	5.1	-	-	-	-	4.9	4.9	5.0	5.1	-	-	-	-
Maine	11.7	12.0	11.9	4.8	.9	.8	.9	.9	9.5	10.3	10.1	3.6	1.2	.9	.9	.3
Maryland	3.6	3.5	3.3	3.2	1.9	1.9	1.8	1.7	1.6	1.6	1.5	1.5	-	-	-	-
Massachusetts	2.0	2.0	2.0	2.1	1.7	1.7	1.7	1.8	.4	.3	.3	.3	-	-	-	-
Michigan	23.3	24.6	25.7	25.4	2.5	3.0	3.2	3.1	20.8	21.5	22.4	22.2	.0	.0	.0	.0
Minnesota	12.0	13.2	13.5	13.4	4.5	5.3	5.3	5.2	7.5	8.0	8.3	8.1	-	-	-	-
Mississippi	10.5	10.6	11.6	10.4	1.1	1.2	1.5	1.4	9.3	9.4	10.0	9.0	-	-	-	-
Missouri	20.9	21.2	21.6	20.1	.5	.5	.0	.0	20.4	20.7	21.6	20.1	-	-	-	-
Montana	3.7	3.8	3.8	3.7	1.4	1.4	1.6	1.6	1.8	1.9	1.9	1.8	.5	.5	.3	.3
Nebraska	2.8	2.8	3.2	3.4	.0	.0	.2	.2	2.8	2.8	3.0	3.2	-	-	-	-
Nevada	1.7	1.6	1.6	1.6	.6	.5	.5	.5	.9	1.0	1.0	1.0	.1	.1	.1	.1
New Hampshire	1.6	1.2	1.2	1.2	.9	.8	.8	.8	.7	.3	.4	.4	-	-	-	-
New Jersey	1.8	1.8	1.8	1.6	.3	.3	.5	.4	1.5	1.5	1.3	1.1	-	-	-	-
New Mexico	4.5	4.6	2.5	2.5	3.3	3.5	1.5	1.6	1.2	1.1	1.0	.9	-	-	-	-
New York	12.2	12.2	12.5	12.4	10.8	10.8	11.1	11.1	.9	.9	.8	.8	.5	.5	.5	.5
North Carolina	26.2	26.3	26.8	26.6	1.8	2.0	2.0	1.9	24.3	24.3	24.7	24.6	.0	.1	.1	.1
North Dakota	2.9	2.9	2.8	2.9	.2	.2	.2	.2	2.6	2.7	2.6	2.7	.1	.1	.1	.1
Ohio	12.5	13.9	13.9	14.1	.7	1.0	1.4	1.7	11.9	13.0	12.5	12.4	-	-	-	-
Oklahoma	17.7	17.1	16.7	14.7	.7	.7	.8	.8	17.0	16.4	15.9	14.0	-	-	-	-
Oregon	7.9	8.1	8.4	8.7	2.3	2.3	2.4	3.0	2.8	3.0	3.1	3.2	2.8	2.8	2.9	2.5
Pennsylvania	7.8	7.7	7.7	7.4	3.5	3.6	3.4	3.4	3.9	3.7	3.8	3.6	.4	.4	.4	.4
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	5.4	5.3	5.7	5.3	.4	.4	.4	.4	4.5	4.4	4.8	5.0	.5	.4	.4	.0
South Dakota	4.0	4.1	4.0	3.8	-	-	-	-	4.0	4.1	4.0	3.8	-	-	-	-
Tennessee	18.5	16.0	15.3	15.1	1.6	1.7	1.7	1.6	16.9	14.4	13.6	13.5	-	-	-	-
Texas	18.4	20.3	20.5	20.2	.9	1.1	1.0	1.0	14.1	14.3	14.6	14.0	3.3	4.8	4.9	5.2
Utah	1.6	1.6	2.4	2.6	1.4	1.5	2.2	2.4	.1	.2	.2	.2	-	-	-	-
Vermont	15.8	16.6	16.1	14.9	2.3	2.4	2.2	1.8	12.3	13.0	12.5	11.8	1.2	1.2	1.4	1.3
Virginia	7.0	7.4	6.9	6.7	2.8	2.9	2.7	2.8	4.2	4.6	4.1	3.9	-	-	-	-
Washington	15.5	15.7	16.1	15.7	7.3	7.8	8.6	8.6	4.8	4.7	4.7	4.7	3.4	3.2	2.8	2.4
West Virginia	4.6	4.5	4.4	4.5	2.9	2.7	2.8	2.7	1.7	1.9	1.7	1.8	-	-	-	-
Wisconsin	8.8	9.0	9.4	10.0	2.2	2.1	2.2	2.4	1.1	1.2	6.8	6.9	5.5	5.7	.4	.7
Wyoming	2.8	2.7	2.8	2.8	1.4	1.4	1.4	1.5	1.4	1.4	1.4	1.3	-	-	-	-

Source: National Transit Database, 2016-2019

Table 51. State Financial Statistics, 2019

	Funds Expended on Operations by Source					Funds Expended on Capital by Source				
	Directly Generated	Local Gov't	State Gov't	Federal Gov't	Total	Directly Generated	Local Gov't	State Gov't	Federal Gov't	Total
	----------million dollars----------									
Alabama	0.6	4.2		5.3	10.1		0.2		0.8	1.1
Alaska	4.4	6.4	0.5	5.9	17.2	0.0	0.2	0.1	0.9	1.2
Arizona	0.7	2.8		5.5	9.0		0.1		1.2	1.3
Arkansas	1.3	7.9	0.8	11.6	21.7			0.4	1.8	2.2
California	13.6	31.6	22.3	15.4	82.8		5.1	11.8	2.2	19.1
Colorado	24.6	61.8	1.2	11.3	98.9	0.2	12.8	6.2	8.0	27.1
Connecticut	0.4	0.5	1.2	1.7	3.8			0.0	0.0	0.0
Delaware					0.0					0.0
Florida	5.5	4.8	15.7	10.2	36.2	0.1	0.3	0.5	3.6	4.4
Georgia	10.9	4.7		15.8	31.4		0.5	0.6	4.7	5.8
Hawaii	1.9	18.4		1.6	22.0		0.2		0.6	0.8
Idaho	0.8	1.9	0.1	3.1	5.8		0.3	0.0	1.0	1.3
Illinois	5.9	4.0	31.3	8.3	49.5		0.0	0.8	1.2	2.0
Indiana	2.2	7.6	5.7	11.9	27.4		0.8	0.0	2.5	3.2
Iowa	21.2	6.7	7.8	12.7	48.4		1.3	0.6	3.7	5.6
Kansas	2.2	4.2	2.7	8.2	17.3	0.0	0.7	0.0	3.2	4.0
Kentucky	1.8	38.6		15.4	55.9		0.6		10.0	10.6
Louisiana	0.4	5.4		5.9	11.6		0.2	0.0	1.3	1.6
Maine	12.4	3.3	6.8	2.5	24.9	0.0		2.5	3.6	6.2
Maryland	3.7	3.6	2.1	2.8	12.4		1.5	0.2	6.6	8.3
Massachusetts	3.2	2.3	3.1	2.8	11.4			3.7	0.6	4.3
Michigan	11.7	25.8	32.9	15.9	86.3		0.2	5.7	7.8	13.6
Minnesota	9.3	0.1	31.1	12.8	53.4		1.0	4.6	0.5	6.2
Mississippi	3.4	4.9	0.4	13.9	22.6	0.0	0.2	0.0	0.9	1.2
Missouri	12.6	5.7	6.4	16.3	41.0		0.9		3.5	4.4
Montana	0.8	4.2	0.9	7.2	13.1	0.0	0.4		2.3	2.7
Nebraska	1.1	1.6	1.7	5.9	10.3		0.2	0.2	1.5	1.8
Nevada	0.6	1.5	0.7	4.2	6.9		0.2		0.8	1.0
New Hampshire	1.7	0.8	0.4	3.2	6.1		0.2	0.2	2.2	2.6
New Jersey	0.7	0.8	3.1	1.9	6.5			0.5		0.5
New Mexico	2.1	3.1		5.0	10.1	0.0	0.1		0.7	0.9
New York	9.3	14.4	17.3	5.9	47.0		0.4	0.6	5.6	6.7
North Carolina	26.5	7.4	12.8	11.8	58.6	0.1	2.4	1.6	13.4	17.5
North Dakota	1.4	1.1	2.3	4.7	9.4	0.1	0.4	0.1	1.7	2.3
Ohio	20.5	3.7	3.7	19.7	47.6		0.7		2.8	3.5
Oklahoma	3.5	3.1	3.3	23.2	33.0	0.6	0.6		6.4	7.7
Oregon	5.3	8.7	5.4	10.6	30.0	0.0	0.7	0.7	3.2	4.6
Pennsylvania	11.5	1.0	17.8	4.1	34.5	0.0	0.2	3.1	9.3	12.7
Rhode Island					0.0					0.0
South Carolina	0.5	0.9	2.1	5.5	9.1	0.0	0.3	0.5	0.9	1.7
South Dakota	2.9	2.1	0.8	7.8	13.6		0.5		2.0	2.5
Tennessee	11.5	2.5	7.2	11.8	33.0	0.3	0.2	0.3	1.7	2.4
Texas	6.9	4.8	13.1	29.5	54.3	0.2	0.4	0.8	19.7	21.0
Utah	0.0	13.2		0.6	13.8		3.3		3.9	7.1
Vermont	0.9	1.9	7.2	16.1	26.1		0.3	0.5	3.1	4.0
Virginia	1.1	5.6	3.5	8.4	18.5		0.2	0.8	3.8	4.8
Washington	8.1	40.9	17.9	9.1	76.1	0.2	3.4	4.1	4.8	12.5
West Virginia	1.3	3.9	2.4	6.0	13.6		0.0	0.2	0.8	1.1
Wisconsin	7.8	5.5	4.7	10.0	27.9		1.1		4.4	5.5
Wyoming	0.7	3.6	0.5	5.4	10.3		0.9		3.2	4.0

Source: National Transit Database, 2019

Table 52. State Fleet Statistics, 2019

	Total Active Vehicles	ADA Vehicles (%)	Average Vehicle Age	Average Vehicle Length (ft)	Average Vehicle Capacity	Trips Per Vehicle	Miles Per Vehicle	Hours Per Vehicle
Alabama	252	78%	5.6	21.4	16.1	3,870	15,033	870
Alaska	134	78%	7.9	31.3	18.7	13,293	17,019	1,050
Arizona	103	99%	6.6	24.1	16.1	7,974	21,899	1,341
Arkansas	499	77%	6.4	21.1	10.7	2,056	24,309	1,244
California	790	91%	6.2	27.7	20.8	7,784	21,454	1,085
Colorado	896	85%	8.0	28.3	23.4	20,267	22,614	1,506
Connecticut	51	100%	6.7	25.2	17.9	5,369	20,555	1,231
Delaware	0	-	-	-	-	-	-	-
Florida	640	75%	5.5	21.4	11.9	2,970	19,881	993
Georgia	475	88%	2.4	22.2	12.0	3,293	34,327	1,950
Hawaii	145	81%	5.2	30.2	16.6	9,829	27,090	1,576
Idaho	98	72%	6.8	24.3	18.1	9,844	15,787	899
Illinois	932	95%	7.5	22.7	13.7	3,784	18,169	975
Indiana	703	91%	5.6	19.7	9.3	2,749	15,166	1,001
Iowa	1,037	89%	7.3	24.6	15.3	3,559	14,231	995
Kansas	464	84%	5.2	19.5	11.0	3,151	14,926	855
Kentucky	1,430	75%	4.3	20.4	10.5	2,012	19,449	1,126
Louisiana	282	91%	4.9	20.7	10.0	1,766	18,123	1,039
Maine	200	80%	8.7	28.4	25.0	7,784	23,846	1,338
Maryland	204	95%	7.3	29.6	21.1	13,540	15,666	1,161
Massachusetts	96	94%	5.0	27.5	21.3	18,441	21,980	1,445
Michigan	1,290	93%	5.8	26.1	17.7	5,239	19,676	1,192
Minnesota	587	99%	4.9	25.9	20.4	6,720	22,773	1,513
Mississippi	498	57%	5.3	20.7	16.1	5,744	20,968	911
Missouri	1,173	90%	7.0	21.4	10.3	1,753	17,137	923
Montana	264	73%	6.5	22.8	13.8	5,163	13,910	951
Nebraska	305	71%	6.4	18.9	9.5	2,061	11,001	761
Nevada	106	92%	8.0	23.2	14.1	5,037	14,790	906
New Hampshire	75	97%	4.9	28.6	19.8	12,805	15,521	1,390
New Jersey	111	100%	6.7	25.9	17.3	2,777	14,232	907
New Mexico	149	91%	6.7	23.7	16.2	7,402	16,726	1,163
New York	487	95%	6.2	27.3	19.5	6,893	25,427	1,347
North Carolina	998	75%	4.4	20.6	10.8	4,434	26,639	1,433
North Dakota	194	91%	6.3	20.9	11.0	2,918	15,175	1,064
Ohio	666	90%	3.7	21.5	10.5	4,051	21,173	1,193
Oklahoma	964	85%	6.3	20.4	10.7	2,586	15,292	1,015
Oregon	376	95%	6.5	25.6	17.1	6,385	23,072	1,263
Pennsylvania	372	99%	5.7	25.3	17.2	6,510	19,932	1,170
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	181	77%	4.2	22.0	13.3	2,627	29,380	1,382
South Dakota	328	73%	8.5	23.0	13.4	3,927	11,504	926
Tennessee	657	91%	5.2	21.5	11.0	7,374	23,014	1,185
Texas	1,183	85%	6.4	20.9	11.8	2,650	17,106	794
Utah	68	94%	6.8	29.5	16.9	40,273	38,750	2,291
Vermont	230	91%	6.1	27.6	19.5	9,309	64,694	2,507
Virginia	338	99%	3.4	23.7	15.0	4,643	19,832	1,079
Washington	824	68%	7.1	24.0	17.1	7,098	19,068	927
West Virginia	244	81%	4.8	21.2	14.5	4,399	18,563	1,051
Wisconsin	352	83%	5.8	20.8	10.5	7,880	28,542	2,279
Wyoming	216	81%	8.1	23.0	15.4	9,613	12,795	1,023

Source: National Transit Database, 2019

Table 53. State Performance Measures, Averages, 2019

	Trips Per Vehicle Revenue Mile			Trips Per Vehicle Revenue Hour			Operating Expense Per Trip	Operating Expense Per VRM	Operating Expense Per VRH	Farebox Recovery Ratio
	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response				
Alabama	0.26	0.15	0.26	4.45	1.88	4.48	10.37	2.67	46.14	0.06
Alaska	0.78	1.11	0.12	12.67	18.72	1.91	9.64	7.53	122.06	0.18
Arizona	0.36	0.39	0.20	5.94	6.67	2.68	10.91	3.97	64.86	0.08
Arkansas	0.08	0.61	0.08	1.65	7.15	1.49	21.10	1.78	34.88	0.06
California	0.36	0.37	0.33	7.17	8.70	3.90	13.47	4.89	96.60	0.12
Colorado	0.90	1.45	0.19	13.46	20.88	2.50	5.45	4.88	73.33	0.09
Connecticut	0.26	0.42	0.12	4.36	6.50	2.01	13.76	3.59	60.03	0.08
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.15	0.50	0.09	2.99	8.29	1.80	19.07	2.85	57.01	0.04
Georgia	0.10	-	0.10	1.69	-	1.69	20.08	1.93	33.92	0.04
Hawaii	0.36	0.62	0.17	6.24	12.00	1.97	15.42	5.60	96.18	0.08
Idaho	0.62	0.96	0.22	10.96	15.39	2.58	6.04	3.77	66.22	0.09
Illinois	0.21	0.59	0.14	3.88	11.08	2.66	14.03	2.92	54.46	0.04
Indiana	0.18	0.63	0.14	2.75	8.71	2.16	14.17	2.57	38.90	0.08
Iowa	0.25	0.67	0.20	3.58	9.29	2.85	12.95	3.24	46.33	0.10
Kansas	0.21	0.38	0.17	3.68	5.74	3.02	11.83	2.50	43.59	0.08
Kentucky	0.10	0.50	0.09	1.79	5.68	1.51	19.43	2.01	34.72	0.03
Louisiana	0.10	-	0.10	1.70	-	1.70	23.37	2.28	39.72	0.03
Maine	0.33	0.85	0.08	5.82	12.17	1.59	16.02	5.23	93.14	0.24
Maryland	0.86	1.45	0.16	11.66	18.90	2.27	4.48	3.87	52.21	0.26
Massachusetts	0.84	0.96	0.13	12.76	15.25	1.67	6.43	5.40	82.07	0.22
Michigan	0.27	0.40	0.21	4.39	6.30	3.53	12.76	3.40	56.07	0.12
Minnesota	0.30	0.29	0.30	4.44	5.06	4.13	13.53	3.99	60.07	0.08
Mississippi	0.27	1.28	0.12	6.30	18.03	3.00	7.91	2.17	49.87	0.03
Missouri	0.10	0.34	0.10	1.90	3.52	1.90	19.92	2.04	37.85	0.29
Montana	0.37	0.55	0.26	5.43	9.31	3.11	9.60	3.56	52.11	0.05
Nebraska	0.19	0.11	0.19	2.71	1.49	2.79	16.37	3.07	44.34	0.10
Nevada	0.34	0.73	0.18	5.56	11.81	2.78	12.97	4.42	72.08	0.09
New Hampshire	0.82	1.11	0.17	9.21	14.87	1.40	6.31	5.21	58.10	0.05
New Jersey	0.20	0.35	0.13	3.06	7.46	1.92	21.05	4.11	64.44	0.02
New Mexico	0.44	0.55	0.27	6.37	8.31	3.58	9.18	4.06	58.42	0.05
New York	0.27	0.28	0.23	5.12	5.28	3.31	13.99	3.79	71.59	0.08
North Carolina	0.17	1.09	0.09	3.09	15.77	1.79	13.24	2.20	40.95	0.03
North Dakota	0.19	0.61	0.17	2.74	8.73	2.37	16.62	3.20	45.57	0.12
Ohio	0.19	0.64	0.13	3.40	9.74	2.40	17.63	3.37	59.90	0.06
Oklahoma	0.17	0.69	0.14	2.55	10.78	2.11	13.23	2.24	33.69	0.06
Oregon	0.28	0.43	0.17	5.06	7.74	2.50	12.51	3.46	63.25	0.12
Pennsylvania	0.33	0.54	0.13	5.57	8.62	2.23	14.23	4.65	79.17	0.30
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.09	0.23	0.08	1.90	3.48	1.74	19.08	1.71	36.28	0.05
South Dakota	0.34	-	0.34	4.24	-	4.24	10.56	3.60	44.76	0.12
Tennessee	0.32	2.51	0.06	6.22	33.15	1.28	6.82	2.18	42.40	0.06
Texas	0.15	0.62	0.14	3.34	9.77	2.61	17.32	2.68	57.80	0.05
Utah	1.04	1.13	0.12	17.58	19.04	2.11	5.06	5.25	88.86	0.00
Vermont	0.14	0.73	0.05	3.71	11.73	1.42	12.18	1.75	45.22	0.02
Virginia	0.23	0.37	0.13	4.30	6.91	2.41	11.81	2.76	50.79	0.05
Washington	0.37	0.57	0.12	7.66	12.38	1.98	13.00	4.84	99.56	0.08
West Virginia	0.24	0.33	0.10	4.19	6.50	1.57	12.64	2.99	52.90	0.06
Wisconsin	0.28	0.42	0.24	3.46	7.07	2.72	10.07	2.78	34.82	0.28
Wyoming	0.75	1.19	0.26	9.40	17.36	2.86	4.96	3.72	46.58	0.07

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

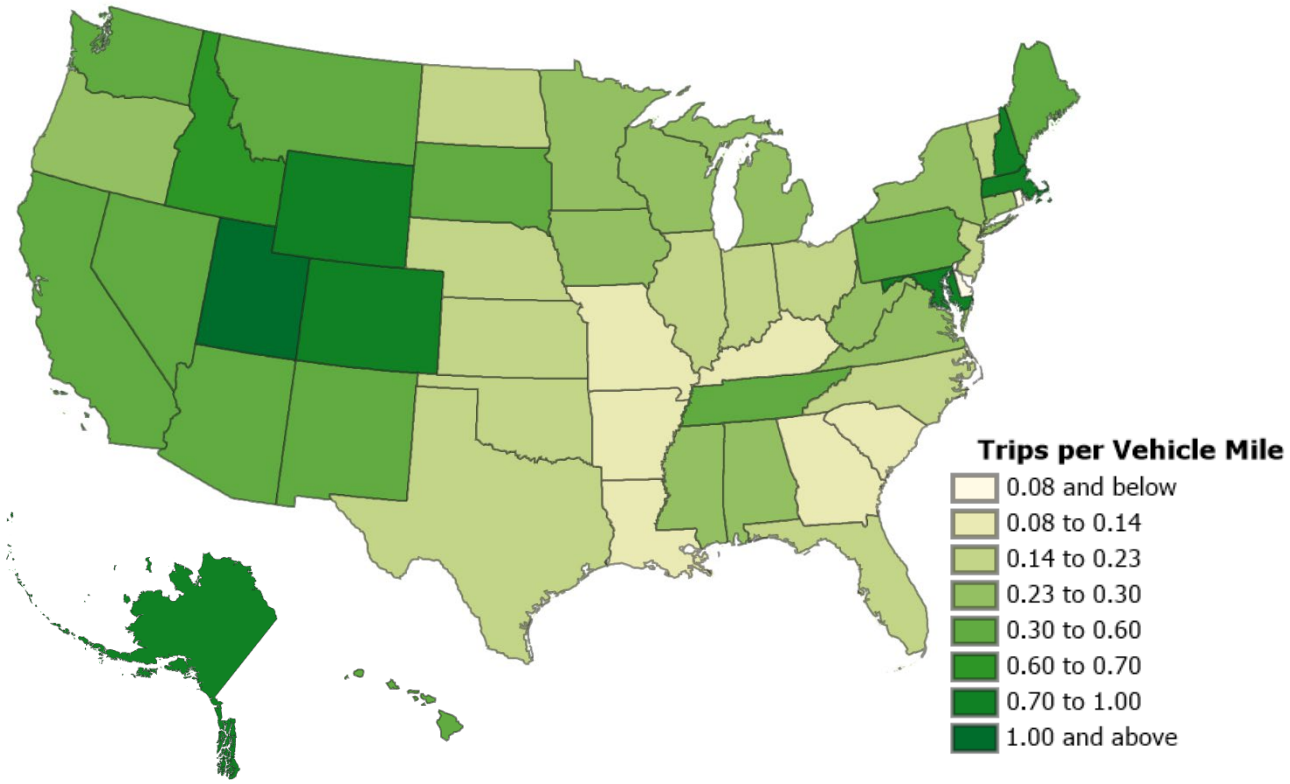


Figure 20. Trips per Vehicle Revenue Mile by State, 2019

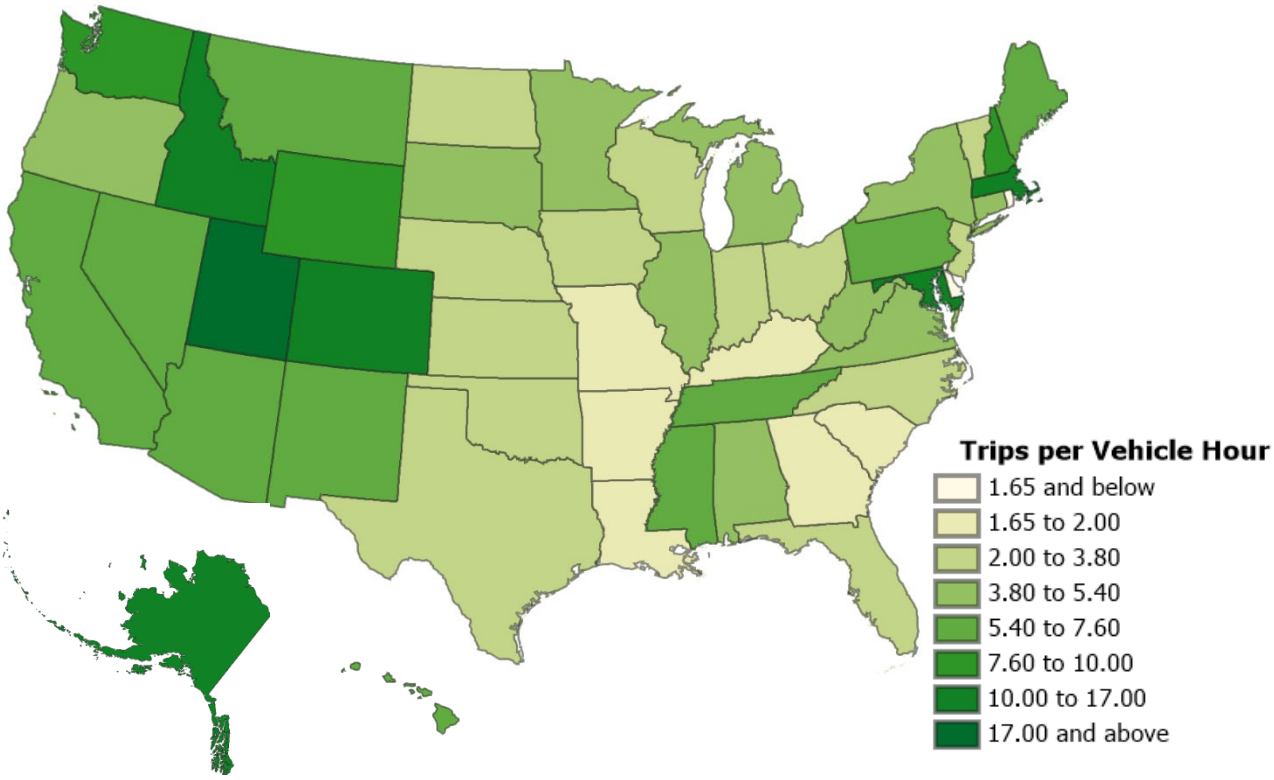


Figure 21. Trips per Vehicle Revenue Hour by State, 2019

Table 54. State Performance Measures, Median Agency Values, 2019

	Trips Per Vehicle Revenue Mile			Trips Per Vehicle Revenue Hour			Operating Expense Per Trip	Operating Expense Per VRM	Operating Expense Per VRH	Farebox Recovery Ratio
	Total	Fixed-Route	Demand-Response	Total	Fixed-Route	Demand-Response				
Alabama	0.16	0.21	0.15	3.04	2.82	3.04	17.30	2.83	46.20	0.05
Alaska	0.62	0.67	0.12	7.48	8.82	1.92	20.55	6.84	85.97	0.10
Arizona	0.21	0.23	0.24	2.41	2.24	2.37	23.28	4.26	67.01	0.04
Arkansas	0.08	0.54	0.07	1.47	6.73	1.40	20.79	2.18	37.51	0.06
California	0.30	0.29	0.32	5.59	5.96	3.47	17.42	5.56	97.15	0.10
Colorado	0.51	1.03	0.16	6.03	15.98	2.21	8.83	4.18	58.64	0.03
Connecticut	0.21	0.40	0.08	4.05	5.48	1.29	14.93	3.51	60.49	0.08
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.09	0.16	0.09	1.88	2.62	1.58	26.93	2.81	53.35	0.03
Georgia	0.10	-	0.10	1.66	-	1.66	20.41	2.02	32.84	0.04
Hawaii	0.38	0.62	0.17	6.59	12.00	1.93	15.72	5.59	95.93	0.08
Idaho	0.36	0.49	0.20	6.04	15.38	2.28	9.13	3.33	67.87	0.01
Illinois	0.14	0.24	0.12	2.53	4.21	2.21	19.73	2.90	49.98	0.04
Indiana	0.15	0.56	0.15	2.37	6.46	2.20	17.94	2.99	41.97	0.06
Iowa	0.25	0.72	0.23	3.70	8.70	2.96	12.72	3.66	50.08	0.08
Kansas	0.25	0.33	0.24	3.20	4.47	2.92	12.92	2.79	41.96	0.08
Kentucky	0.09	0.36	0.09	1.71	4.60	1.17	22.93	2.07	34.24	0.03
Louisiana	0.09	-	0.09	1.55	-	1.55	27.82	2.30	39.34	0.03
Maine	0.25	0.32	0.08	3.60	4.15	1.67	22.47	4.03	62.36	0.06
Maryland	0.15	0.15	0.17	2.46	2.66	1.69	18.77	3.51	40.14	0.08
Massachusetts	0.94	0.98	0.13	10.38	11.05	1.68	9.67	5.16	85.08	0.21
Michigan	0.24	0.46	0.21	3.51	8.20	3.42	15.09	3.37	53.96	0.09
Minnesota	0.30	0.23	0.34	4.27	3.67	4.02	13.44	4.10	55.64	0.09
Mississippi	0.12	1.27	0.11	3.28	20.53	3.04	14.95	2.06	42.84	0.03
Missouri	0.29	0.34	0.27	3.03	3.52	2.79	16.38	2.64	40.53	0.09
Montana	0.26	0.37	0.23	2.76	7.10	2.35	15.16	3.67	39.79	0.06
Nebraska	0.18	0.14	0.19	2.93	2.02	2.93	20.94	3.28	49.94	0.08
Nevada	0.27	0.23	0.22	3.19	2.98	2.71	19.86	4.58	64.99	0.05
New Hampshire	0.28	0.34	0.17	4.02	4.74	1.55	13.07	4.74	68.29	0.04
New Jersey	0.15	0.34	0.13	2.35	7.51	1.90	28.79	4.11	65.18	0.01
New Mexico	0.31	0.43	0.22	5.17	6.00	2.72	11.97	3.71	51.26	0.05
New York	0.22	0.20	0.22	4.05	4.05	2.66	16.86	4.08	72.73	0.06
North Carolina	0.10	0.21	0.09	2.05	3.31	1.82	19.24	2.14	40.96	0.03
North Dakota	0.16	0.61	0.14	2.28	8.73	2.26	20.11	3.37	47.05	0.08
Ohio	0.14	0.34	0.12	2.35	3.93	2.35	24.45	2.82	53.83	0.04
Oklahoma	0.20	0.32	0.20	2.46	4.43	2.21	14.32	2.91	33.43	0.06
Oregon	0.25	0.34	0.18	3.46	5.71	2.41	15.92	3.37	65.68	0.09
Pennsylvania	0.37	0.50	0.18	5.56	6.31	2.50	14.40	4.98	75.27	0.40
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.08	0.23	0.08	1.74	3.48	1.74	25.97	1.81	38.79	0.02
South Dakota	0.52	-	0.52	4.30	-	4.30	10.98	3.93	46.65	0.12
Tennessee	0.08	0.33	0.06	1.36	3.97	1.27	28.85	1.90	43.75	0.04
Texas	0.12	0.25	0.11	2.37	3.68	1.99	21.46	2.87	58.37	0.04
Utah	0.25	0.31	0.13	4.17	5.23	2.04	7.50	3.51	89.53	0.02
Vermont	0.10	0.53	0.05	2.51	8.65	1.46	17.77	1.81	44.61	0.01
Virginia	0.22	0.34	0.19	4.06	5.96	2.51	10.68	2.62	46.34	0.05
Washington	0.15	0.22	0.14	3.22	5.05	1.85	25.33	3.94	81.15	0.04
West Virginia	0.17	0.17	0.12	2.84	4.30	1.68	16.12	2.96	44.02	0.06
Wisconsin	0.28	0.18	0.27	2.89	3.12	2.81	9.66	2.83	28.54	0.33
Wyoming	0.29	0.74	0.28	2.88	12.24	2.54	12.87	3.10	30.95	0.07

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2019

Table 55. Transit Agency Percentiles for Operating Statistics by State, 2019

	Number of Agencies	Ridership Percentile			Vehicle Revenue Miles Percentile			Vehicle Revenue Hours Percentile		
		25th	50th	75th	25th	50th	75th	25th	50th	75th
		---thousands---								
Alabama	21	12	18	29	77	134	191	4	7	10
Alaska	10	22	34	86	39	145	326	3	8	16
Arizona	14	11	27	102	58	131	249	4	9	14
Arkansas	8	22	106	147	168	449	2,191	8	40	106
California	52	23	49	114	64	162	441	4	9	21
Colorado	35	23	78	497	96	238	491	8	14	35
Connecticut	3	54	64	115	279	347	418	17	22	26
Delaware	0	-	-	-	-	-	-	-	-	-
Florida	20	24	55	91	335	527	837	16	28	44
Georgia	75	6	11	21	56	116	202	4	7	12
Hawaii	2	688	713	737	1,764	1,964	2,164	103	114	126
Idaho	8	18	27	114	69	79	121	3	8	11
Illinois	38	17	47	82	175	326	576	9	16	33
Indiana	38	23	33	47	126	218	299	9	14	21
Iowa	22	122	147	212	286	425	995	23	31	63
Kansas	75	4	8	22	18	44	87	1	3	5
Kentucky	21	28	98	193	340	909	1,811	25	62	124
Louisiana	32	9	11	15	95	130	188	5	8	11
Maine	10	15	55	152	50	217	943	3	16	46
Maryland	6	52	98	107	347	603	681	26	32	44
Massachusetts	3	226	295	806	453	593	899	32	36	55
Michigan	60	33	65	106	154	297	566	10	22	32
Minnesota	30	45	72	197	125	240	576	11	20	39
Mississippi	19	36	48	104	250	433	724	12	20	30
Missouri	21	9	15	24	26	41	216	2	4	9
Montana	35	3	15	28	21	61	126	2	4	10
Nebraska	54	2	5	11	17	34	70	1	2	4
Nevada	12	12	17	32	55	94	171	4	6	10
New Hampshire	6	27	45	74	98	162	190	10	13	21
New Jersey	4	30	64	111	309	394	480	20	27	33
New Mexico	13	17	44	96	71	150	205	4	11	19
New York	39	29	59	99	165	260	403	8	13	22
North Carolina	56	23	38	63	258	367	602	14	19	31
North Dakota	22	5	12	32	43	71	163	2	5	11
Ohio	35	24	46	85	219	394	530	13	19	31
Oklahoma	20	21	76	141	161	581	740	14	39	54
Oregon	25	31	72	139	182	267	520	12	15	27
Pennsylvania	9	98	264	420	345	717	1,103	23	44	59
Rhode Island	0	-	-	-	-	-	-	-	-	-
South Carolina	9	25	38	58	382	491	698	14	22	31
South Dakota	17	17	65	110	24	199	290	3	15	26
Tennessee	8	126	212	382	1,081	2,320	2,537	47	111	133
Texas	27	25	69	155	251	474	1,132	15	26	56
Utah	3	30	39	1,358	197	308	1,275	9	12	75
Vermont	7	168	265	364	792	1,959	3,573	34	80	135
Virginia	16	33	72	147	116	365	583	7	19	34
Washington	28	19	45	224	226	340	503	10	18	29
West Virginia	11	29	44	158	201	266	635	16	19	33
Wisconsin	48	17	39	73	75	148	281	7	13	23
Wyoming	22	8	15	32	31	55	78	2	5	11

Source: National Transit Database, 2019

TRIBAL TRANSIT

There are several geographic and demographic indicators that suggest providing transit services should be a high priority on many reservations (Mielke 2011, Ndembe et al. 2021). These indicators include low population densities, long travel distances, and a higher percentage of low-income households. Data from the ACS show that the percentage of population below the poverty level on reservations is twice the U.S. average (Table 56). Reservations also have a higher percentage of school-aged youth. While the percentage of households without a vehicle is similar to the U.S. average, it is more than twice as high as in other rural areas. 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 42% or higher. Some reservations also have a high concentration of zero-vehicle households, indicating a need for transit services.

Table 56. Demographic Data for Native American Reservations, Compared to U.S. Average Metro and Non-Metro Counties

	United States	Rural Areas	American Indian Reservation and Trust Lands
	----------Percentage----------		
Population Aged 5-17	17	17	21
Population Aged 65 or Older	15	19	14
Population with a Disability	13	15	15
Population Below the Poverty Level	14	12	28
Households with No Vehicle	9	4	9

Source: American Community Survey, 2018 5-year estimates

There is also significant geographic variation in reservations. Figure 22 maps American Indian, Alaska Native, and Native Hawaiian areas. Some are in metro areas with higher population densities, while many are in rural, remote areas.

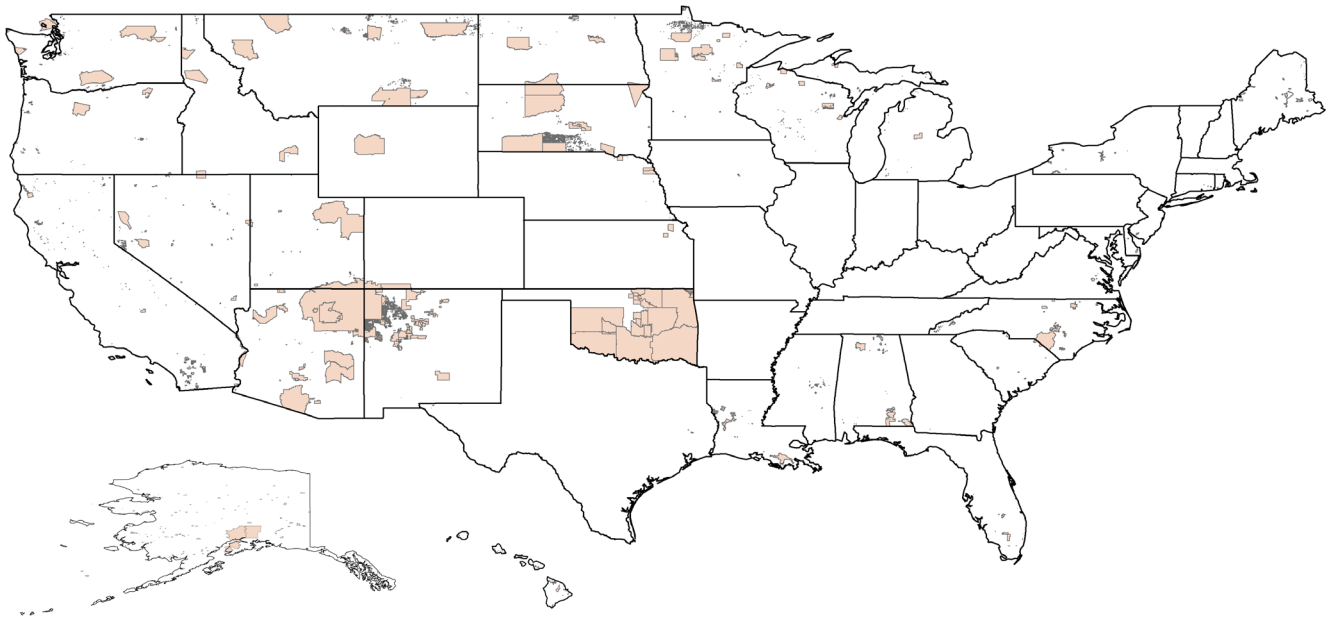


Figure 23. American Indian, Alaska Native, and Native Hawaiian Areas

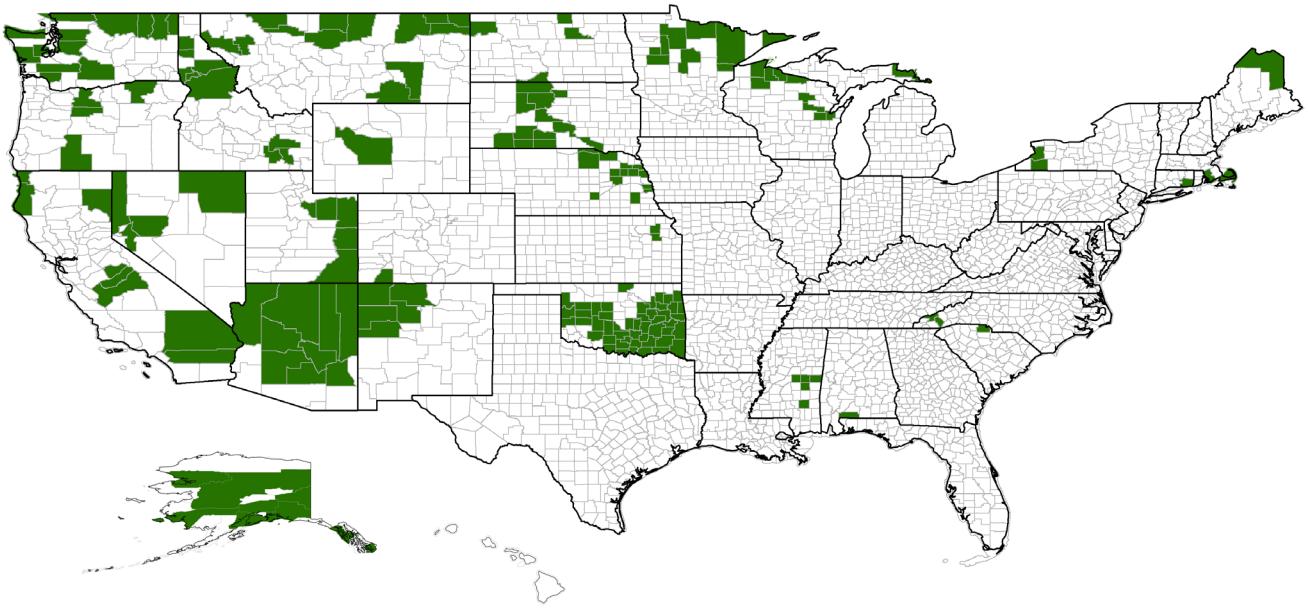


Figure 22. Counties with Tribal Transit Service

The number of tribal transit providers had grown significantly over the past two decades but decreased in 2019. Figure 23 shows, in green, the counties that have tribal transit systems, based on data collected in 2017. As shown in Table 57, there were 125 rural tribal transit agencies listed in the 2019 NTD, a decrease from previous years. However, just 104 of these agencies reported operating data in 2019. These agencies provided a total of 3.3 million rides in 2019, a decrease from 3.5 million in 2018. Tribal transit agencies provided 20.0 million vehicle miles of service and 903 thousand vehicle hours of service, operating 952 vehicles in 2019 (Tables 57-58).

Fleet statistics and performance measures are provided in Tables 58-59. Median agency values for performance measures are presented in Table 60, which are more useful for tribal transit systems for benchmarking purposes. Average and median costs per trip are higher for tribal transit than rural transit overall, which could be a result of very low population densities in many tribal areas. Costs per vehicle mile, on the other hand, are about the same as overall rural transit, while costs per vehicle hour are a bit higher.

Table 57. Tribal Transit Operating Statistics, 2015-2019

	2015	2016	2017	2018	2019
Number of Agencies	132	127	132	134	125
Ridership (thousand rides)					
Fixed-route	1,472	1,436	1,703	1,531	1,368
Demand-response	1,278	1,053	1,067	1,153	1,007
Vanpool	27	28	30	13	24
Commuter bus	296	226	214	196	205
Demand-response taxi	6	1	0	0	0
Ferryboat	559	638	631	620	665
Total	*3,638*	*3,383*	*3,645*	*3,514*	*3,268*
Vehicle Revenue Miles (thousand miles)					
Fixed-route	7,361	7,027	7,995	8,039	7,423
Demand-response	12,104	11,205	11,128	11,415	10,662
Vanpool	234	223	125	84	238
Commuter bus	1,523	1,248	1,215	1,282	1,284
Demand-response taxi	40	11	0	0	0
Ferryboat	60	172	74	82	79
Total	*21,323*	*19,885*	*20,537*	*20,901*	*19,687*
Vehicle Revenue Hours (thousand hours)					
Fixed-route	340	319	361	371	338
Demand-response	545	504	511	547	504
Vanpool	7	7	4	2	7
Commuter bus	44	35	35	38	40
Demand-response taxi	1	0	0	0	0
Ferryboat	12	19	13	14	13
Total	*950*	*885*	*925*	*971*	*903*

Source: National Transit Database, 2015-2019

Table 58. Tribal Transit Fleet Statistics, 2019

	2019
Number of Vehicles	
Bus	98
Cutaway	341
Van	177
Minivan	244
Automobile	30
School bus	19
Over-the-road bus	3
Sports utility vehicle	32
Other	8
Total	*952*
% Vehicle ADA	59%
Average Vehicle Age (years)	5.5
Average Vehicle Length (feet)	22.1
Average Vehicle Capacity	14.2
Trips per Vehicle	
Fixed-route	3,687
Demand-response	1,643
Total	*3,433*
Vehicle Revenue Miles per Vehicle	
Fixed-route	20,008
Demand-response	17,394
Total	*20,679*
Vehicle Revenue Hours per Vehicle	
Fixed-route	912
Demand-response	822
Total	*948*

Source: National Transit Database, 2019

Table 59. Tribal Transit Performance Measures, 2015-2019

	2015	2016	2017	2018	2019
Trips per Vehicle Revenue Mile					
Fixed-route	0.20	0.20	0.21	0.19	0.18
Demand-response	0.11	0.09	0.10	0.10	0.09
Total	*0.17*	*0.17*	*0.18*	*0.17*	*0.17*
Trips per Vehicle Hour					
Fixed-route	4.3	4.5	4.7	4.1	4.0
Demand-response	2.3	2.1	2.1	2.1	2.0
Total	*3.8*	*3.8*	*3.9*	*3.7*	*3.6*
Operating Expense Per Trip					
Fixed-route	-	-	-	-	15.84
Demand-response	-	-	-	-	31.32
Total	*15.81*	*17.55*	*17.67*	*17.93*	*18.39*
Operating Expense per Vehicle Revenue Mile					
Fixed-route	-	-	-	-	2.92
Demand-response	-	-	-	-	2.96
Total	*2.69*	*2.98*	*3.14*	*3.01*	*3.05*
Operating Expense per Vehicle Revenue Hour					
Fixed-route	-	-	-	-	64.00
Demand-response	-	-	-	-	62.60
Total	*60.11*	*67.04*	*69.63*	*65.65*	*66.57*
Farebox Recovery Ratio	0.04	0.03	0.03	0.05	0.04

Source: National Transit Database, 2015-2019

Table 60. Tribal Transit Performance Measures, Median Agency Values, 2019

Performance Measure	Median Value
Trips per Vehicle Revenue Mile	0.11
Trips per Vehicle Revenue Hour	2.11
Operating Expense per Trip	26.73
Operating Expense per Vehicle Revenue Mile	3.04
Operating Expense per Vehicle Revenue Hour	66.64
Farebox Recovery Ratio	0.01

Figures 24-26 show tribal transit vehicle revenue miles, vehicle revenue hours, and total trips mapped across the country. These maps show the tribal areas providing the most trips and greatest levels of service, which tend to be in Oklahoma, the upper Midwest, the northwest, and the southwest, with a few large systems in the east. The red dots represent tribal lands without a tribal transit service. The data in these maps are averaged over the 2013-2017 period.

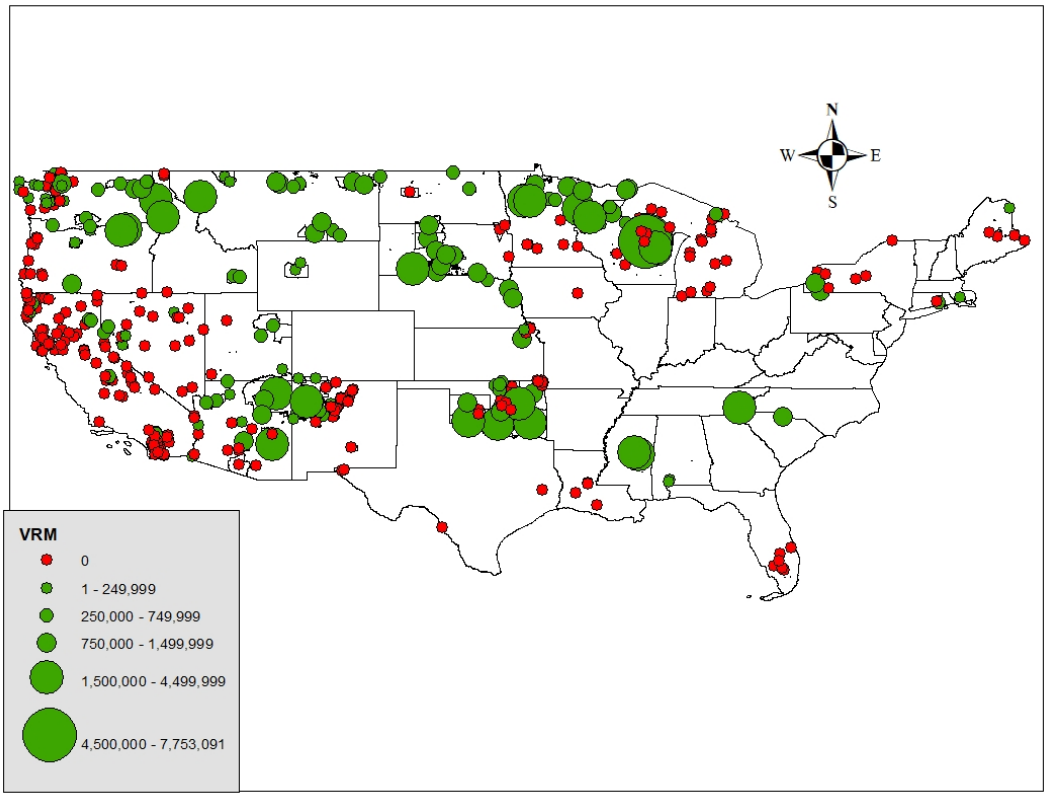


Figure 24. Tribal Transit Total Vehicle Revenue Miles, 2013-2017
Source: Ndembe et al. 2021

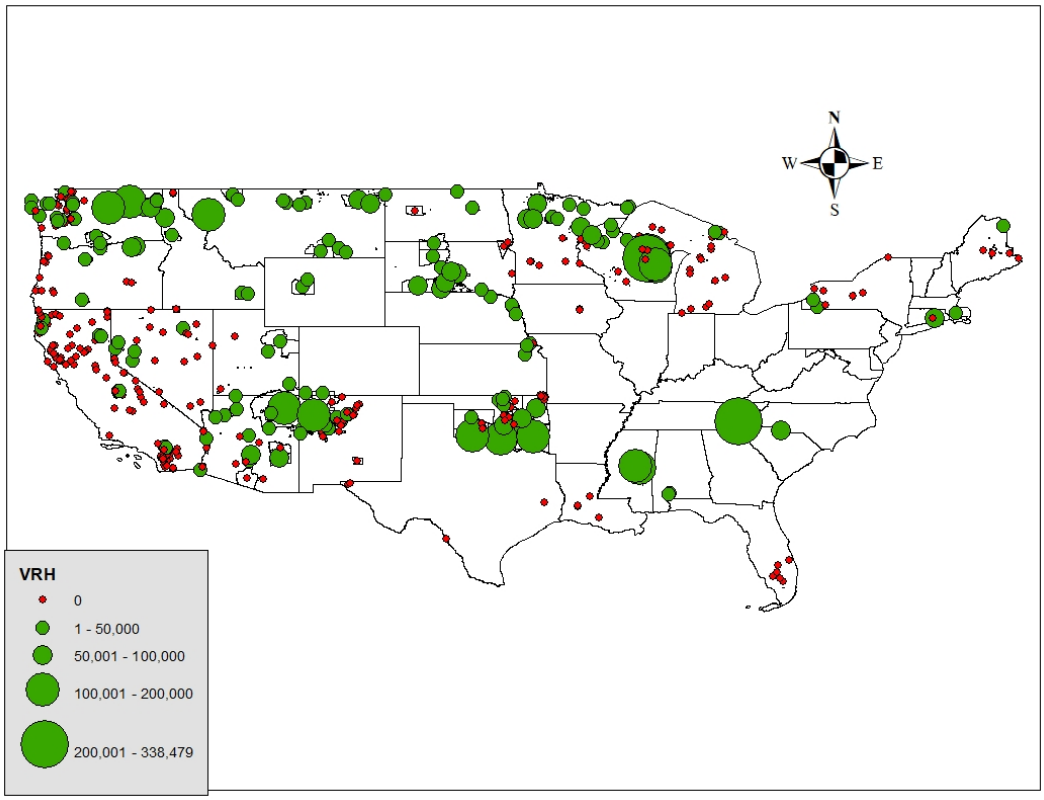


Figure 25. Total Tribal Transit Vehicle Revenue Hours, 2013-2017
Source: Ndembe et al. 2021

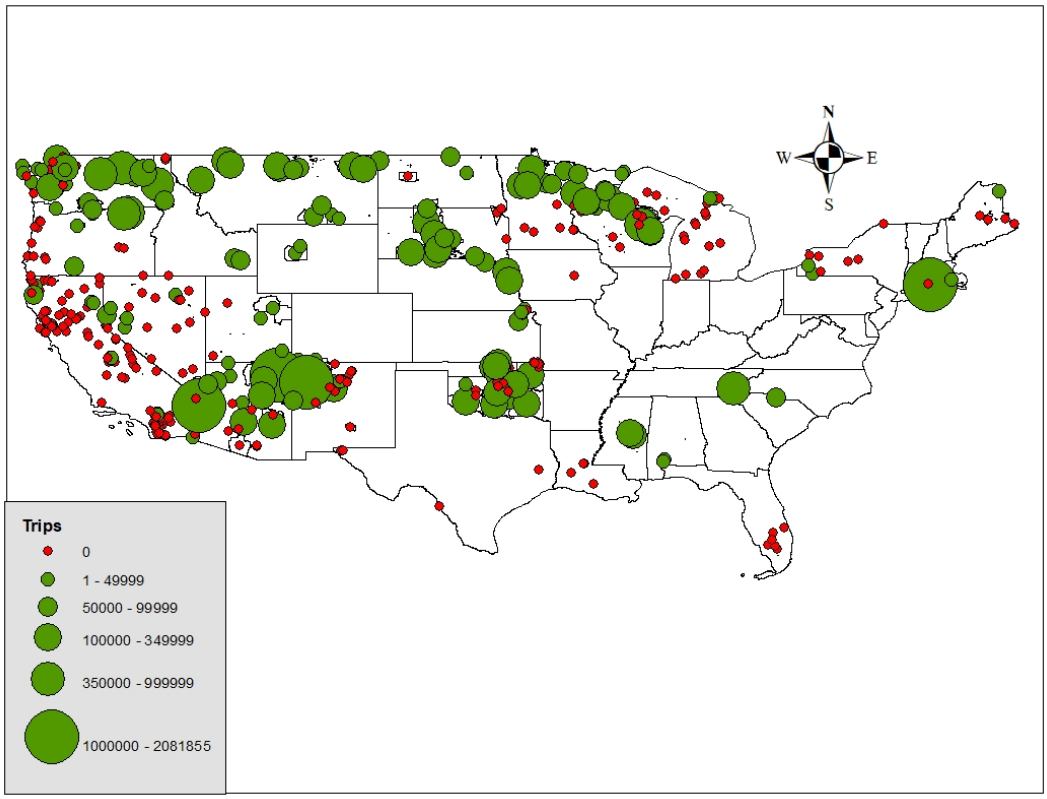


Figure 26. Total Tribal Transit Unlinked Passenger Trips, 2013-2017
Source: Ndembe et al. 2021

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