SURTCOM 22-11

Rural Transit Fact Book | 2022

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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 National Transit Database (NTD). The 2011 edition of the *Rural Transit Fact Book* was the first published by SURTC/SURCOM and included NTD data for 2007-2009. Since 2011, updates have been made to the book to provide updated data. The 2022 edition includes 2020 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. Several 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 U.S. 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 with 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 with 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

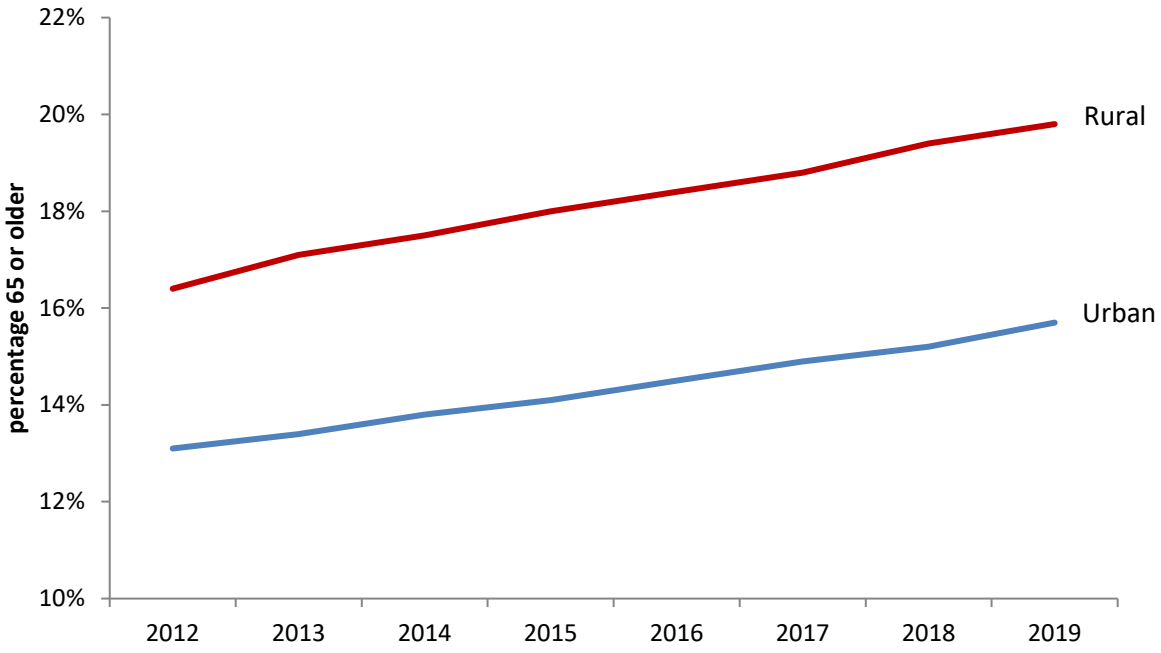


Figure 1. Percentage of Population Aged 65 or Older, 2012-2019
Source: American Community Survey 1-Year Estimates, 2012-2019

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.

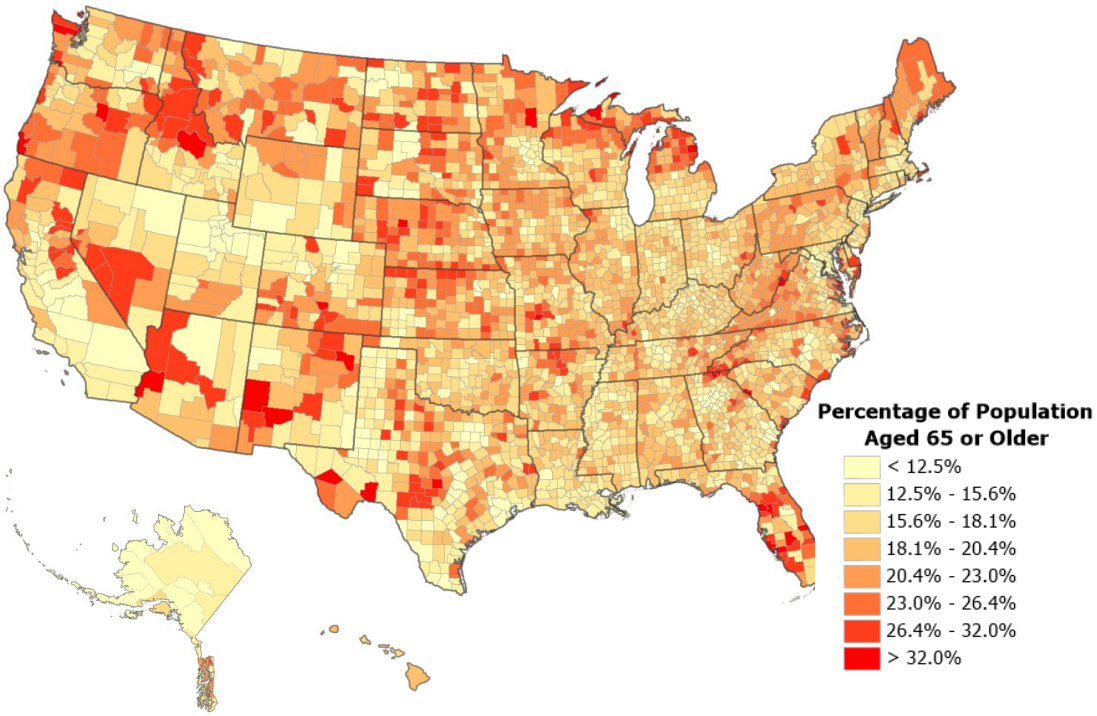


Figure 3. Percentage of Population Aged 65 or Older, by County
Source: American Community Survey, 2019 5-year estimates

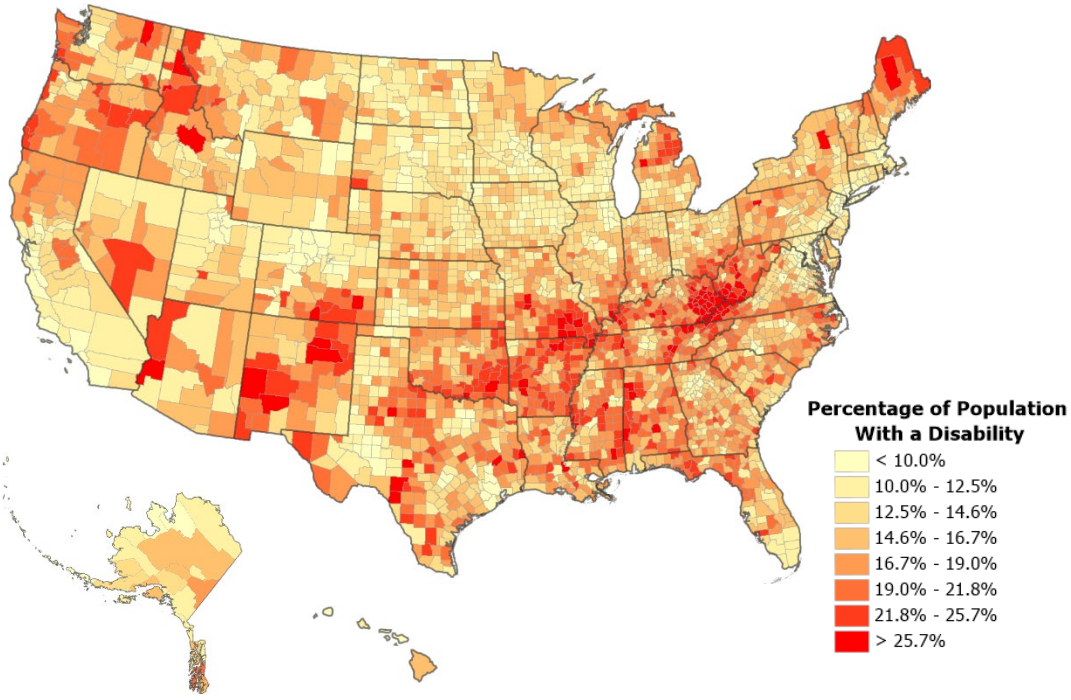


Figure 2. Percentage of Population with a Disability, by County
Source: American Community Survey, 2019 5-year estimates

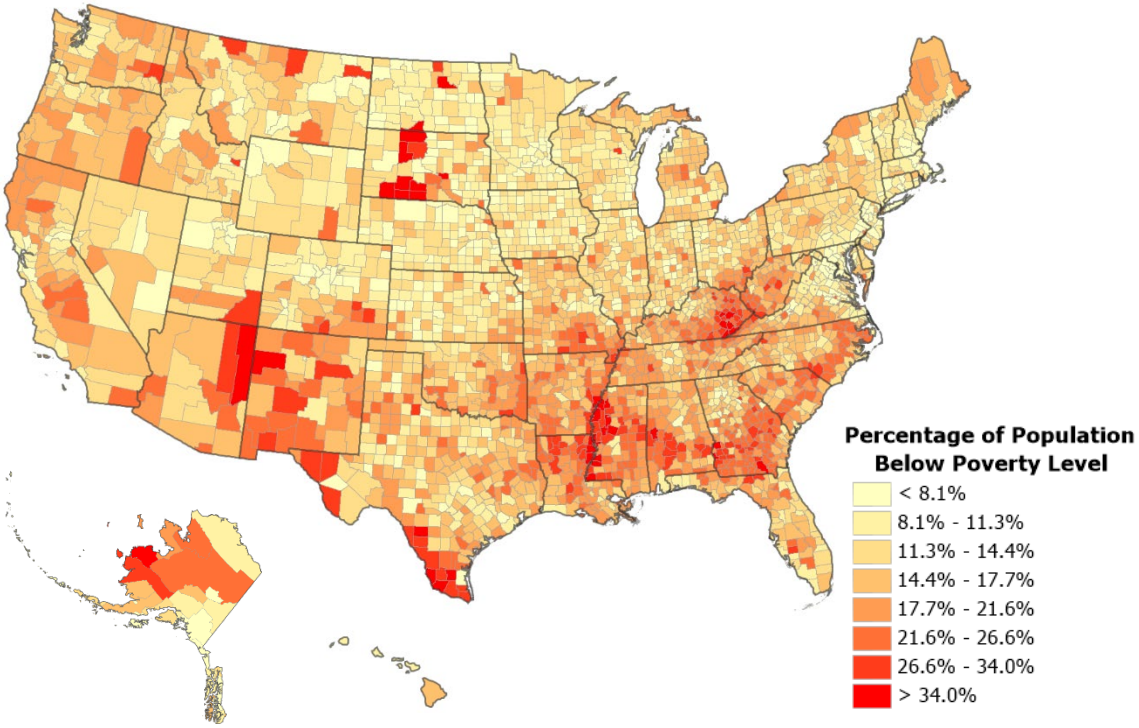


Figure 4. Percentage of Population in Poverty, by County
Source: American Community Survey, 2019 5-year estimates

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.

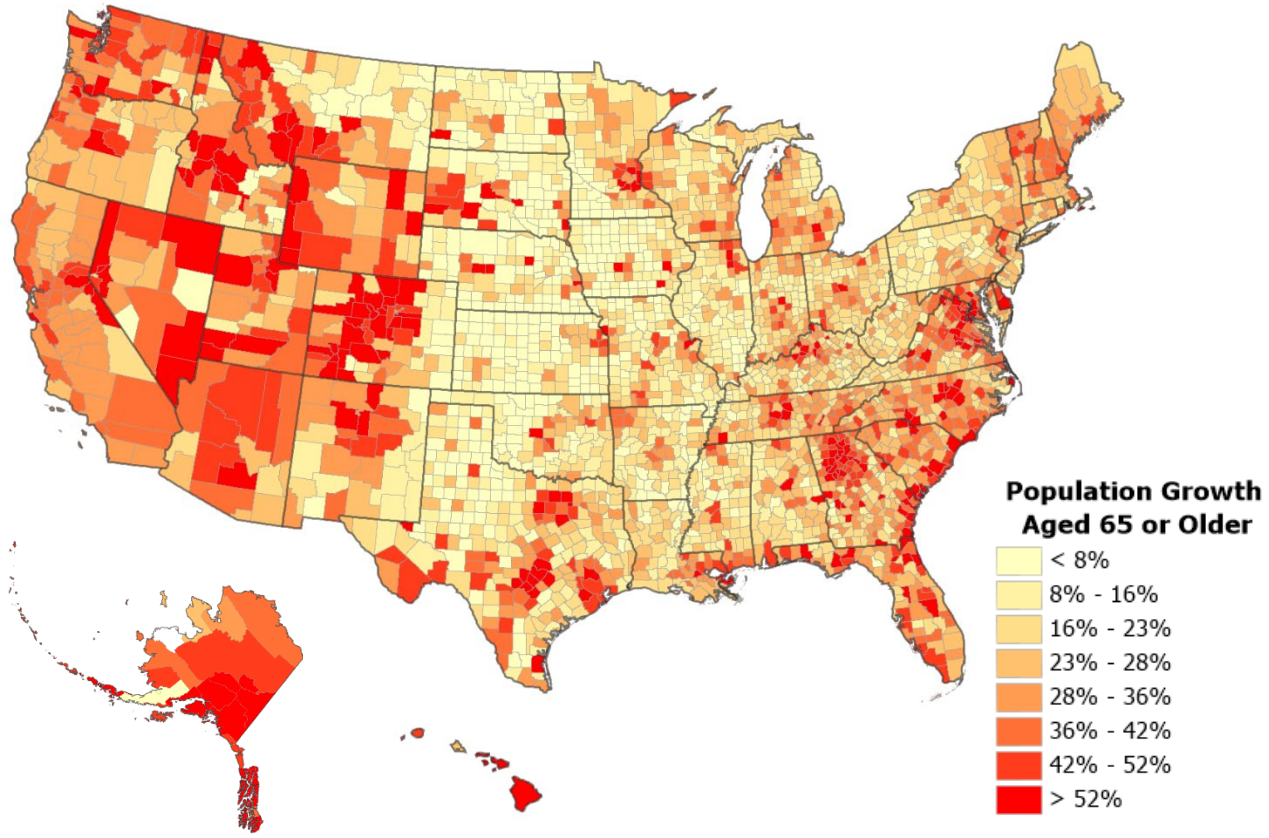


Figure 5. Growth in Population Aged 65 or Older, 2010-2019, by County
Source: American Community Survey, 2019 5-year estimates

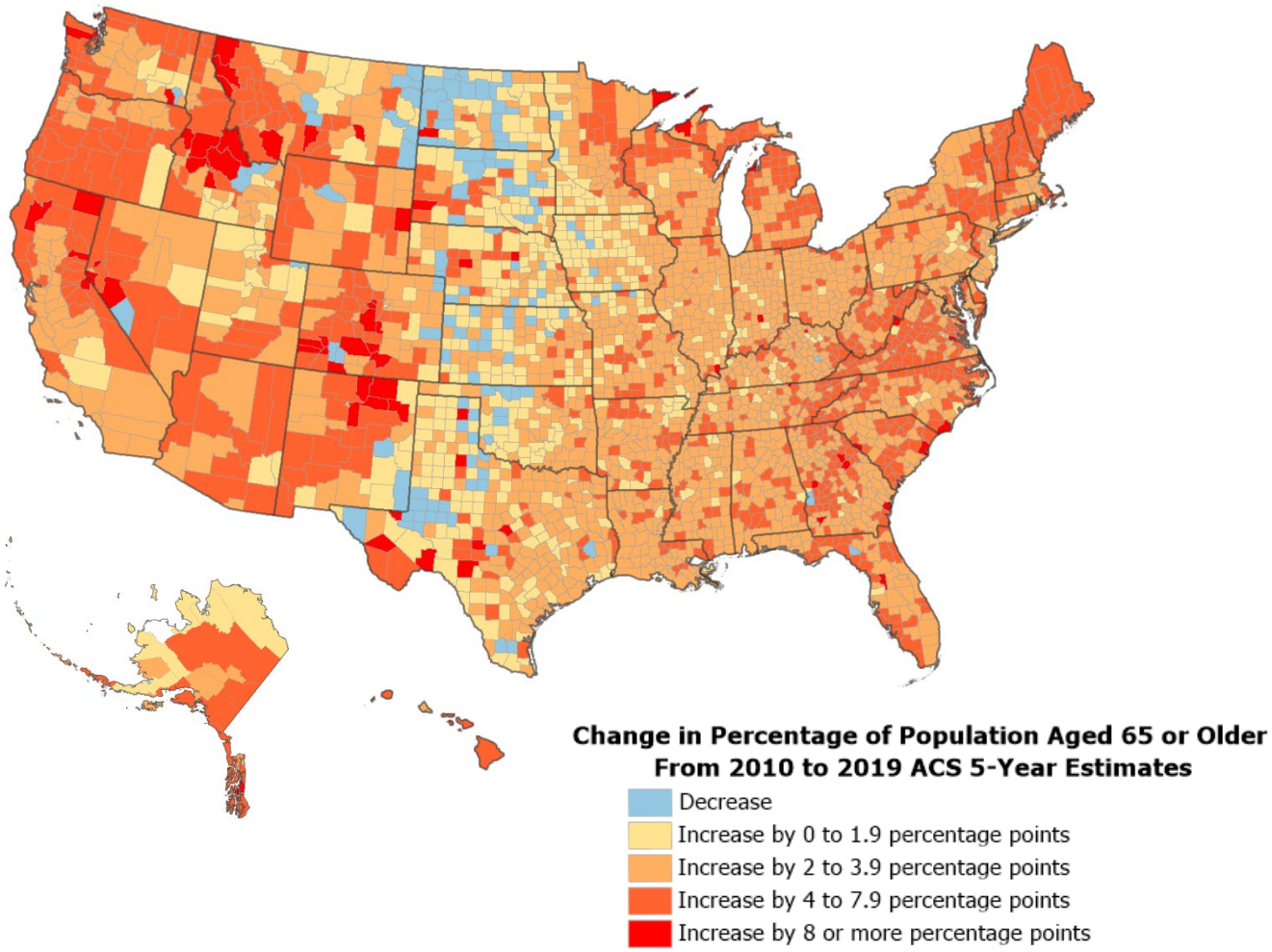


Figure 6. Change in Percentage of Population Aged 65 or Older, by County
Source: American Community Survey, 2019 5-year estimates, 2010 5-year estimates

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

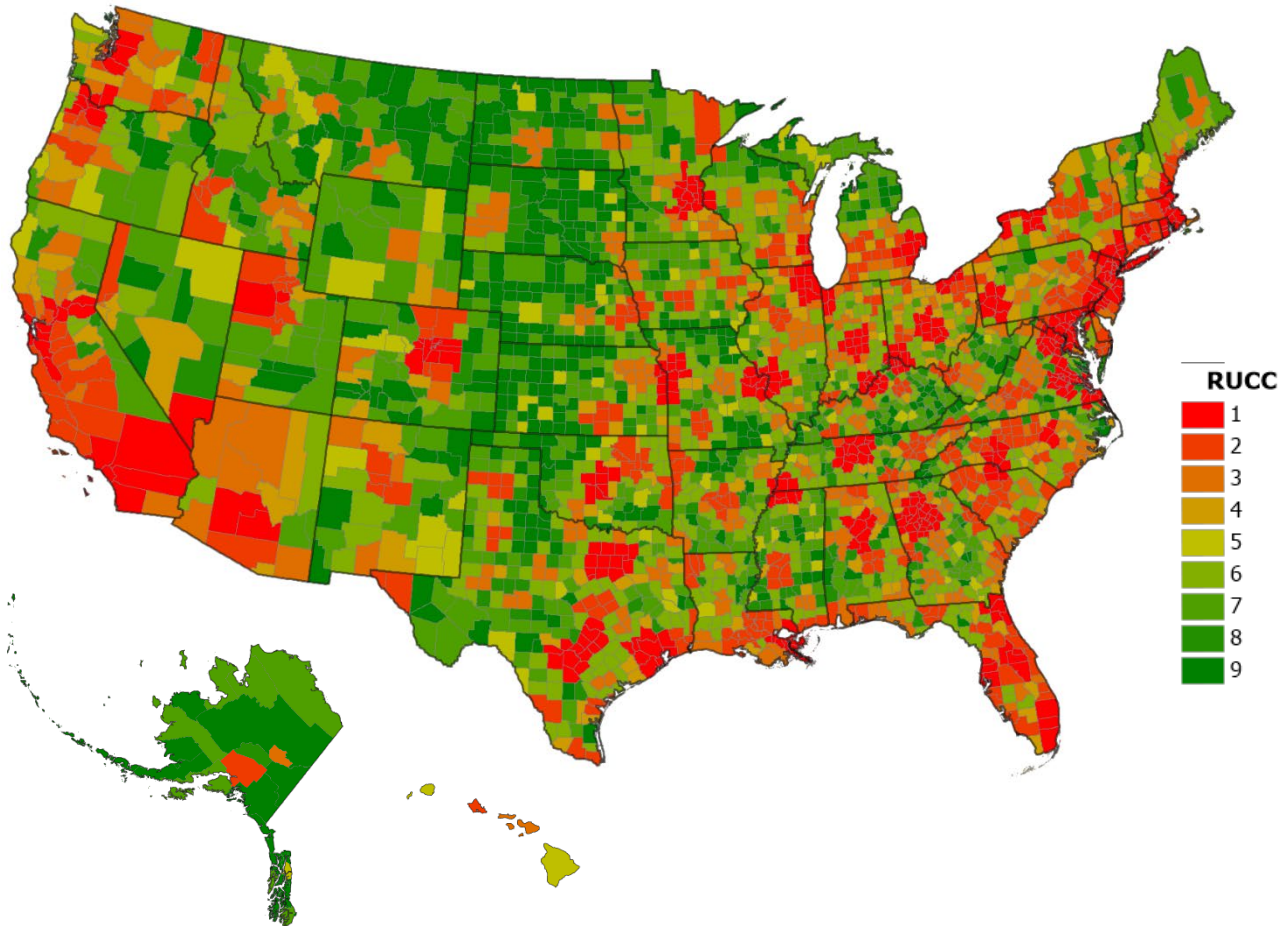


Figure 7. County-Level 2013 Rural-Urban Continuum Codes

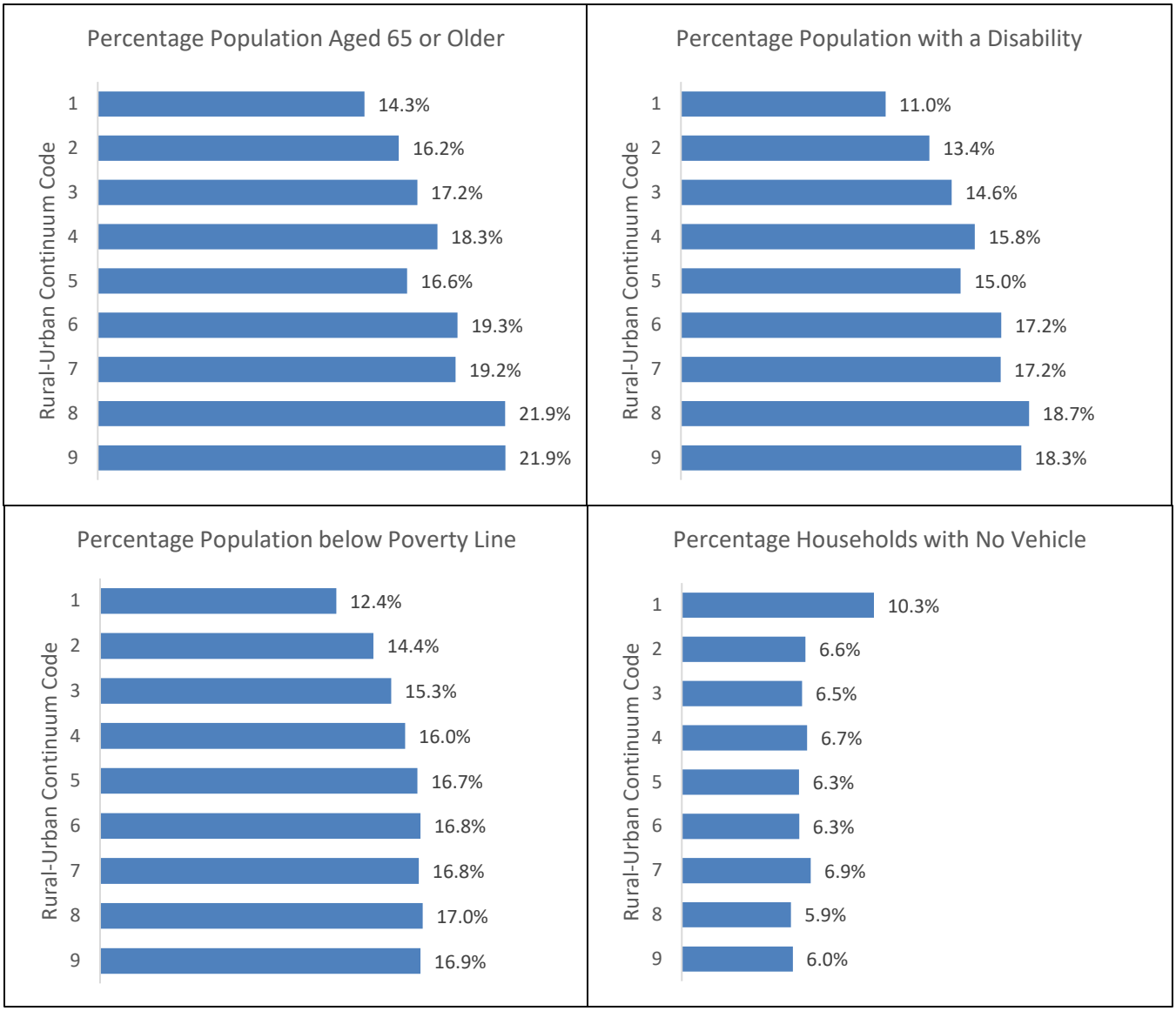


Figure 8. Percentage of Population Consisting of Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code

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 the population is in poverty.

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

	Percentage of Population								
	Percentage Aged 65 or Older			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 with 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 with 5.9% of urban residents, and just 1.9% of rural workers aged 16 or older do not have access to a vehicle, compared with 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 11% in 2020, with an 8% decrease on rural roadways and a 12% 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. VMT rebounded in 2021, increasing 11% overall and 12% on rural roadways, compared to 2020. VMT on urban roadways was still below pre-pandemic levels in

2021, but rural VMT surpassed 2019 levels. 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

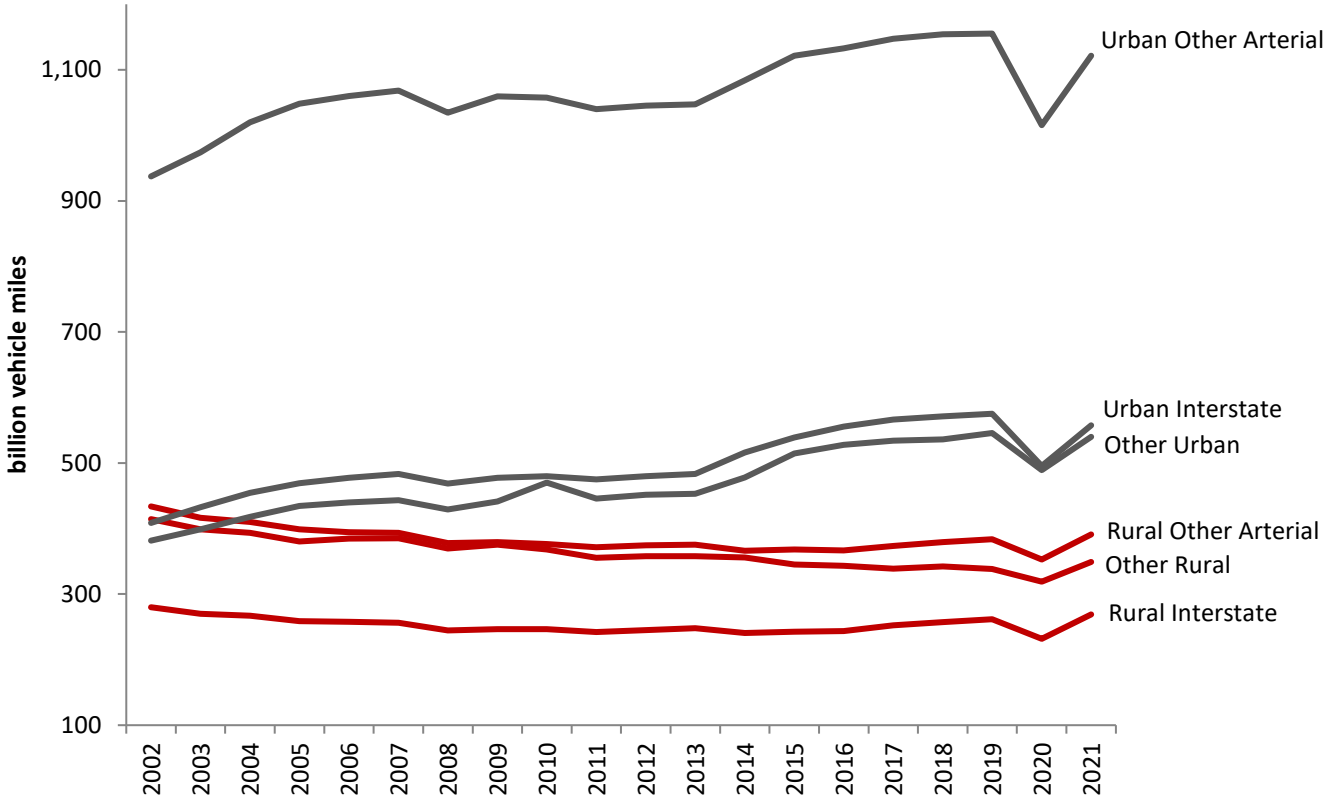


Figure 9. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

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.

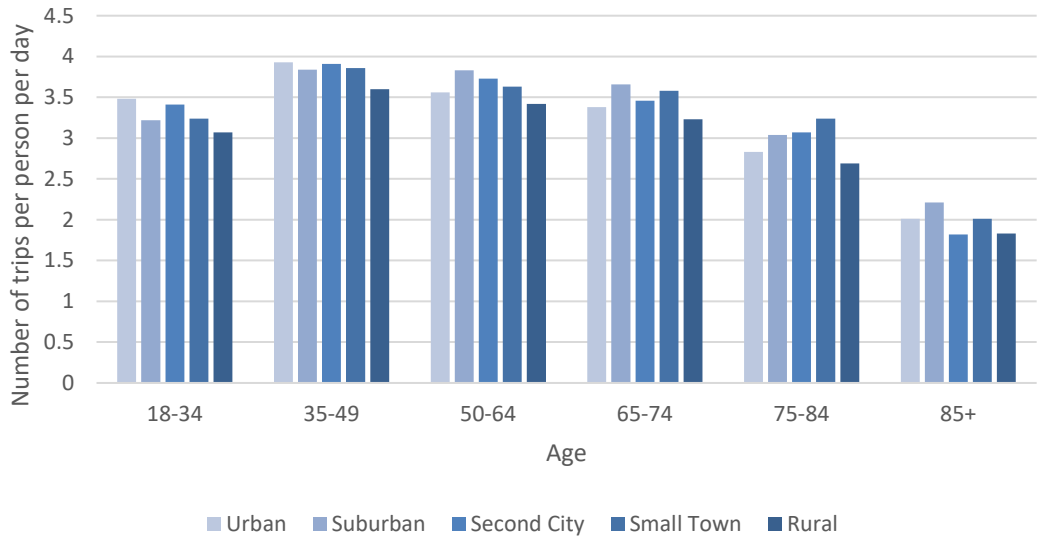


Figure 10. Number of Trips per Person per Day, by Age Group and Geography
Source: 2017 National Household Travel Survey

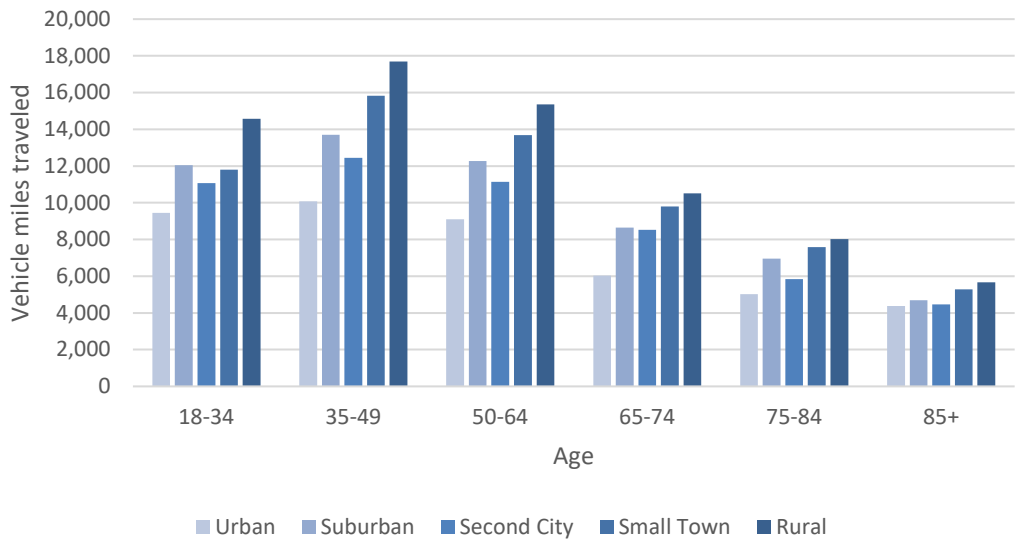


Figure 11. Average Annual Vehicle Miles Traveled, by Age Group and Geography
Source: 2017 National Household Travel Survey

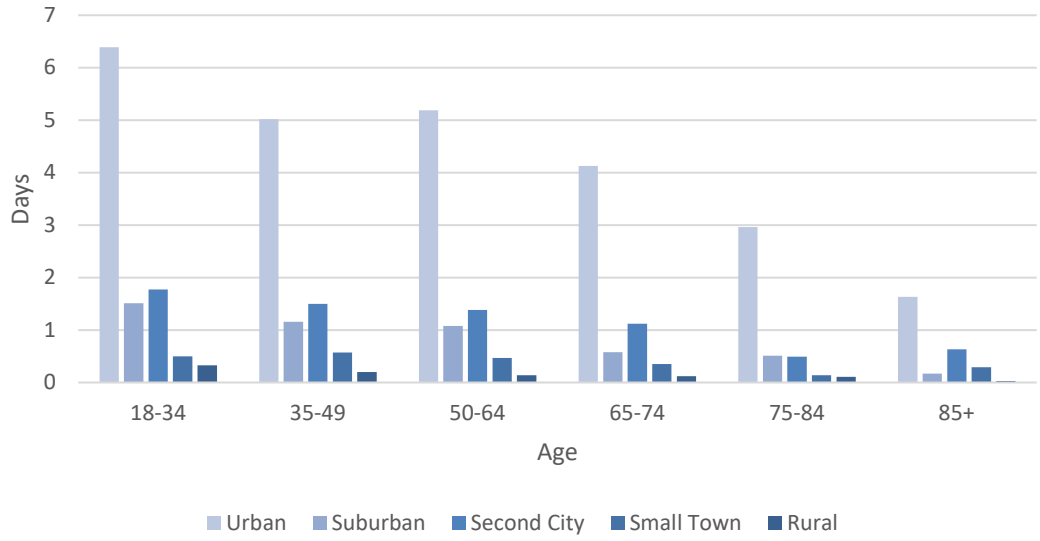


Figure 12. Number of Days in Last Month Transit was Used, by Age Group and Geography
Source: 2017 National Household Travel Survey

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 with 82% of urban women in the same age group, and 54% of women aged 85 or older in rural areas drive, compared with 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

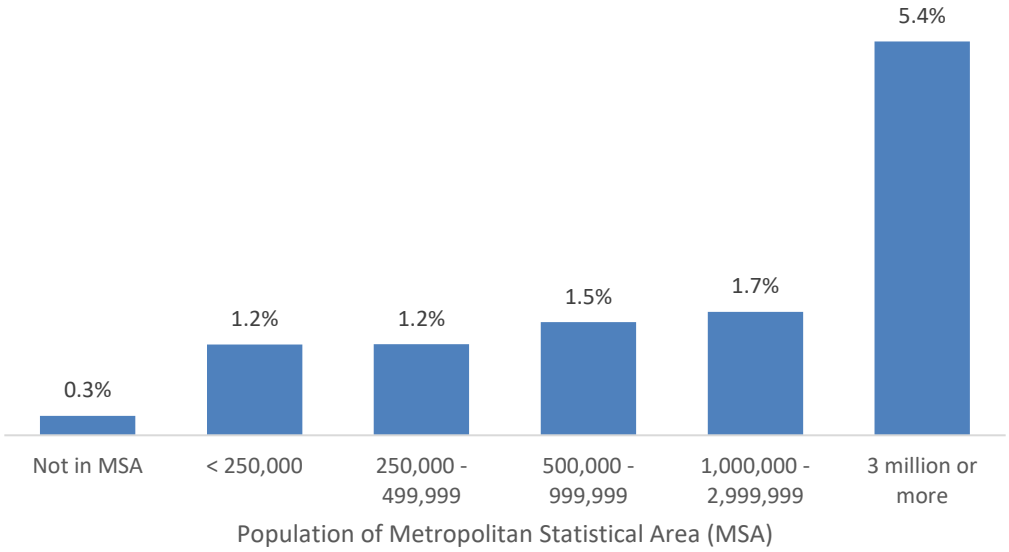


Figure 13. Percentage of Trips by Public Transportation, by Size of Metro Area

NATIONAL RURAL TRANSIT

iAttribution: AvgeekJoe Photo, http://Flickr.com/avgeekjoe

This section describes the characteristics of rural transit systems receiving section 5311 funding, using data submitted to the NTD. Data for 2020 are the most recent available at the time of publication.

As reported in the NTD, 1,286 agencies provided service in 2020 (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, 1,136 rural operators provided a demand-response service and 464 provided fixed-route service in 2020, including either a traditional fixed-route or deviated fixed-route service. The NTD previously included a separate mode for demand-response taxi, but that is no longer the case for 2020. Those services were likely reclassified as demand response.

Table 11. Number of Rural Transit Providers Nationwide

	2016	2017	2018	2019	2020
Type of Service Provided					
Fixed-route	460	476	468	469	464
Demand-response	1,107	1,121	1,136	1,114	1,136
Demand-response taxi	49	50	46	13	0
Ferryboat	8	9	9	12	11
Commuter bus	68	69	72	59	58
Van pool	21	21	22	17	18
Other	2	2	2	2	2
Total Rural General Public Transit	***1,324***	***1,331***	***1,301***	***1,263***	***1,286***

Source: National Transit Database, 2016–2020

Nationwide, 83% of counties had some level of rural transit service in 2020, 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				
		2016	2017	2018	2019	2020
Alabama	67	51	51	51	51	51
Alaska	18	18	9	9	9	9
Arizona	15	14	14	14	14	14
Arkansas	75	56	59	59	67	67
California	58	56	57	57	57	57
Colorado	64	50	52	53	53	53
Connecticut	8	8	8	4	4	4
Delaware	3	1	1	1	1	1
Florida	67	62	62	62	62	60
Georgia	159	111	112	112	112	112
Hawaii	4	3	3	3	3	3
Idaho	44	43	43	43	43	43
Illinois	102	90	90	93	93	93
Indiana	92	67	67	67	67	67
Iowa	99	99	99	99	99	99
Kansas	105	82	82	82	82	84
Kentucky	120	103	103	103	103	104
Louisiana	64	36	37	37	38	38
Maine	16	16	16	16	16	16
Maryland	24	17	17	17	17	17
Massachusetts	14	6	6	6	6	6
Michigan	83	74	74	74	74	74
Minnesota	87	86	86	86	86	86
Mississippi	82	56	56	56	56	56
Missouri	115	114	114	114	114	114
Montana	56	30	30	38	38	38
Nebraska	93	83	84	84	84	86
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	44	45	45	45	45
North Carolina	100	98	98	97	97	97
North Dakota	53	53	53	53	53	53
Ohio	88	34	35	36	38	45
Oklahoma	77	74	72	72	76	76
Oregon	36	33	33	33	33	33
Pennsylvania	67	28	30	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	60
Tennessee	95	95	95	95	95	95
Texas	254	246	246	246	246	246
Utah	29	13	13	13	7	7
Vermont	14	14	14	14	14	14
Virginia	95	57	57	58	58	58
Washington	39	29	31	31	29	28
West Virginia	55	25	25	25	25	26
Wisconsin	72	60	60	60	60	60
Wyoming	23	14	14	14	11	23
Total	3,091	2,513	2,517	2,526	2,530	2,553
Percentage of Counties served		81%	81%	82%	82%	83%

Source: National Transit Database, 2016–2020

OPERATING STATISTICS

Transit systems across the United States and around the world were significantly impacted by the COVID-19 pandemic. While the effects on urban transit systems have been well documented, the data show rural agencies were also impacted. Total annual ridership for rural transit systems decreased 27% in 2020, from 125.5 million rides in 2019 to 91.6 million rides (Table 13). Meanwhile, total vehicle revenue miles and vehicle revenue hours decreased 17% and 14%, respectively. The ridership drop was slightly greater for fixed-route services, but all modes of transit experienced substantial declines. Rural transit agencies provided 398.9 million miles of service and 23.4 million vehicle hours of service in 2020. 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

	2016	2017	2018	2019	2020	% Change 2019-2020
	----------millions----------					
Ridership						
Fixed-route	66.9	67.4	66.7	67.7	48.6	-28%
Demand-response	48.3	47.3	47.2	45.6	34.9	-24%
Commuter bus	5.6	5.7	5.4	4.9	3.2	-34%
Vanpool	0.9	0.9	0.8	0.8	0.6	-26%
Demand-response taxi	1.8	1.8	0.4	0.3	0.0	-100%
Ferryboat	1.5	1.5	1.5	2.1	1.5	-26%
Bus rapid transit	0.8	0.9	0.9	1.0	0.5	-54%
Aerial tramway	2.8	2.8	3.0	3.2	2.4	-23%
Total	128.6	127.5	126.0	125.5	91.6	-27%
Vehicle Revenue Miles						
Fixed-route	106.6	109.0	109.6	109.6	94.7	-14%
Demand-response	343.9	350.2	354.4	338.2	279.2	-17%
Commuter bus	17.3	18.2	17.1	15.5	14.0	-10%
Vanpool	6.6	7.5	6.8	7.1	6.0	-15%
Demand-response taxi	7.5	7.2	1.9	1.4	0.0	-100%
Ferryboat	0.1	0.2	0.2	0.3	0.3	-11%
Bus rapid transit	1.8	1.9	1.8	2.0	1.5	-22%
Aerial tramway	3.2	3.2	4.0	3.9	3.1	-20%
Total	487.1	494.5	495.7	478.0	398.9	-17%
Vehicle Revenue Hours						
Fixed-route	6.1	6.2	6.3	6.3	5.5	-13%
Demand-response	19.5	19.9	20.4	19.5	16.9	-13%
Commuter bus	0.6	0.7	0.6	0.6	0.5	-12%
Vanpool	0.2	0.2	0.2	0.2	0.1	-15%
Demand-response taxi	0.7	0.7	0.2	0.1	0.0	-100%
Ferryboat	0.0	0.0	0.0	0.1	0.0	-14%
Bus rapid transit	0.1	0.1	0.1	0.1	0.0	-34%
Aerial tramway	0.3	0.3	0.4	0.3	0.3	-17%
Total	27.5	27.9	28.1	27.1	23.4	-14%

Source: National Transit Database, 2016–2020

It should be noted that agencies report data according to their fiscal year, not the calendar year. Further, transit providers do not all use the same fiscal year. While some rural systems use December 31 as the end of their fiscal year, a majority use June 30, and many use September 30. The data reported for 2020 are data for the fiscal year ending in 2020. Therefore, depending on an agency's fiscal year, the data reported for 2020 could cover four months of the pandemic, which started in March 2020, or as many as 10 months, so their annual reports could be affected differently. However, the most significant impacts of the pandemic were experienced in the initial months, particularly March-May 2020, so the data could show substantial declines for all agencies.

Changes from year to year in total ridership and service provided across the country are largely due to increases or decreases in ridership and service at existing agencies, but these changes could also be affected by an increase or decrease in the number 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 most agencies lost ridership and reduced service in 2020. Only 7% of existing providers experienced an increase in ridership from 2019 to 2020, while 93% lost ridership. Meanwhile, 93% also decreased vehicle miles and 82% decreased vehicle hours (Table 14). The median change from 2019 to 2020 was a 23% decrease in vehicle miles, a 14% decrease in vehicle hours, and a 23% decrease in ridership. Some agencies experienced significant losses. Eighty-nine percent had a decrease in ridership of 10% or more, 58% lost 20% or more of their ridership, and 12% experienced ridership losses of 50% or more.

Table 14. Agency Level Changes in Service Miles, Hours, and Trips, 2019-2020

	Vehicles Miles	Vehicle Hours	Total Trips
Median Change	-23%	-14%	-23%
Percentage of Agencies with an Increase	7	18	7
Percentage of Agencies with an Increase of:			
5% or more	5	12	5
10% or more	4	8	4
20% or more	3	4	3
50% or more	1	2	1
Percentage of Agencies with a Decrease of:			
5% or more	89	73	89
10% or more	81	61	81
20% or more	58	38	58
50% or more	12	6	12

Source: National Transit Database, 2019, 2020

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 2020, urban transit agencies provided 31.2 million rides in non-urbanized areas, which was a 24% decline from 2019. Combined, rural and urban transit agencies provided 122.9 million rides, 487.5 million vehicle revenue miles, and 28.1 million vehicle revenue hours in 2020 in rural areas, which were decreases of 26%, 16%, and 14%, respectively (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, 2020

Mode	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Fixed-route	16,688,792	31,350,015	1,810,047
Demand-response	4,758,199	46,195,622	2,522,825
Commuter bus	813,584	3,629,143	131,276
Vanpool	708,877	5,970,500	143,525
Ferryboat	7,746,135	490,438	56,389
Alaskan Railway	9,427	495,140	17,532
Publicos (Puerto Rico)	493,721	431,056	44,199
Total	*31,218,735*	*88,561,914*	*4,725,793*

Source: National Transit Database, 2020

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

	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Rural and tribal agencies	91,649,522	398,905,934	23,375,631
Urban agencies	31,218,735	88,561,914	4,725,793
Total	*122,868,257*	*487,467,848*	*28,101,424*

Source: National Transit Database, 2020

Tables 17-19 show median and percentile rankings for ridership, vehicle revenue miles, and vehicle revenue hours per agency in 2020. Median ridership was 22,206 rides. Data for fixed-route and demand-response service include just those agencies that provides those modes. Median ridership was 14,534 trips for demand-response service and 27,025 trips for fixed-route. Table 17 also shows the variation and range in ridership. For example, 10% of agencies provided 154,379 rides or more, and 10% provided 3,138 rides or less. The median vehicle revenue miles provided was 145,281, and the median vehicle revenue hours was 9,363. Ten percent of the agencies provided 703,406 or more miles of service, and the smallest 10% provided 18,757 miles or less. For systems providing fixed-route service, the median fixed-route miles provided was 114,817, and the median fixed-route vehicle hours of service was 7,082. For demand-response operations, the median values were 103,604 vehicle miles and 7,142 vehicle hours. These median numbers are all decreases from the previous year.

Table 17. Ridership Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-response	Total
	----------Unlinked passenger trips----------		
10th	2,714	2,424	3,138
20th	6,001	4,674	6,106
30th	10,743	7,507	9,922
40th	17,347	10,385	14,714
50th (Median)	27,025	14,534	22,206
60th	41,597	20,171	33,486
70th	70,303	28,944	47,150
80th	123,282	42,197	77,562
90th	236,765	73,567	154,376

Source: National Transit Database, 2020

Table 18. Vehicle Miles Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-response	Total
	----------Vehicle revenue miles----------		
10th	20,664	14,489	18,757
20th	37,382	29,207	39,426
30th	55,881	45,549	66,573
40th	84,642	71,527	102,814
50th (Median)	114,817	103,604	145,281
60th	168,112	142,471	208,844
70th	225,281	212,400	297,172
80th	302,261	331,950	431,293
90th	457,591	551,792	703,406

Source: National Transit Database, 2020

Table 19. Vehicle Hours Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-response	Total
	----------Vehicle revenue hours----------		
10th	1,521	1,135	1,491
20th	2,360	2,204	2,738
30th	3,441	3,441	4,309
40th	5,130	5,116	6,542
50th (Median)	7,082	7,142	9,363
60th	9,613	9,592	12,845
70th	13,403	13,459	17,833
80th	18,318	19,879	26,040
90th	28,587	33,504	39,782

Source: National Transit Database, 2020

FINANCIAL STATISTICS

Funding for capital projects increased 14% from federal sources and 33% from local governments but decreased 8% from state governments in 2020 (Table 20). Overall, capital funds increased 14% from the previous year.

Federal support of operating costs increased 44% in 2020, from $542 million to $778 million. Meanwhile, state funding for operations decreased 11%, local funding decreased 25%, and directly generated revenue decreased 25% in 2020. Directly generated revenues include fare revenues, contract revenues, advertising revenues, donations, and other direct revenues. Federal spending on rural transit increased considerably in 2020 through the CARES Act, passed by Congress in response to the pandemic, which helped transit providers cover losses from other funding sources. As a result, total operating funds increased 3%.

Table 20. Rural Transit Financial Statistics: Sources of Funding

	2016	2017	2018	2019	2020	% Change 2019-2020
	----------million dollars----------					
Capital Funding						
Federal	128.2	154.1	156.6	182.2	207.1	14%
State	35.0	36.6	38.1	52.7	48.3	-8%
Local	35.9	34.4	37.3	46.0	61.3	33%
Directly Generated	2.8	3.8	3.8	1.9	6.3	238%
Total Capital	202.0	228.8	235.9	282.8	323.0	14%
Operating						
Federal Assistance	489.8	517.5	536.7	541.8	778.1	44%
State Assistance	257.6	278.3	290.8	306.3	272.8	-11%
Local Assistance	332.4	370.6	413.4	408.9	304.7	-25%
Directly Generated	289.5	288.1	255.7	286.7	240.6	-16%
Total Operating	1,369.2	1,454.5	1,496.5	1,543.6	1596.2	3%

Source: National Transit Database, 2016–2020

The data in Table 20 reflect the dollar amounts reported by rural transit providers to the 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 has been following a general upward trend. Figure 15 shows how the FY 2019 Rural Formula Program Funds were awarded by scope, with most funds going toward operating assistance.

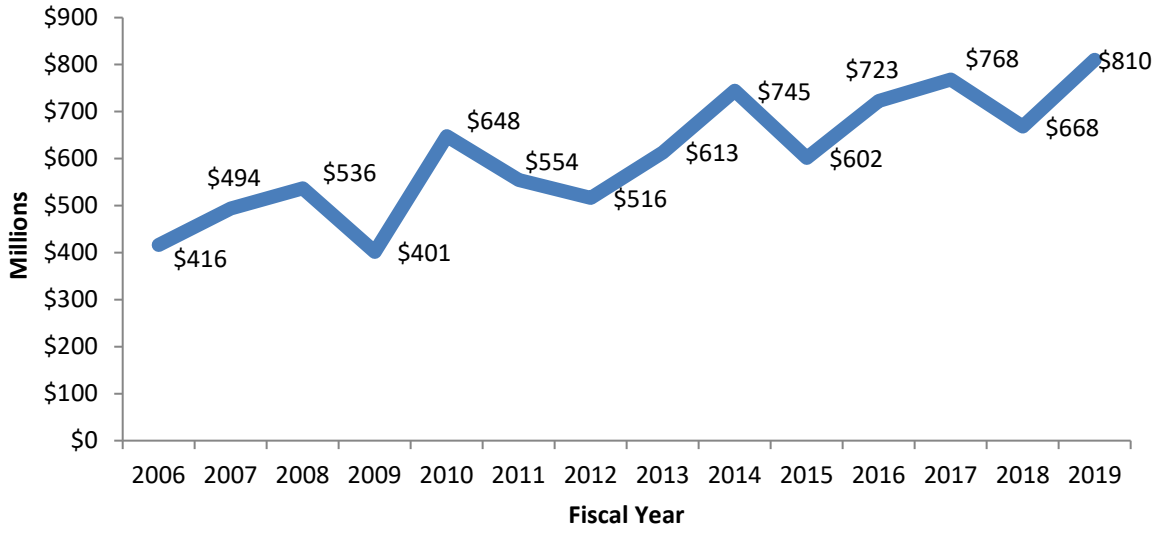


Figure 14. FTA Obligations under the Section 5311 Program, FY2006–FY2019
Source: Federal Transit Administration, Statistical Summaries

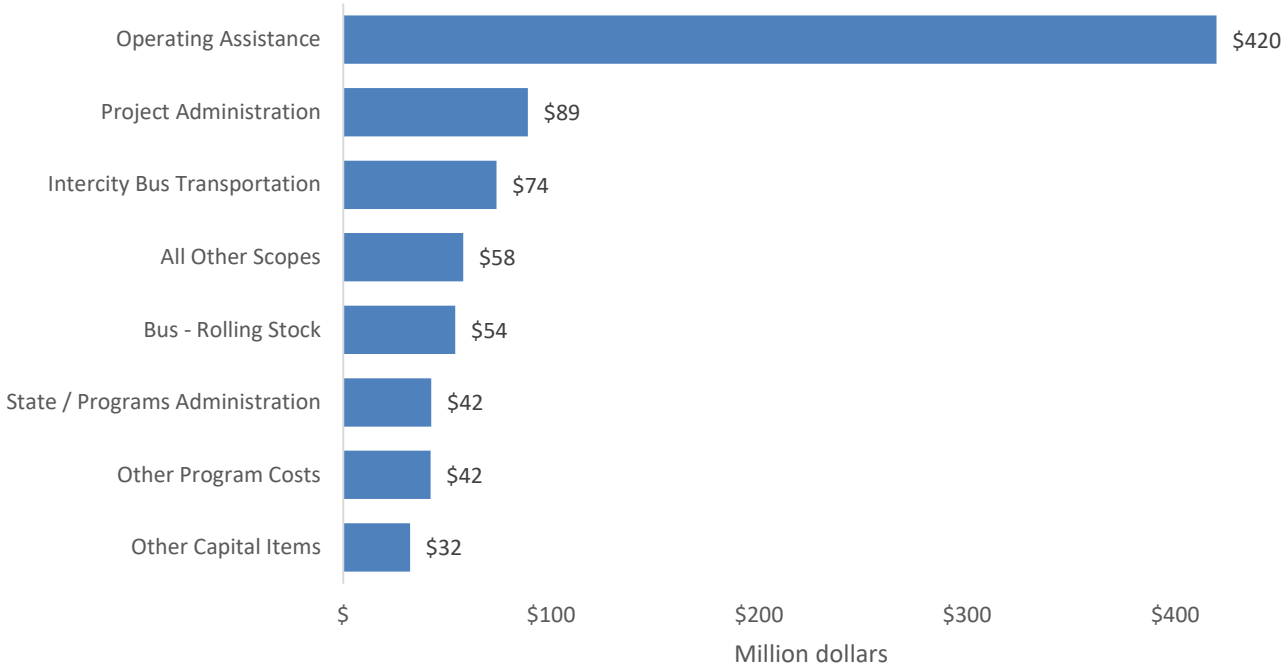


Figure 15. FY 2019 Rural Formula Program Funds Awarded by Budget Scope
Source: Federal Transit Administration, FY 2019 Statistical Summary

FLEET STATISTICS

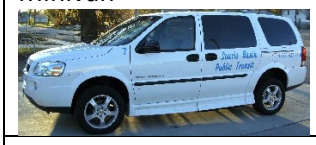
Table 21 shows the types and total number of active vehicles in use for different modes of rural transit in 2020. In 2020, 19,267 vehicles were used for demand-response transit and 5,442 were used for fixed-route service. In total, rural agencies used 24,189 vehicles. Vehicles are categorized in the NTD as buses, cutaways, vans, minivans, and sport utility vehicles, using the definitions provided in Table 22.

Table 21. Vehicles by Mode, 2020

	Demand-Response	Fixed-Route	Commuter Bus	Vanpool	Total
Bus	889	2,013	292	0	3,046
Cutaway	10,276	3,027	298	0	12,228
Van	2,907	230	10	254	3,281
Minivan	4,569	100	8	133	4,754
Automobile	332	6	0	0	338
School bus	28	18	0	0	46
Over-the-road bus	0	30	57	0	87
Sports utility vehicle	266	5	0	6	275
Aerial tramway	0	0	0	0	71
Articulated bus	0	2	0	0	2
Ferryboat	0	0	0	0	26
Other	0	11	0	0	35
Total	*19,267*	*5,442*	*665*	*393*	*24,189*

Source: National Transit Database, 2020

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 16), 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.

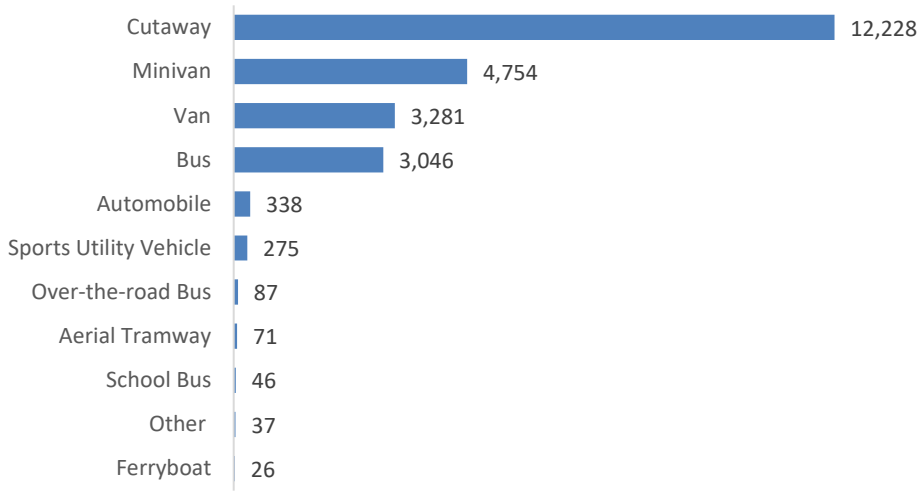


Figure 16. Total Rural Transit Vehicles, by Type, 2020

As shown in Table 23, the average fixed-route system operated 11.7 vehicles and the average demand-response system operated 17.0 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; 84% of these vehicles were ADA accessible (Table 24). Most buses (94%) and cutaways (94%) were ADA accessible, whereas 74% of minivans and 66% of vans were ADA accessible in 2020.

Table 23. Average Fleet Size by Mode and Total, 2020

Mode	Average Number of Vehicles per Agency
Demand-response	17.0
Fixed-route	11.7
Commuter bus	11.5
Vanpool	21.8
Total	*18.8*

Source: National Transit Database, 2020

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

Vehicle Type	2016	2017	2018	2019	2020
	----------Percentage----------				
Bus	95	95	95	96	94
Cutaway	94	94	94	94	94
Van	62	65	62	64	66
Minivan	74	75	74	74	74
Automobile	20	11	20	20	20
School bus	8	21	8	16	22
Over-the-road bus	92	92	92	95	95
Sport utility vehicle	25	22	25	23	20
Total	*84*	*85*	*84*	*84*	*84*

Source: National Transit Database, 2016-2020

The average age of the vehicles was 6.8 years in 2020 (Table 25). The average vehicle length was 22.9 feet with an average seating capacity of 14.1 (Tables 26-27). The average bus was 32.6 feet and had a seating capacity of 27.7, while the average cutaway was 24.0 feet with a seating capacity of 14.9. Average vehicle age, length, and capacity have changed only slightly from year to year.

Table 25. Average Vehicle Age

Vehicle Type	2016	2017	2018	2019	2020
			----------Years----------		
Bus	8.2	8.5	8.4	8.6	8.4
Cutaway	6.5	6.4	6.6	6.7	6.5
Van	6.5	6.7	6.5	6.4	6.4
Minivan	5.8	5.9	6.3	6.3	6.3
Automobile	4.2	6.2	7.6	9.0	8.6
School bus	13.8	13.8	15.0	15.5	15.8
Over-the-road bus	10.0	7.7	8.0	8.0	9.3
Sport utility vehicle	6.1	5.8	6.4	6.4	6.4
Total	*6.5*	*6.7*	*6.9*	*6.9*	*6.8*

Source: National Transit Database, 2016-2020

Table 26. Average Vehicle Length

Vehicle Type	2016	2017	2018	2019	2020
			----------Feet----------		
Bus	30.7	30.2	31.0	32.5	32.6
Cutaway	23.4	23.5	23.6	24.1	24.0
Van	18.6	18.3	18.0	19.2	19.2
Minivan	15.6	15.7	16.3	16.5	16.5
Automobile	7.8	12.0	13.8	15.9	15.6
School bus	35.9	36.6	37.4	36.7	36.5
Over-the-road bus	49.4	41.5	40.0	44.1	44.3
Sport utility vehicle	15.9	15.7	15.9	15.9	15.9
Total	*21.8*	*22.2*	*22.3*	*23.0*	*22.9*

Source: National Transit Database, 2016-2020

Table 27. Average Seating Capacity

Vehicle Type	2016	2017	2018	2019	2020
Bus	27.7	27.4	27.6	27.8	27.7
Cutaway	15.5	15.3	15.0	15.0	14.9
Van	10.4	10.2	9.9	9.9	9.8
Minivan	5.8	5.6	5.6	5.6	5.6
Automobile	4.3	4.3	4.2	4.2	4.2
School bus	50.3	51.6	60.0	55.7	53.9
Over-the-road bus	62.3	50.5	50.7	51.8	52.5
Sport utility vehicle	5.1	5.3	5.2	5.3	5.4
Total	*14.7*	*14.7*	*14.3*	*14.3*	*14.1*

Source: National Transit Database, 2016-2020

Seventy-seven percent of the vehicles were owned outright by a public agency, while 16% 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, 2020

	Vehicle Type								
Ownership type	Bus	Cutaway	Van	Minivan	Auto	School bus	Over-the-road bus	Sports utility vehicle	Total
	----------Percentage----------								
Owned outright by public agency	84	79	81	69	60	67	69	75	77
Owned outright by private entity	7	13	14	26	36	22	6	24	16
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	2	0	9	7	0	3
True lease by private entity	0	0	0	0	1	0	0	0	0
Leased under lease purchase agreement by a public agency	3	3	2	2	1	0	10	1	2
Leased or borrowed from related parties by a private entity	0	1	0	0	0	0	2	0	0

Source: National Transit Database, 2020

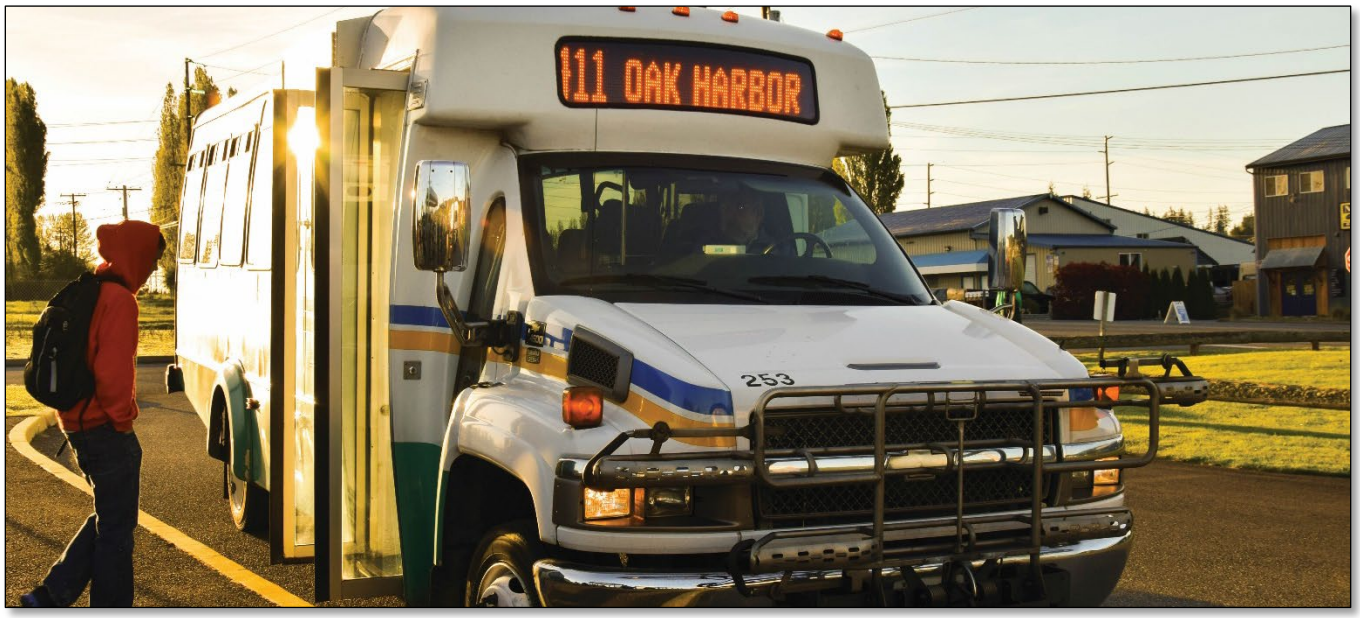
The FTA's rural area formula program was the primary funding source for close to half of the vehicles, though 8% were primarily supported by section 5310 funds, 31% by other federal funds, 13% by non-federal public funds, and 3% by private funds (Table 29).

Table 29. Primary Funding Source for Vehicles, 2020

	Vehicle Type								
Funding source	Bus	Cutaway	Van	Minivan	Auto	School bus	Over-the-road bus	Sports utility vehicle	Total
	----------Percentage----------								
Rural Area Formula Program	39	49	47	42	30	17	14	39	45
Enhanced Mobility of Seniors & Individuals with Disabilities	2	9	7	10	7	2	0	5	8
Other Federal Funds	37	29	30	33	11	20	34	35	31
Non-Federal Public Funds	20	11	14	10	23	41	46	10	13
Non-Federal Private Funds	2	1	3	5	29	20	6	10	3

Source: National Transit Database, 2020

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES



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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.

Because of the pandemic-related decrease in ridership, many performance measures also decreased considerably in 2020. Trips per vehicle revenue mile decreased by 12%, and trips per vehicle hour decreased by 15%. As Table 30 shows, trips per mile and per hour are greater for fixed-route service, compared with demand-response. However, fixed-route service experienced greater declines in these performance measures in 2020. Nevertheless, all modes of service had significant drops in trips per mile and per hour.

Table 30. Trips per Mile and Trips per Hour

	2016	2017	2018	2019	2020	% Change 2019-2020
Trips per Vehicle Revenue Mile						
Fixed-route	0.63	0.62	0.61	0.62	0.51	-17%
Demand-response	0.14	0.14	0.13	0.13	0.12	-7%
Commuter bus	0.32	0.31	0.32	0.31	0.23	-26%
Vanpool	0.13	0.12	0.11	0.11	0.09	-13%
Total	0.26	0.25	0.24	0.26	0.23	-12%
Trips per Vehicle Revenue Hour						
Fixed-route	10.9	10.9	10.6	10.7	8.9	-18%
Demand-response	2.5	2.4	2.3	2.3	2.1	-12%
Commuter bus	8.8	8.6	8.5	8.5	6.4	-24%
Van pool	4.9	4.8	4.7	4.6	4.0	-12%
Total	4.7	4.7	4.6	4.6	3.9	-15%

Source: National Transit Database, 2016-2020

Table 31 provides information about the amount of service provided per vehicle. Fixed-route systems provided 8,923 trips per vehicle, 17,408 miles per vehicle, and 1,008 hours per vehicle in 2020. Demand-response agencies provided significantly fewer trips per vehicle (1,810) and fewer miles and hours per vehicle (14,494 and 875, respectively). These are also decreases from the previous year.

Table 31. Trips, Miles, and Hours per Vehicle, 2020

	Fixed-Route	Demand-Response	Total
Trips Per Vehicle	8,923	1,810	3,789
Vehicle Revenue Miles Per Vehicle	17,408	14,494	16,491
Vehicle Revenue Hours Per Vehicle	1,008	875	966

Source: National Transit Database, 2020

Operating cost ratios increased significantly in 2020. Average operating cost per trip was $16.14 in 2020, a 37% increase from the previous year (Table 32). The average operating cost for fixed-route services increased 41% to $9.92 per trip in 2020, while average operating cost for demand-response services increased 32% to $25.68 per trip. Operating cost per vehicle revenue mile in 2020 was $5.09 for fixed-route services, $3.21 for demand-response, and $3.71 overall, which were increases of 17%, 22%, and 20%, respectively. Operating cost per vehicle revenue hour in 2020 was $87.84 for fixed-route services, $53.09 for demand-response, and $63.28 overall, which were increases of 16%, 16%, and 17%, respectively. 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 2020 covered 10% of the operating costs.

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

	2017	2018	2019	2020	% Change 2019-2020
Operating Expense per Trip					
Total	10.95	11.41	11.75	16.14	37%
Fixed-route	6.53	6.81	7.05	9.92	41%
Demand-response	18.00	18.85	19.52	25.68	32%
Operating Expense per Vehicle Mile					
Total	2.82	2.90	3.08	3.71	20%
Fixed-route	4.04	4.14	4.35	5.09	17%
Demand-response	2.43	2.51	2.63	3.21	22%
Operating Expense per Vehicle Hour					
Total	50.00	51.17	54.30	63.28	17%
Fixed-route	71.02	72.25	75.79	87.84	16%
Demand-response	42.76	43.67	45.68	53.09	16%
Farebox Recovery Ratio					
Total	0.07	0.09	0.09	0.10	4%

Source: National Transit Database, 2017-2020

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 $9.54, while 50% have an operating expense per trip at or below $23.67, and 90% are at or below $57.19 (and 10% have costs above $57.19).

Table 33. Performance Measures Percentiles, 2020

	Operating Expense			Unlinked Passenger Trips		Farebox
Percentile	Per Trip	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour	Recovery Ratio
Total						
10th	9.54	1.96	31.14	0.06	1.08	0.00
25th	15.51	2.61	40.50	0.09	1.57	0.02
50th	23.67	3.80	59.24	0.16	2.40	0.05
75th	36.01	5.46	84.90	0.29	3.93	0.09
90th	57.19	7.77	125.03	0.54	7.23	0.19
Fixed-route						
10th	5.76	2.23	35.03	0.07	1.32	0.00
25th	9.28	3.15	50.95	0.12	2.17	0.01
50th	17.50	4.50	73.95	0.24	3.89	0.03
75th	31.33	6.30	103.40	0.50	7.62	0.07
90th	61.05	9.00	153.73	0.92	12.57	0.12
Demand-response						
10th	12.36	1.89	29.91	0.05	0.99	0.00
25th	17.96	2.52	38.54	0.08	1.42	0.02
50th	26.64	3.66	54.41	0.14	2.06	0.05
75th	40.01	5.46	77.61	0.24	2.99	0.10
90th	64.18	8.47	113.89	0.40	4.31	0.22

Source: National Transit Database, 2020

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 10 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 41st-50th percentile had vehicle miles ranging from 102,800 to 145,300 miles. These agencies were just below the median in miles of service. Among the systems in this group, average ridership was 28,900 trips, average vehicle miles was 123,600, average vehicle hours was 8,700, average trips per mile was 0.23, average cost per trip was $21.00, average cost per mile was $4.91, 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, 2020

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	18.8	4.6	10.7	1.1	0.43	4.06	20.20	8.72	82.06
11-20	18.8	39.4	9.0	28.7	2.5	0.31	3.68	20.68	6.50	76.03
21-30	39.4	66.6	12.0	51.7	3.9	0.23	3.08	20.28	4.71	62.47
31-40	66.6	102.8	19.4	83.9	5.5	0.23	3.52	18.17	4.20	63.87
41-50	102.8	145.3	28.9	123.6	8.7	0.23	3.33	21.00	4.91	69.85
51-60	145.3	208.8	36.4	175.4	10.8	0.21	3.38	18.47	3.84	62.50
61-70	208.8	297.2	63.8	250.4	15.8	0.25	4.03	16.13	4.11	65.00
71-80	297.2	431.3	100.2	355.3	22.3	0.28	4.49	14.02	3.95	63.03
81-90	431.3	703.4	136.9	542.3	31.8	0.25	4.30	14.59	3.68	62.78
>90	703.4	10,474.9	301.2	1,477.9	79.3	0.20	3.80	16.31	3.32	61.95
Total	0.0	10,474.9	71.3	310.4	18.2	0.23	3.92	16.14	3.71	63.28

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 35. Statistics for Agencies Ranked by Vehicle Revenue Hours of Service Provided, 2020

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	1.5	3.3	14.7	0.8	0.22	3.92	26.29	5.86	103.17
11-20	1.5	2.7	9.0	35.9	2.1	0.25	4.33	23.23	5.85	100.57
21-30	2.7	4.3	9.1	59.3	3.5	0.15	2.61	26.07	4.00	68.14
31-40	4.3	6.5	17.4	86.7	5.4	0.20	3.19	20.60	4.13	65.75
41-50	6.5	9.4	22.3	133.5	7.9	0.17	2.81	23.00	3.84	64.67
51-60	9.4	12.8	39.9	186.3	11.0	0.21	3.62	19.11	4.09	69.16
61-70	12.8	17.8	45.6	257.2	15.0	0.18	3.03	20.84	3.69	63.23
71-80	17.8	26.0	81.8	361.1	21.2	0.23	3.85	17.23	3.90	66.37
81-90	26.0	39.8	156.3	533.9	32.4	0.29	4.82	13.10	3.84	63.11
>90	39.8	668.1	327.8	1,432.3	82.2	0.23	3.99	15.03	3.44	59.92
Total	0.0	668.1	71.3	310.4	18.2	0.23	3.92	16.14	3.71	63.28

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 36. Statistics for Agencies Ranked by Ridership, 2020

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	3.1	1.6	25.9	1.4	0.06	1.16	63.89	4.04	74.17
11-20	3.1	6.1	4.6	47.6	2.7	0.10	1.68	37.92	3.65	63.63
21-30	6.1	9.9	8.1	72.1	4.5	0.11	1.82	32.28	3.65	58.89
31-40	9.9	14.7	12.2	112.8	6.5	0.11	1.87	31.70	3.41	59.19
41-50	14.7	22.2	18.5	159.0	9.1	0.12	2.03	27.76	3.23	56.26
51-60	22.2	33.5	27.4	211.9	12.4	0.13	2.22	27.98	3.62	62.04
61-70	33.5	47.2	39.4	277.2	16.8	0.14	2.35	23.41	3.33	55.02
71-80	47.2	77.6	60.9	416.2	24.0	0.15	2.54	22.75	3.33	57.73
81-90	77.6	154.4	107.1	573.4	35.9	0.19	2.99	19.69	3.68	58.79
>90	154.4	2,548.3	432.0	1,204.8	68.5	0.36	6.31	11.28	4.05	71.16
Total	0.0	2,548.3	71.3	310.4	18.2	0.23	3.92	16.14	3.71	63.28

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 37. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Miles, 2020

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	20.7	5.7	12.3	1.2	0.47	4.90	15.85	7.39	77.63
11-20	20.7	37.4	6.9	28.4	2.0	0.24	3.42	22.13	5.39	75.70
21-30	37.4	55.9	17.7	45.1	3.2	0.39	5.47	11.08	4.34	60.60
31-40	55.9	84.6	21.4	66.7	4.5	0.32	4.77	16.04	5.14	76.44
41-50	84.6	114.8	29.6	97.8	6.3	0.30	4.72	18.42	5.57	86.85
51-60	114.8	168.1	48.8	140.6	8.6	0.35	5.69	14.10	4.89	80.28
61-70	168.1	225.3	82.0	195.9	12.2	0.42	6.70	9.76	4.08	65.42
71-80	225.3	302.3	140.7	261.0	15.9	0.54	8.87	9.67	5.21	85.78
81-90	302.3	457.6	191.2	380.3	21.8	0.50	8.78	9.99	5.02	87.71
>90	457.6	1,993.7	498.4	807.9	42.3	0.62	11.77	8.57	5.29	100.87
Total	0.0	1,993.7	104.6	204.2	11.8	0.51	8.85	9.92	5.09	87.84

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 38. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Hours, 2020

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	1.5	3.2	18.3	0.9	0.18	3.69	32.19	5.69	118.86
11-20	1.5	2.4	6.9	32.8	1.9	0.21	3.60	19.56	4.11	70.43
21-30	2.4	3.4	12.7	50.3	2.9	0.25	4.42	18.90	4.76	83.62
31-40	3.4	5.1	20.0	67.3	4.3	0.30	4.70	17.40	5.17	81.70
41-50	5.1	7.1	25.3	101.0	6.0	0.25	4.19	18.04	4.52	75.56
51-60	7.1	9.6	40.3	148.0	8.4	0.27	4.80	17.31	4.71	83.06
61-70	9.6	13.4	70.5	210.6	11.1	0.34	6.34	13.12	4.40	83.20
71-80	13.4	18.3	123.1	270.5	15.9	0.46	7.75	10.62	4.83	82.23
81-90	18.3	28.6	162.6	358.4	22.5	0.45	7.22	10.85	4.92	78.36
>90	28.6	119.5	576.3	779.1	44.1	0.74	13.08	7.59	5.61	99.27
Total	0.0	119.5	104.6	204.2	11.8	0.51	8.85	9.92	5.09	87.84

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 39. Statistics for Fixed-Route Service Ranked by Ridership, 2020

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	2.7	1.3	26.0	1.4	0.05	0.97	96.96	4.97	93.80
11-20	2.7	6.0	4.2	46.6	2.6	0.09	1.65	44.40	4.02	73.14
21-30	6.0	10.7	8.0	60.8	3.7	0.13	2.15	35.16	4.63	75.51
31-40	10.7	17.3	13.7	97.2	5.2	0.14	2.66	30.27	4.27	80.54
41-50	17.3	27.0	21.2	103.3	6.4	0.20	3.31	18.59	3.81	61.46
51-60	27.0	41.6	33.5	178.8	9.1	0.19	3.70	22.87	4.29	84.60
61-70	41.6	70.3	55.3	204.9	12.2	0.27	4.52	15.41	4.16	69.59
71-80	70.3	123.3	93.6	316.7	17.8	0.30	5.27	14.43	4.26	76.06
81-90	123.3	236.8	176.2	369.0	20.8	0.48	8.48	10.58	5.05	89.72
>90	236.8	2,391.6	633.2	635.3	38.9	1.00	16.26	6.50	6.48	105.69
Total	0.0	2,391.6	104.6	204.2	11.8	0.51	8.85	9.92	5.09	87.84

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 40. Statistics for Demand-Response Service Ranked by Vehicle Revenue Miles, 2020

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	14.5	3.0	8.6	1.0	0.35	3.05	22.03	7.74	67.08
11-20	14.5	29.2	6.3	21.4	2.1	0.29	2.99	20.14	5.90	60.30
21-30	29.2	45.5	7.9	37.5	2.8	0.21	2.81	25.61	5.42	71.85
31-40	45.5	71.5	10.7	57.7	4.7	0.19	2.27	23.95	4.46	54.45
41-50	71.5	103.6	15.1	87.1	6.3	0.17	2.40	26.02	4.50	62.37
51-60	103.6	142.5	22.1	122.0	8.9	0.18	2.49	22.51	4.08	56.02
61-70	142.5	212.4	23.9	173.8	11.1	0.14	2.15	28.51	3.93	61.41
71-80	212.4	332.0	35.5	268.2	16.8	0.13	2.12	26.15	3.46	55.33
81-90	332.0	551.8	56.1	424.3	26.3	0.13	2.13	25.43	3.36	54.14
>90	551.8	10,474.9	126.1	1,255.4	68.3	0.10	1.85	26.15	2.63	48.28
Total	0.0	10,474.9	30.7	246.0	14.9	0.12	2.07	25.68	3.21	53.09

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 41. Statistics for Demand-Response Service Ranked by Vehicle Revenue Hours, 2020

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	1.1	2.2	11.8	0.7	0.19	3.37	27.08	5.12	91.34
11-20	1.1	2.2	5.4	27.5	1.7	0.20	3.21	22.92	4.52	73.52
21-30	2.2	3.4	7.9	40.8	2.8	0.19	2.82	25.55	4.97	72.13
31-40	3.4	5.1	10.4	63.5	4.2	0.16	2.46	23.90	3.90	58.84
41-50	5.1	7.1	13.9	95.0	6.1	0.15	2.29	27.99	4.08	63.95
51-60	7.1	9.6	18.2	122.5	8.3	0.15	2.19	26.88	3.99	59.00
61-70	9.6	13.5	25.5	185.3	11.6	0.14	2.20	26.36	3.62	58.08
71-80	13.5	19.9	34.3	267.2	16.5	0.13	2.08	27.44	3.52	57.09
81-90	19.9	33.5	58.8	430.2	25.4	0.14	2.32	23.62	3.23	54.76
>90	33.5	668.1	130.3	1,212.4	71.2	0.11	1.83	25.83	2.78	47.25
Total	0.0	668.1	30.7	246.0	14.9	0.12	2.07	25.68	3.21	53.09

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 42. Statistics for Demand-Response Service Ranked by Ridership, 2020

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	2.4	1.2	19.9	1.1	0.06	1.06	57.68	3.50	60.90
11-20	2.4	4.7	3.6	34.9	2.3	0.10	1.58	39.51	4.09	62.59
21-30	4.7	7.5	6.0	58.9	3.6	0.10	1.66	36.94	3.78	61.29
31-40	7.5	10.4	8.9	77.2	5.0	0.12	1.78	31.29	3.61	55.71
41-50	10.4	14.5	12.3	105.5	6.8	0.12	1.80	31.22	3.63	56.14
51-60	14.5	20.2	17.6	151.5	9.0	0.12	1.96	27.80	3.23	54.53
61-70	20.2	28.9	24.4	194.1	11.5	0.13	2.11	28.06	3.53	59.28
71-80	28.9	42.2	35.5	270.1	17.0	0.13	2.08	26.58	3.49	55.40
81-90	42.2	73.6	55.0	430.8	26.1	0.13	2.11	25.85	3.30	54.41
>90	73.6	1,224.4	142.3	1,113.8	65.8	0.13	2.16	22.80	2.91	49.28
Total	0.0	1,224.4	30.7	246.0	14.9	0.12	2.07	25.68	3.21	53.09

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

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 are more likely 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 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 service quality. The rural NTD does not have data for any of these measures.

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 17.

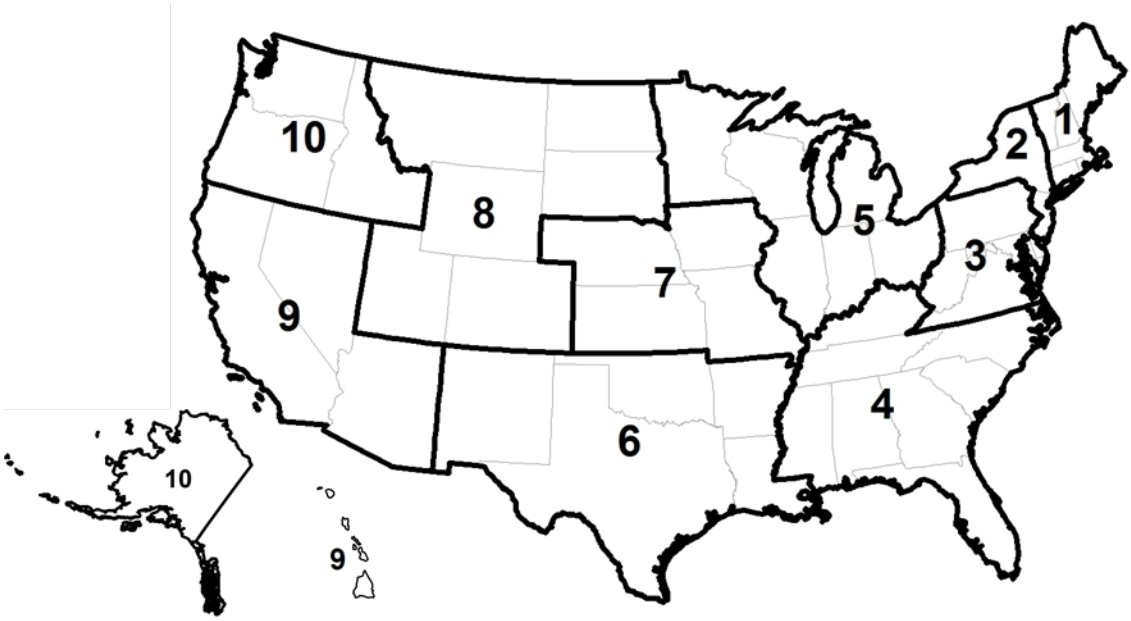

Figure 17. FTA Regions

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, 2020

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Fixed-route	22	40	33	55	77	23	21	52	67	74
Demand-response	27	15	48	223	256	109	168	137	75	78
Commuter bus	6	5	1	1	1	5	0	8	14	17
Vanpool	0	0	1	2	0	1	1	2	0	11
Ferryboat	3	0	0	1	1	0	0	0	3	3
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*	*55*	*237*	*265*	*114*	*173*	*160*	*105*	*100*

Source: National Transit Database, 2020

Annual ridership in 2020 was highest in regions 8 (18.6 million rides), 5 (15.6 million rides), and 4 (14.9 million rides) (Table 44). Ridership losses were experienced across the county. The greatest decreases, in percentage terms, were experienced in regions 2 (39%) and 10 (35%), and the smallest decrease was in region 3 (14%).

Region 4 provided the highest level of service by a significant margin with 97.0 million vehicle miles and 5.5 million vehicle hours of service, most of those 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 from $2.59 in region 4 to $5.70 in region 8.

Table 44. Operating Statistics by Region, 2020

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Ridership	----------million trips----------									
Fixed-route	4.0	2.0	4.8	7.0	4.5	1.3	1.4	12.4	5.3	5.7
Demand-response	0.8	0.2	1.8	7.7	10.4	4.4	5.1	2.2	1.3	1.0
Commuter bus	0.3	0.0	0.1	0.0	0.0	0.2	0.0	1.1	1.0	0.5
Vanpool	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.2
Ferryboat	0.4	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.2	0.2
Bus rapid transit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Aerial tramway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Total	*5.5*	*2.2*	*6.7*	*14.9*	*15.6*	*6.2*	*6.5*	*18.6*	*7.8*	*7.7*
Vehicle Revenue Miles	----------million miles----------									
Fixed-route	5.3	9.6	10.2	7.3	15.3	2.8	3.1	11.7	15.1	14.3
Demand-response	14.4	1.4	15.2	88.6	60.5	41.7	33.0	10.7	6.1	7.5
Commuter bus	1.4	0.4	0.3	0.4	0.1	1.6	0.0	2.9	4.0	2.9
Vanpool	0.0	0.0	0.0	0.7	0.0	3.3	0.2	0.3	0.0	1.6
Ferryboat	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Bus rapid transit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Aerial tramway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0
Total	*21.2*	*11.4*	*25.7*	*97.0*	*75.9*	*49.5*	*36.3*	*30.3*	*25.2*	*26.3*
Vehicle Revenue Hours	----------thousand hours----------									
Fixed-route	348	491	599	546	894	191	210	764	718	724
Demand-response	604	100	866	4,921	3,926	2,484	2,175	827	465	498
Commuter bus	54	9	10	10	3	66	0	106	144	102
Vanpool	0	0	1	13	0	60	4	8	0	56
Ferryboat	14	0	0	1	18	0	0	0	3	8
Bus rapid transit	0	0	0	0	0	0	0	48	0	0
Aerial tramway	0	0	0	0	0	0	0	286	0	0
Total	*1,021*	*601*	*1,476*	*5,491*	*4,841*	*2,800*	*2,389*	*2,040*	*1,329*	*1,389*

Source: National Transit Database, 2020

Table 45. Fleet Statistics by Region, 2020

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Vehicles										
Bus	222	194	285	349	686	94	101	571	229	315
Cutaway	369	394	877	2,403	2,693	1,544	1,705	729	802	712
Van	78	4	185	1,473	253	568	192	152	128	248
Minivan	61	2	197	843	1,018	975	831	476	127	224
Automobile	8	0	19	29	61	83	56	24	16	42
School bus	1	0	0	3	17	4	0	9	0	12
Over-the-road bus	6	6	1	0	0	10	5	39	15	5
Sports utility vehicle	8	0	9	143	14	64	4	17	8	8
Other	12	0	2	10	4	0	0	95	7	4
Total	*765*	*600*	*1,575*	*5,253*	*4,746*	*3,342*	*2,894*	*2,112*	*1,332*	*1,570*
Vehicles ADA Accessible	84%	96%	93%	78%	90%	84%	86%	80%	86%	74%

Source: National Transit Database, 2020

Table 46. Performance Measures by Region, 2020

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM										
Fixed-route	0.77	0.21	0.48	0.96	0.29	0.46	0.44	1.06	0.35	0.40
Demand-response	0.05	0.14	0.12	0.09	0.17	0.11	0.15	0.20	0.22	0.13
Total	*0.26*	*0.20*	*0.26*	*0.15*	*0.21*	*0.12*	*0.18*	*0.62*	*0.31*	*0.29*
Trips per VRH										
Fixed-route	11.6	4.1	8.1	12.9	5.0	6.9	6.5	16.3	7.4	7.9
Demand-response	1.3	1.9	2.1	1.6	2.6	1.8	2.3	2.7	2.9	2.0
Total	*5.4*	*3.7*	*4.5*	*2.7*	*3.2*	*2.2*	*2.7*	*9.1*	*5.9*	*5.5*
Trips Per Vehicle	7,186	3,743	4,255	2,832	3,287	1,850	2,235	8,830	5,840	4,873
VRM Per Vehicle	27,717	19,069	16,333	18,474	15,997	14,813	12,537	14,325	18,925	16,764
VRH Per Vehicle	1,334	1,002	937	1,045	1,020	838	825	966	998	885
Operating Expense per Trip										
Fixed-route	7.62	20.12	8.68	4.39	13.83	11.30	9.60	6.82	14.51	15.01
Demand-response	41.17	40.79	28.84	28.42	22.13	26.94	20.44	23.70	30.80	39.31
Total	*14.01*	*22.31*	*14.16*	*16.91*	*18.89*	*22.73*	*18.12*	*9.25*	*17.93*	*18.46*
Operating Expense per VRM										
Fixed-route	5.86	4.21	4.12	4.23	4.04	5.23	4.20	7.24	5.08	6.03
Demand-response	2.24	5.55	3.41	2.47	3.79	2.85	3.15	4.84	6.75	5.17
Total	*3.63*	*4.38*	*3.69*	*2.59*	*3.88*	*2.84*	*3.23*	*5.70*	*5.53*	*5.37*
Operating Expense per VRH										
Fixed-route	88.48	82.49	69.99	56.58	69.25	77.83	62.25	110.99	106.90	119.15
Demand-response	53.49	78.51	59.70	44.57	58.43	47.87	47.81	62.87	88.46	77.98
Total	*75.44*	*83.32*	*64.31*	*45.83*	*60.87*	*50.19*	*49.07*	*84.59*	*104.93*	*101.71*
Farebox Recovery Ratio	0.19	0.04	0.29	0.06	0.07	0.07	0.18	0.05	0.09	0.07

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2020

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 all 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 regions 1 and 9 and lowest in region 4. The median cost per trip is highest in region 10 at $29.34 and the lowest in region 7 at $19.08.

Table 47. Median Agency Performance Measures, 2020

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM	0.23	0.16	0.17	0.10	0.18	0.11	0.22	0.21	0.23	0.18
Trips per VRH	4.15	2.78	2.88	1.67	2.59	1.89	2.98	2.77	3.92	2.55
Operating expense per trip	22.06	28.61	19.09	27.52	21.78	27.34	19.08	20.59	28.08	29.34
Operating expense per VRM	4.77	4.52	3.55	2.68	3.89	3.32	3.70	4.81	5.77	4.75
Operating expense per VRH	69.10	88.19	58.34	43.94	58.40	49.11	55.94	63.40	101.37	87.03
Farebox recovery	0.05	0.02	0.12	0.03	0.06	0.04	0.08	0.04	0.06	0.03

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2020

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 2020, 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 18). As noted previously, Colorado has a few large agencies serving popular resort areas. The greatest amount of demand-response transit ridership is in Michigan.

Figure 19 shows the extent to which ridership decreased in each state in 2020. Again, significant ridership losses were experienced across the country, although greater declines were found in some states, such as Washington, New Mexico, Indiana, Mississippi, Alabama, and New York. The data show an 11% increase in ridership in Pennsylvania in 2020, but this appears to be a reporting anomaly. Several demand-response transit agencies in Pennsylvania reported service data to the NTD for 2020 that did not previously report such data. As a result, the reported demand-response ridership in the state more than doubled in 2020. However, these services may have been available in previous years but were not reported to the NTD. Therefore, data for Pennsylvania were excluded from Figure 19. Almost all rural agencies in Pennsylvania that reported data for both 2019 and 2020 had significant ridership decreases.

Kentucky, North Carolina, and Michigan provided the most vehicle revenue miles and hours of service in 2020, mostly for demand-response transit (Figures 20 and 21). In percentage terms, the greatest decreases in vehicle revenue miles and hours in 2020 occurred in Alabama, New Mexico, and Indiana. A few states were able to maintain only small decreases in vehicle miles and hours, or even slightly increase service (Arizona and Oregon), but most reduced vehicle miles and hours by 10% or more. Data for Pennsylvania show significant increases in vehicle revenue miles and hours for demand-response transit, and again this is because of the addition of data for several transit providers not previously included in the NTD.

Tables 49 and 50 provide data on ridership and vehicle revenue miles for 2017-2020 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 commuter bus service in Colorado, California, Oregon, Hawaii, Texas, Vermont, and Pennsylvania; vanpool service in Washington, Texas, Florida, and Idaho; ferryboat service in Michigan and Maine; and aerial tramway and bus rapid transit services 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 22-23. 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, 2020

	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%	575	2	573	2,573	20	2,553	145	2	142
Alaska	10	50%	1,401	1,282	86	2,242	1,463	757	130	82	45
Arizona	15	93%	752	693	59	2,277	1,954	323	146	120	27
Arkansas	8	89%	820	96	724	11,180	202	10,977	584	18	566
California	53	98%	4,998	3,617	863	15,433	10,743	2,932	803	472	264
Colorado	35	83%	12,283	8,090	201	15,388	6,490	1,450	1,002	456	107
Connecticut	3	50%	274	229	28	859	482	260	54	31	17
Delaware	0	33%	-	-	-	-	-	-	-	-	-
Florida	18	90%	1,192	522	606	9,101	1,559	6,879	496	99	384
Georgia	74	70%	1,137	-	1,137	12,830	-	12,830	756	-	756
Hawaii	2	75%	1,206	587	203	3,787	1,000	984	180	53	64
Idaho	8	98%	855	757	54	1,359	880	194	72	50	17
Illinois	38	91%	2,621	1,057	1,564	14,665	3,627	11,037	780	155	624
Indiana	38	73%	1,092	246	847	7,304	610	6,694	481	47	434
Iowa	21	100%	2,877	883	1,975	12,094	1,596	10,339	876	109	763
Kansas	73	80%	1,211	435	775	5,900	1,220	4,680	361	84	277
Kentucky	21	87%	2,175	473	1,701	21,911	1,114	20,798	1,422	95	1,327
Louisiana	32	59%	379	-	379	4,224	-	4,224	252	-	252
Maine	10	100%	1,404	721	243	4,136	858	2,967	230	59	150
Maryland	6	71%	1,896	1,720	176	2,611	1,501	1,110	190	110	81
Massachusetts	3	43%	1,250	1,220	30	1,671	1,434	237	110	91	19
Michigan	60	89%	4,531	688	3,087	19,858	2,666	17,166	1,247	161	1,067
Minnesota	30	99%	3,089	1,112	1,977	11,364	4,148	7,216	797	256	541
Mississippi	18	68%	1,697	1,103	594	8,339	1,263	7,076	396	86	310
Missouri	21	99%	1,826	9	1,817	14,886	37	14,849	949	3	946
Montana	35	68%	1,091	687	385	3,202	1,392	1,581	207	73	128
Nebraska	52	92%	516	20	496	2,731	123	2,608	183	11	173
Nevada	12	71%	380	249	125	1,391	434	876	81	26	52
New Hampshire	6	70%	787	746	42	1,041	758	283	92	55	37
New Jersey	4	71%	218	107	111	1,373	334	1,039	79	15	64
New Mexico	13	88%	548	366	182	1,660	953	707	127	66	60
New York	39	73%	2,015	1,896	82	9,865	9,087	382	516	470	36
North Carolina	57	97%	3,864	1,864	1,984	23,585	1,654	21,917	1,287	117	1,169
North Dakota	21	100%	477	73	403	2,536	158	2,378	188	10	178
Ohio	37	51%	1,634	473	1,161	11,145	1,328	9,817	652	100	551
Oklahoma	20	99%	1,929	350	1,579	11,993	578	11,415	903	37	866
Oregon	25	92%	2,094	1,171	473	8,632	3,423	2,791	479	187	205
Pennsylvania	23	45%	2,683	1,545	1,063	12,760	3,258	9,132	701	206	484
Rhode Island	0	40%	-	-	-	-	-	-	-	-	-
South Carolina	9	87%	357	-	312	4,806	-	4,380	198	-	188
South Dakota	14	91%	796	-	796	2,762	-	2,762	221	-	221
Tennessee	8	100%	3,729	2,978	751	12,757	1,318	11,439	712	114	598
Texas	27	97%	2,300	464	1,381	17,708	919	11,813	813	58	630
Utah	3	24%	2,449	2,432	17	2,271	2,128	143	142	133	9
Vermont	7	100%	1,671	1,025	435	13,334	1,637	10,602	514	101	371
Virginia	16	61%	1,230	840	390	6,018	2,759	3,259	337	154	183
Washington	27	72%	2,802	2,273	343	11,548	6,805	3,331	581	316	212
West Virginia	10	47%	892	729	163	4,335	2,655	1,680	248	129	118
Wisconsin	48	83%	2,381	834	1,547	9,222	2,120	7,102	772	140	632
Wyoming	32	100%	1,352	1,080	272	2,165	1,009	1,156	183	71	111

Source: National Transit Database, 2020

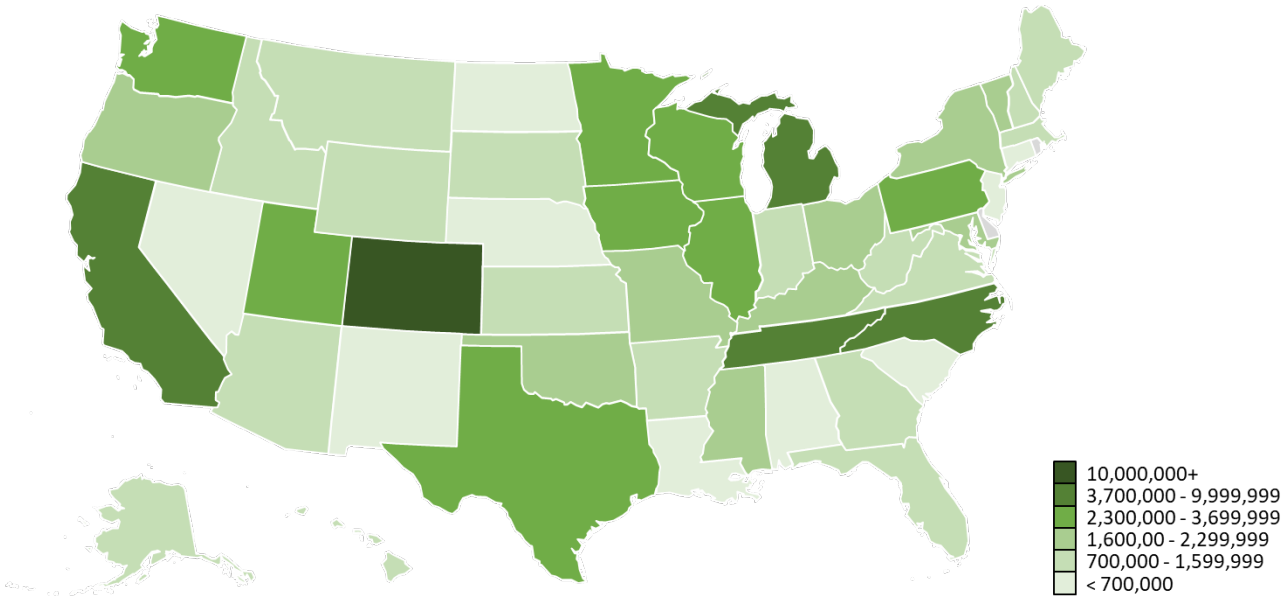

Figure 18. Total Trips Provided by State, 2020

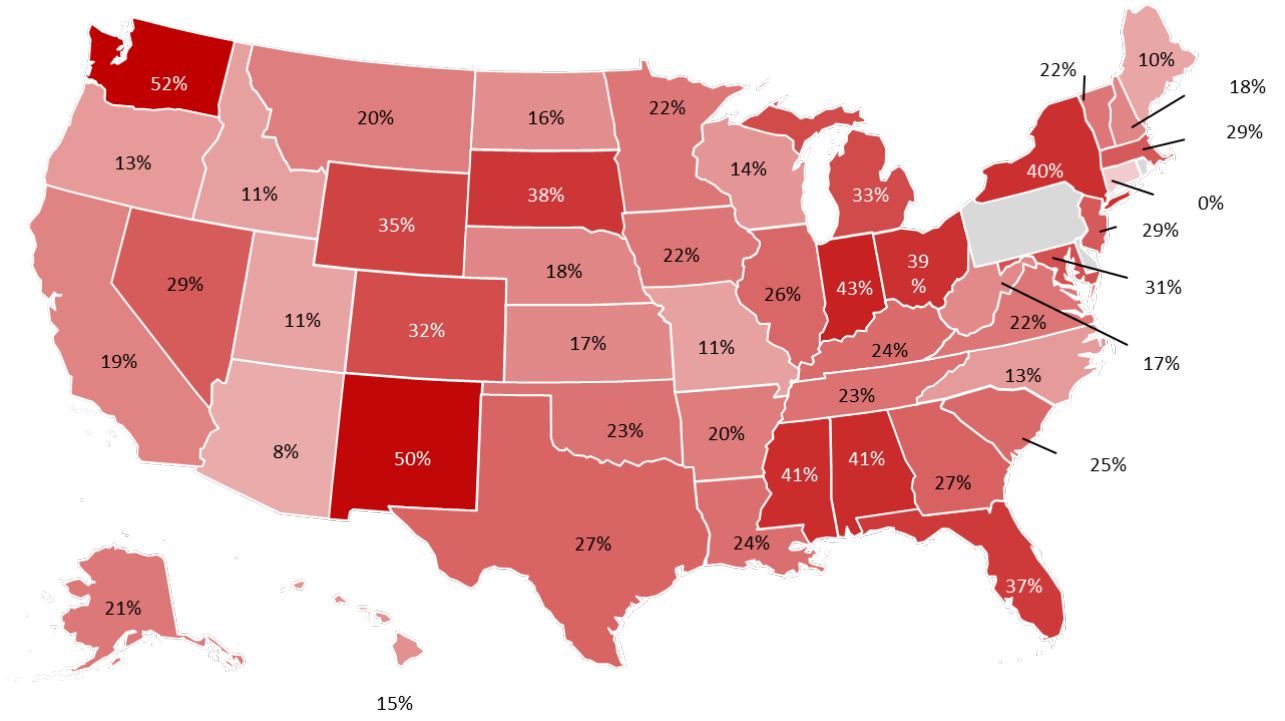

Figure 19. Percentage Decrease in Ridership by State from 2019 to 2020

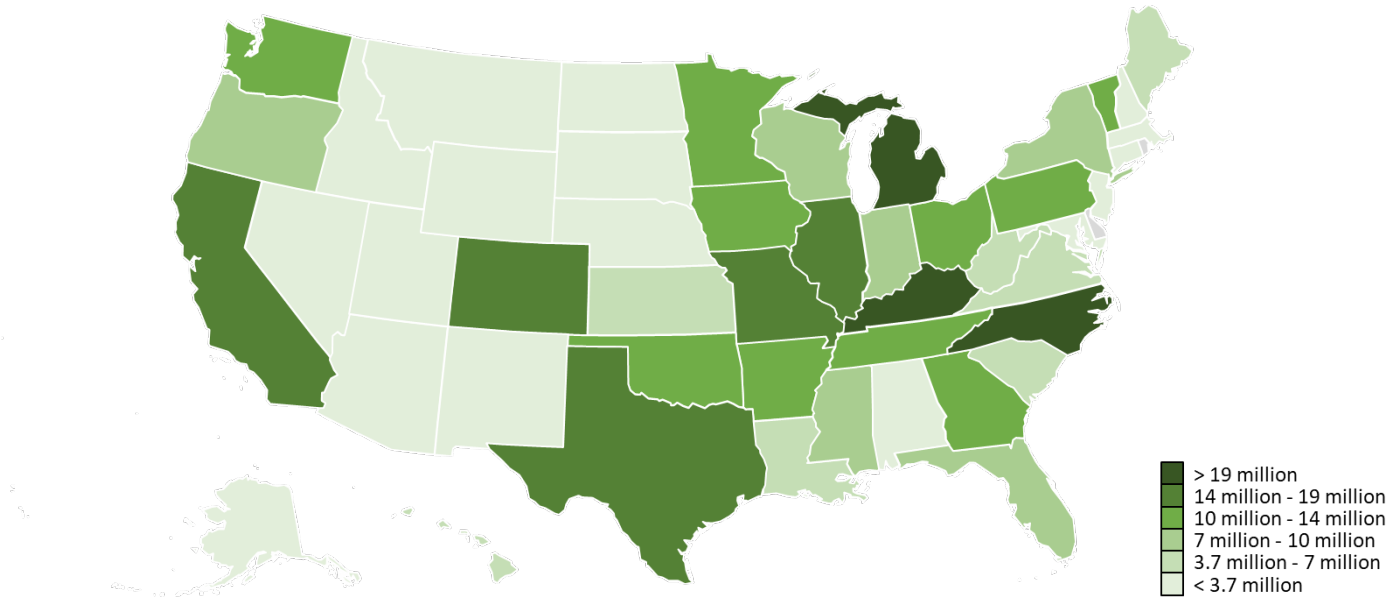

Figure 20. Vehicle Revenue Miles by State, 2020

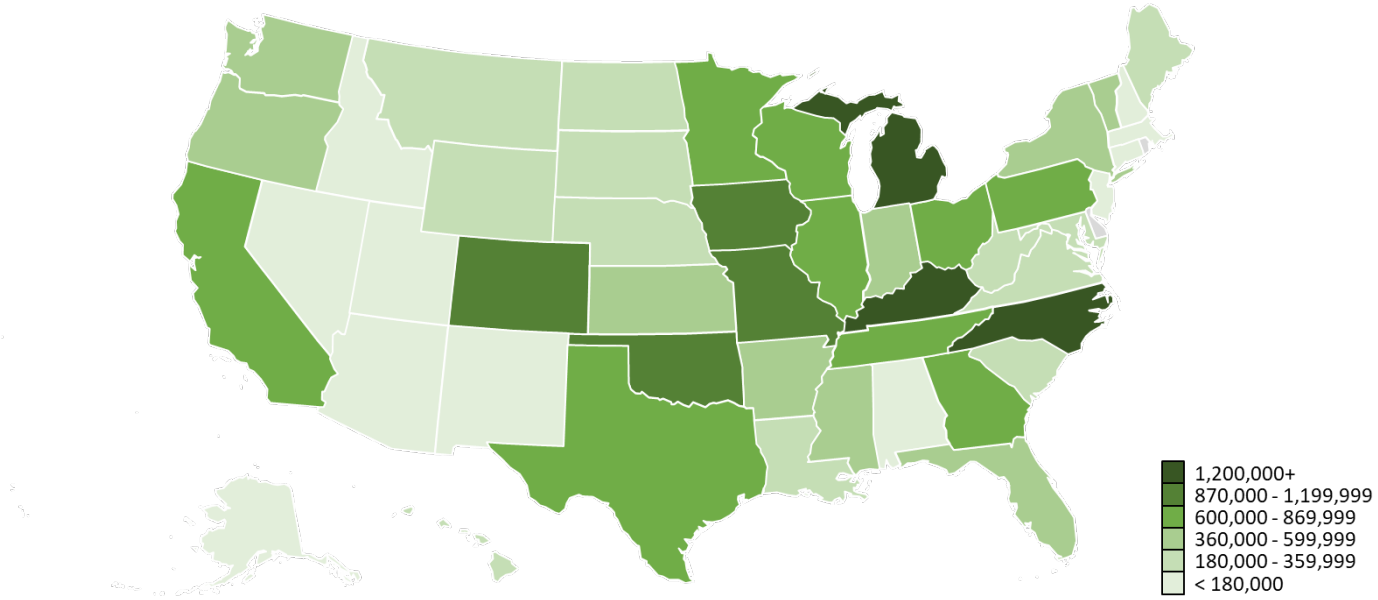

Figure 21. Vehicle Revenue Hours by State, 2020

Table 49. Rural Transit Ridership by State, 2017-2020 (million trips)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2017	2018	2019	2020	2017	2018	2019	2020	2017	2018	2019	2020	2017	2018	2019	2020
Alabama	1.03	1.02	0.98	0.57	0.00	0.00	0.01	0.00	1.03	1.01	0.97	0.57	-	-	-	-
Alaska	1.79	1.76	1.78	1.40	1.56	1.61	1.64	1.28	0.10	0.10	0.09	0.09	0.13	0.05	0.05	0.03
Arizona	0.97	0.93	0.82	0.75	0.78	0.75	0.75	0.69	0.10	0.10	0.07	0.06	0.09	0.08	-	-
Arkansas	1.02	1.00	1.03	0.82	0.12	0.13	0.13	0.10	0.89	0.87	0.90	0.72	-	-	-	-
California	6.50	6.23	6.15	5.00	4.68	4.43	4.42	3.62	1.08	1.10	1.06	0.86	0.75	0.69	0.66	0.52
Colorado	16.72	17.25	18.16	12.28	10.34	10.77	11.34	8.09	0.70	0.63	0.62	0.20	5.68	5.86	6.19	3.99
Connecticut	0.43	0.29	0.27	0.27	0.33	0.22	0.20	0.23	0.07	0.05	0.05	0.03	0.03	0.02	0.02	0.02
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1.76	1.93	1.90	1.19	0.50	0.86	0.91	0.52	1.15	0.99	0.92	0.61	0.11	0.08	0.07	0.06
Georgia	1.62	1.59	1.56	1.14	-	-	-	-	1.62	1.59	1.56	1.14	-	-	-	-
Hawaii	1.77	1.70	1.43	1.21	0.71	0.69	0.68	0.59	0.15	0.14	0.12	0.20	0.90	0.87	0.62	0.42
Idaho	1.01	0.90	0.96	0.86	0.84	0.79	0.86	0.76	0.12	0.07	0.07	0.05	0.05	0.04	0.04	0.04
Illinois	4.13	3.76	3.53	2.62	2.02	1.65	1.46	1.06	2.11	2.11	2.06	1.56	-	-	-	-
Indiana	2.38	2.02	1.93	1.09	0.61	0.57	0.55	0.25	1.76	1.45	1.38	0.85	-	-	-	-
Iowa	4.13	3.93	3.69	2.88	1.10	1.08	1.07	0.88	3.03	2.85	2.60	1.98	0.00	0.00	0.02	0.02
Kansas	1.44	1.47	1.46	1.21	0.52	0.54	0.56	0.44	0.92	0.93	0.91	0.78	-	-	-	-
Kentucky	2.68	2.69	2.88	2.17	0.51	0.55	0.61	0.47	2.17	2.13	2.27	1.70	-	-	-	-
Louisiana	0.44	0.47	0.50	0.38	-	-	-	-	0.44	0.47	0.50	0.38	-	-	-	-
Maine	1.41	1.40	1.56	1.40	0.70	0.70	0.73	0.72	0.54	0.53	0.30	0.24	0.16	0.17	0.53	0.44
Maryland	2.95	2.81	2.76	1.90	2.72	2.57	2.53	1.72	0.24	0.24	0.23	0.18	-	-	-	-
Massachusetts	1.82	1.79	1.77	1.25	1.77	1.75	1.73	1.22	0.05	0.04	0.04	0.03	-	-	-	-
Michigan	6.66	6.77	6.76	4.53	1.21	1.18	1.23	0.69	4.63	4.77	4.67	3.09	0.82	0.82	0.86	0.76
Minnesota	3.87	4.00	3.94	3.09	1.52	1.54	1.51	1.11	2.36	2.46	2.43	1.98	-	-	-	-
Mississippi	2.95	3.07	2.86	1.70	1.92	1.97	1.80	1.10	1.03	1.11	1.06	0.59	-	-	-	-
Missouri	2.22	2.20	2.06	1.83	0.08	0.01	0.01	0.01	2.14	2.19	2.05	1.82	-	-	-	-
Montana	1.34	1.27	1.36	1.09	0.82	0.79	0.88	0.69	0.46	0.45	0.46	0.38	0.05	0.03	0.03	0.02
Nebraska	0.65	0.64	0.63	0.52	0.00	0.02	0.02	0.02	0.65	0.62	0.61	0.50	-	-	-	-
Nevada	0.59	0.55	0.53	0.38	0.39	0.34	0.36	0.25	0.20	0.20	0.17	0.12	0.01	0.01	0.01	0.01
New Hampshire	0.96	0.94	0.96	0.79	0.91	0.88	0.90	0.75	0.06	0.06	0.06	0.04	-	-	-	-
New Jersey	0.43	0.34	0.31	0.22	0.16	0.17	0.15	0.11	0.27	0.17	0.15	0.11	-	-	-	-
New Mexico	1.47	1.07	1.10	0.55	1.20	0.82	0.85	0.37	0.27	0.25	0.25	0.18	-	-	-	-
New York	3.53	3.43	3.36	2.02	3.27	3.16	3.10	1.90	0.18	0.19	0.18	0.08	0.07	0.08	0.08	0.04
North Carolina	4.39	4.43	4.42	3.86	2.04	2.07	2.09	1.86	2.34	2.35	2.32	1.98	0.01	0.01	0.02	0.02
North Dakota	0.53	0.56	0.57	0.48	0.09	0.09	0.09	0.07	0.43	0.46	0.45	0.40	0.02	0.02	0.02	-
Ohio	3.15	2.60	2.70	1.63	0.70	0.85	1.05	0.47	2.45	1.75	1.64	1.16	-	-	-	-
Oklahoma	2.54	2.52	2.49	1.93	0.55	0.57	0.53	0.35	2.00	1.95	1.97	1.58	-	-	-	-
Oregon	2.47	2.44	2.40	2.09	1.30	1.24	1.27	1.17	0.53	0.55	0.55	0.47	0.65	0.64	0.58	0.45
Pennsylvania	2.62	2.45	2.42	2.68	2.01	1.84	1.85	1.54	0.49	0.50	0.46	1.06	0.13	0.12	0.11	0.08
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	0.70	0.73	0.48	0.36	0.09	0.09	0.08	-	0.41	0.44	0.39	0.31	0.20	0.20	0.00	0.05
South Dakota	1.43	1.32	1.29	0.80	-	-	-	-	1.43	1.32	1.29	0.80	-	-	-	-
Tennessee	4.56	4.62	4.84	3.73	3.73	3.78	4.01	2.98	0.83	0.84	0.84	0.75	-	-	-	-
Texas	3.09	3.02	3.13	2.30	0.67	0.62	0.64	0.46	1.86	1.86	1.93	1.38	0.56	0.54	0.57	0.46
Utah	2.12	2.40	2.74	2.45	2.10	2.37	2.71	2.43	0.02	0.03	0.03	0.02	-	-	-	-
Vermont	2.49	2.48	2.14	1.67	1.55	1.55	1.29	1.02	0.64	0.64	0.58	0.44	0.30	0.30	0.27	0.21
Virginia	1.80	1.62	1.57	1.23	1.03	0.97	1.06	0.84	0.77	0.65	0.51	0.39	-	-	-	-
Washington	5.88	5.91	5.85	2.80	4.72	4.86	4.86	2.27	0.58	0.57	0.58	0.34	0.58	0.48	0.41	0.19
West Virginia	1.11	1.04	1.07	0.89	0.91	0.86	0.88	0.73	0.19	0.18	0.19	0.16	-	-	-	-
Wisconsin	2.66	2.69	2.77	2.38	0.97	0.97	1.01	0.83	0.16	1.63	1.63	1.55	1.53	0.09	0.13	-
Wyoming	2.04	2.08	2.08	1.35	1.67	1.72	1.73	1.08	0.37	0.36	0.35	0.27	-	-	-	-

Source: National Transit Database, 2017-2020

Table 50. Rural Transit Vehicle Revenue Miles of Service by State, 2017-2020 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2017	2018	2019	2020	2017	2018	2019	2020	2017	2018	2019	2020	2017	2018	2019	2020
Alabama	3.7	3.7	3.8	2.6	.0	.1	.0	.0	3.7	3.6	3.7	2.6	-	-	-	-
Alaska	2.5	2.4	2.3	2.2	1.3	1.5	1.5	1.5	.8	.9	.7	.8	.4	.0	.1	.0
Arizona	2.8	2.8	2.3	2.3	2.0	2.0	1.9	2.0	.5	.4	.3	.3	.4	.4	-	-
Arkansas	11.4	12.3	12.1	11.2	.2	.2	.2	.2	11.2	12.1	11.9	11.0	-	-	-	-
California	16.6	17.0	16.9	15.4	11.5	11.8	11.8	10.7	3.2	3.2	3.2	2.9	1.9	2.0	1.9	1.8
Colorado	19.1	20.0	20.3	15.4	7.6	8.2	7.8	6.5	3.4	3.2	3.3	1.5	8.1	8.7	9.1	7.4
Connecticut	1.6	1.0	1.0	.9	.9	.4	.5	.5	.6	.4	.4	.3	.2	.1	.1	.1
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	13.3	13.8	12.7	9.1	1.9	2.1	1.8	1.6	10.5	10.9	10.2	6.9	.9	.8	.7	.7
Georgia	16.0	15.9	16.3	12.8	-	-	-	-	16.0	15.9	16.3	12.8	-	-	-	-
Hawaii	5.3	4.6	3.9	3.8	1.0	1.2	1.1	1.0	.8	.8	.7	1.0	3.4	2.6	2.1	1.8
Idaho	2.4	1.6	1.5	1.4	1.3	.9	.9	.9	.6	.3	.3	.2	.5	.3	.3	.3
Illinois	16.7	16.6	16.9	14.7	2.3	2.3	2.5	3.6	14.4	14.3	14.4	11.0	-	-	-	-
Indiana	13.6	11.2	10.7	7.3	1.0	.8	.9	.6	12.6	10.4	9.8	6.7	-	-	-	-
Iowa	14.4	14.4	14.8	12.1	1.3	1.3	1.6	1.6	13.1	13.1	13.0	10.3	.0	.0	.1	.2
Kansas	7.4	7.0	6.9	5.9	1.6	1.4	1.4	1.2	5.8	5.6	5.5	4.7	-	-	-	-
Kentucky	28.2	28.5	27.8	21.9	1.0	1.1	1.2	1.1	27.2	27.4	26.6	20.8	-	-	-	-
Louisiana	4.9	5.0	5.1	4.2	-	-	-	-	4.9	5.0	5.1	4.2	-	-	-	-
Maine	12.0	11.9	4.8	4.1	.8	.9	.9	.9	10.3	10.1	3.6	3.0	.9	.9	.3	.3
Maryland	3.5	3.3	3.2	2.6	1.9	1.8	1.7	1.5	1.6	1.5	1.5	1.1	-	-	-	-
Massachusetts	2.0	2.0	2.1	1.7	1.7	1.7	1.8	1.4	.3	.3	.3	.2	-	-	-	-
Michigan	24.6	25.7	25.4	19.9	3.0	3.2	3.1	2.7	21.5	22.4	22.2	17.2	.0	.0	.0	.0
Minnesota	13.2	13.5	13.4	11.4	5.3	5.3	5.2	4.1	8.0	8.3	8.1	7.2	-	-	-	-
Mississippi	10.6	11.6	10.4	8.3	1.2	1.5	1.4	1.3	9.4	10.0	9.0	7.1	-	-	-	-
Missouri	21.2	21.6	20.1	14.9	.5	.0	.0	.0	20.7	21.6	20.1	14.8	-	-	-	-
Montana	3.8	3.8	3.7	3.2	1.4	1.6	1.6	1.4	1.9	1.9	1.8	1.6	.5	.3	.3	.2
Nebraska	2.8	3.2	3.4	2.7	.0	.2	.2	.1	2.8	3.0	3.2	2.6	-	-	-	-
Nevada	1.6	1.6	1.6	1.4	.5	.5	.5	.4	1.0	1.0	1.0	.9	.1	.1	.1	.1
New Hampshire	1.2	1.2	1.2	1.0	.8	.8	.8	.8	.3	.4	.4	.3	-	-	-	-
New Jersey	1.8	1.8	1.6	1.4	.3	.5	.4	.3	1.5	1.3	1.1	1.0	-	-	-	-
New Mexico	4.6	2.5	2.5	1.7	3.5	1.5	1.6	1.0	1.1	1.0	.9	.7	-	-	-	-
New York	12.2	12.5	12.4	9.9	10.8	11.1	11.1	9.1	.9	.8	.8	.4	.5	.5	.5	.4
North Carolina	26.3	26.8	26.6	23.6	2.0	2.0	1.9	1.7	24.3	24.7	24.6	21.9	.1	.1	.1	.0
North Dakota	2.9	2.8	2.9	2.5	.2	.2	.2	.2	2.7	2.6	2.7	2.4	.1	.1	.1	-
Ohio	13.9	13.9	14.1	11.1	1.0	1.4	1.7	1.3	13.0	12.5	12.4	9.8	-	-	-	-
Oklahoma	17.1	16.7	14.7	12.0	.7	.8	.8	.6	16.4	15.9	14.0	11.4	-	-	-	-
Oregon	8.1	8.4	8.7	8.6	2.3	2.4	3.0	3.4	3.0	3.1	3.2	2.8	2.8	2.9	2.5	2.4
Pennsylvania	7.7	7.7	7.4	12.8	3.6	3.4	3.4	3.3	3.7	3.8	3.6	9.1	.4	.4	.4	.4
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	5.3	5.7	5.3	4.8	.4	.4	.4	-	4.4	4.8	5.0	4.4	.4	.4	.0	.4
South Dakota	4.1	4.0	3.8	2.8	-	-	-	-	4.1	4.0	3.8	2.8	-	-	-	-
Tennessee	16.0	15.3	15.1	12.8	1.7	1.7	1.6	1.3	14.4	13.6	13.5	11.4	-	-	-	-
Texas	20.3	20.5	20.2	17.7	1.1	1.0	1.0	.9	14.3	14.6	14.0	11.8	4.8	4.9	5.2	5.0
Utah	1.6	2.4	2.6	2.3	1.5	2.2	2.4	2.1	.2	.2	.2	.1	-	-	-	-
Vermont	16.6	16.1	14.9	13.3	2.4	2.2	1.8	1.6	13.0	12.5	11.8	10.6	1.2	1.4	1.3	1.1
Virginia	7.4	6.9	6.7	6.0	2.9	2.7	2.8	2.8	4.6	4.1	3.9	3.3	-	-	-	-
Washington	15.7	16.1	15.7	11.5	7.8	8.6	8.6	6.8	4.7	4.7	4.7	3.3	3.2	2.8	2.4	1.4
West Virginia	4.5	4.4	4.5	4.3	2.7	2.8	2.7	2.7	1.9	1.7	1.8	1.7	-	-	-	-
Wisconsin	9.0	9.4	10.0	9.2	2.1	2.2	2.4	2.1	1.2	6.8	6.9	7.1	5.7	.4	.7	-
Wyoming	2.7	2.8	2.8	2.2	1.4	1.4	1.5	1.0	1.4	1.4	1.3	1.2	-	-	-	-

Source: National Transit Database, 2017-2020

Table 51. State Financial Statistics, 2020

	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	0.5	1.7		6.8	9.1		0.3		1.4	1.7
Alaska	3.6	5.7	0.3	7.3	17.0	0.0	0.0		0.1	0.1
Arizona	0.6	1.4		7.1	9.0		0.1		0.9	1.0
Arkansas	2.2	8.8	1.3	10.7	23.0		0.2		0.9	1.1
California	12.2	36.2	19.7	21.9	90.0	0.2	6.8	7.4	6.7	21.1
Colorado	13.7	45.4	0.5	35.8	95.4	0.0	21.2	3.5	6.8	31.5
Connecticut	0.4	0.4	1.2	1.7	3.7		0.0	0.0	0.6	0.6
Delaware					0.0					0.0
Florida	4.1	3.1	12.1	9.0	28.3	0.0	0.1	0.7	3.5	4.4
Georgia	8.0	6.2		16.3	30.5		0.3	0.3	2.5	3.0
Hawaii	1.7	15.3		4.7	21.7		0.8		2.5	3.3
Idaho	0.5	1.7	0.0	3.3	5.6		0.1		0.3	0.3
Illinois	4.6	3.7	29.7	11.0	49.0		0.0	2.2	3.7	5.9
Indiana	1.4	2.4	9.6	10.8	24.1		0.6		2.2	2.8
Iowa	13.0	6.1	7.8	20.1	47.0		2.8	0.6	7.5	11.0
Kansas	1.8	3.1	1.9	11.3	18.0	0.1	0.4		1.9	2.4
Kentucky	1.6	30.9		20.4	52.9		0.5		6.0	6.4
Louisiana	0.3	3.5		6.9	10.7		0.2	0.0	1.1	1.3
Maine	16.4	2.0	2.3	6.6	27.3	0.0	0.1	0.0	2.1	2.2
Maryland	2.5	2.7	2.1	3.6	10.9		2.4	0.0	9.1	11.6
Massachusetts	2.4	2.3	3.4	3.4	11.6	3.9		2.3	0.3	6.5
Michigan	8.0	14.0	30.4	29.2	81.5		0.0	3.6	14.5	18.1
Minnesota	7.5		23.6	23.5	54.6		1.6	6.7	0.0	8.4
Mississippi	2.9	2.4	0.4	17.5	23.1		0.9	0.3	5.6	6.9
Missouri	11.0	6.4	3.0	19.2	39.6		1.6		6.3	7.9
Montana	0.7	1.8	1.1	9.9	13.5	0.0	0.1		0.9	1.1
Nebraska	1.7	0.9	1.5	5.9	10.0	0.0	0.3	0.1	1.5	1.9
Nevada	0.4	0.6	0.2	5.4	6.6		0.0	0.0	0.3	0.4
New Hampshire	0.4	1.5	0.2	4.1	6.2					0.0
New Jersey	0.8	0.9	3.2	1.5	6.4			0.3		0.3
New Mexico	1.1	1.4	0.0	7.5	10.0	0.2	0.0	0.0	0.9	1.1
New York	6.4	11.2	13.7	11.8	43.2		0.5	0.6	3.9	5.0
North Carolina	20.2	5.0	14.5	17.5	57.3	0.1	1.5	1.1	7.9	10.6
North Dakota	1.2	0.9	1.8	6.0	9.9	0.1	0.1	0.1	2.3	2.6
Ohio	7.9	1.1	6.1	32.4	47.5		0.0	0.1	4.0	4.1
Oklahoma	1.8	1.2	3.2	24.7	30.9	0.4	0.4		6.4	7.2
Oregon	4.2	7.2	8.2	14.0	33.6	0.1	1.0	1.9	5.2	8.1
Pennsylvania	25.1	1.8	18.8	6.1	51.7	0.0	0.2	6.0	10.0	16.2
Rhode Island					0.0					0.0
South Carolina	4.1	0.8	0.6	2.9	8.5	0.1	0.2	0.2	1.1	1.5
South Dakota	3.2	0.4	0.9	12.6	17.2		0.7		2.8	3.6
Tennessee	8.9	4.5	5.7	17.8	36.8	0.5	0.9	2.2	3.5	7.1
Texas	8.2	3.2	9.1	35.0	55.5	0.6	0.2	0.3	23.9	25.0
Utah	0.1	9.8		6.6	16.6		3.2		0.2	3.4
Vermont	7.2	1.3	5.9	12.8	27.2		0.7	0.5	5.5	6.7
Virginia	0.7	4.1	4.2	9.6	18.7	0.0	0.1	0.5	2.5	3.1
Washington	3.8	23.3	13.8	33.3	74.2	0.1	6.4	6.1	11.0	23.6
West Virginia	1.9	2.5	1.7	8.4	14.5		0.2	0.4	1.7	2.4
Wisconsin	7.0	2.1	4.3	14.5	27.9		0.4		1.6	2.0
Wyoming	0.4	1.9	0.3	7.8	10.4		1.0		4.8	5.8

Source: National Transit Database, 2020

Table 52. State Fleet Statistics, 2020

	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	247	77%	7.0	21.4	16.3	2,328	10,417	586
Alaska	127	78%	9.3	30.9	18.3	11,029	17,656	1,021
Arizona	110	98%	7.8	24.0	15.9	6,835	20,699	1,330
Arkansas	525	78%	7.3	21.2	10.7	1,562	21,295	1,113
California	811	91%	7.4	27.4	20.4	6,163	19,030	990
Colorado	834	87%	9.7	29.3	24.8	14,728	18,451	1,201
Connecticut	46	100%	6.7	25.0	17.2	5,967	18,666	1,179
Delaware	0	-	-	-	-	-	-	-
Florida	573	78%	6.5	21.6	11.6	2,080	15,882	866
Georgia	488	87%	4.1	22.2	11.9	2,330	26,291	1,549
Hawaii	123	63%	6.7	30.2	18.2	9,809	30,785	1,464
Idaho	89	76%	8.4	25.3	19.4	9,612	15,273	807
Illinois	966	94%	8.2	22.6	13.7	2,713	15,181	807
Indiana	708	92%	6.9	19.7	9.3	1,543	10,316	679
Iowa	935	88%	7.7	24.6	15.2	3,077	12,935	937
Kansas	443	85%	6.5	19.4	11.0	2,733	13,319	814
Kentucky	1,451	76%	5.5	20.4	10.5	1,499	15,101	980
Louisiana	260	90%	5.6	20.8	9.8	1,458	16,245	968
Maine	212	77%	9.7	27.7	23.4	6,625	19,511	1,083
Maryland	166	99%	7.8	29.3	20.3	11,424	15,732	1,146
Massachusetts	139	80%	6.6	27.2	20.1	8,995	12,022	788
Michigan	1,251	88%	5.9	26.1	17.5	3,622	15,874	996
Minnesota	581	99%	5.6	26.1	20.6	5,317	19,560	1,371
Mississippi	524	57%	6.4	20.7	16.2	3,239	15,914	755
Missouri	1,156	90%	7.6	21.5	10.3	1,580	12,877	821
Montana	271	69%	7.4	22.5	13.2	4,026	11,817	764
Nebraska	315	71%	7.7	18.9	9.4	1,638	8,670	582
Nevada	110	93%	9.2	22.9	13.9	3,458	12,647	734
New Hampshire	74	97%	6.2	28.5	19.5	10,641	14,066	1,243
New Jersey	112	100%	8.4	25.7	16.9	1,949	12,259	710
New Mexico	144	92%	8.2	24.1	16.6	3,806	11,529	879
New York	482	96%	6.8	27.7	19.7	4,181	20,466	1,071
North Carolina	1,003	74%	5.4	20.6	10.8	3,853	23,514	1,283
North Dakota	191	91%	7.3	20.9	11.0	2,496	13,277	987
Ohio	698	91%	5.3	21.2	10.2	2,341	15,967	933
Oklahoma	1,026	86%	7.2	20.3	10.4	1,880	11,689	880
Oregon	381	94%	7.6	26.0	17.8	5,496	22,657	1,258
Pennsylvania	814	93%	5.8	23.0	12.9	3,297	15,675	861
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	182	81%	5.3	22.1	13.3	1,960	26,407	1,090
South Dakota	335	76%	8.8	22.9	13.2	2,377	8,245	661
Tennessee	680	93%	6.4	21.9	11.4	5,484	18,760	1,047
Texas	1,189	86%	6.4	21.0	11.9	1,935	14,893	684
Utah	68	94%	8.8	29.5	16.9	36,013	33,392	2,084
Vermont	257	92%	7.3	27.7	19.7	6,502	51,883	2,000
Virginia	341	99%	4.7	23.5	14.7	3,607	17,649	989
Washington	747	67%	7.5	23.8	16.6	3,751	15,459	778
West Virginia	254	83%	5.9	21.1	14.5	3,511	17,066	975
Wisconsin	396	82%	7.1	20.9	10.7	6,013	23,287	1,950
Wyoming	255	76%	9.1	22.6	14.7	5,303	8,491	716

Source: National Transit Database, 2020

Table 53. State Performance Measures, Averages, 2020

	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	0.22	0.12	0.22	3.97	1.00	4.02	15.74	3.52	62.53	0.05
Alaska	0.62	0.88	0.11	10.80	15.55	1.90	12.09	7.55	130.55	0.16
Arizona	0.33	0.35	0.18	5.14	5.80	2.20	12.02	3.97	61.80	0.06
Arkansas	0.07	0.48	0.07	1.40	5.28	1.28	28.10	2.06	39.44	0.10
California	0.32	0.34	0.29	6.23	7.67	3.27	18.01	5.83	112.16	0.10
Colorado	0.80	1.25	0.14	12.26	17.74	1.87	7.77	6.20	95.26	0.05
Connecticut	0.32	0.48	0.11	5.06	7.28	1.68	13.60	4.35	68.85	0.05
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.13	0.33	0.09	2.40	5.30	1.58	23.69	3.10	56.86	0.09
Georgia	0.09	-	0.09	1.50	-	1.50	26.83	2.38	40.35	0.03
Hawaii	0.32	0.59	0.21	6.70	11.16	3.17	18.01	5.74	120.72	0.08
Idaho	0.63	0.86	0.28	11.92	15.19	3.25	6.52	4.10	77.72	0.10
Illinois	0.18	0.29	0.14	3.36	6.80	2.51	18.69	3.34	62.82	0.04
Indiana	0.15	0.40	0.13	2.27	5.20	1.95	21.99	3.29	49.95	0.05
Iowa	0.24	0.55	0.19	3.29	8.10	2.59	16.34	3.89	53.68	0.18
Kansas	0.21	0.36	0.17	3.36	5.21	2.80	14.91	3.06	50.03	0.06
Kentucky	0.10	0.43	0.08	1.53	4.97	1.28	24.34	2.42	37.22	0.03
Louisiana	0.09	-	0.09	1.51	-	1.51	28.31	2.54	42.64	0.03
Maine	0.34	0.84	0.08	6.12	12.27	1.62	19.43	6.60	118.81	0.21
Maryland	0.73	1.15	0.16	9.96	15.67	2.19	5.76	4.18	57.37	0.20
Massachusetts	0.75	0.85	0.13	11.42	13.43	1.63	9.24	6.91	105.50	0.17
Michigan	0.23	0.26	0.18	3.63	4.27	2.89	18.00	4.11	65.41	0.08
Minnesota	0.27	0.27	0.27	3.88	4.35	3.66	17.67	4.80	68.52	0.06
Mississippi	0.20	0.87	0.08	4.29	12.79	1.92	13.63	2.77	58.44	0.06
Missouri	0.12	0.24	0.12	1.92	2.66	1.92	21.67	2.66	41.70	0.26
Montana	0.34	0.49	0.24	5.27	9.44	3.01	12.41	4.23	65.40	0.05
Nebraska	0.19	0.17	0.19	2.82	1.93	2.87	19.29	3.64	54.31	0.13
Nevada	0.27	0.57	0.14	4.71	9.75	2.40	17.39	4.75	81.93	0.06
New Hampshire	0.76	0.98	0.15	8.56	13.56	1.12	7.89	5.97	67.54	0.03
New Jersey	0.16	0.32	0.11	2.75	6.91	1.74	29.28	4.65	80.42	0.04
New Mexico	0.33	0.38	0.26	4.33	5.53	3.01	18.25	6.02	79.00	0.03
New York	0.20	0.21	0.21	3.90	4.03	2.25	21.42	4.37	83.60	0.04
North Carolina	0.16	1.13	0.09	3.00	15.92	1.70	14.82	2.43	44.50	0.03
North Dakota	0.19	0.46	0.17	2.53	7.07	2.26	20.83	3.92	52.67	0.10
Ohio	0.15	0.36	0.12	2.51	4.71	2.11	29.08	4.26	72.92	0.03
Oklahoma	0.16	0.61	0.14	2.14	9.46	1.82	16.01	2.57	34.19	0.04
Oregon	0.24	0.34	0.17	4.37	6.26	2.31	15.76	3.82	68.86	0.09
Pennsylvania	0.21	0.47	0.12	3.83	7.51	2.20	19.27	4.05	73.77	0.44
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.07	-	0.07	1.80	-	1.65	23.80	1.77	42.80	0.47
South Dakota	0.29	-	0.29	3.60	-	3.60	21.54	6.21	77.46	0.11
Tennessee	0.29	2.26	0.07	5.24	26.05	1.26	9.87	2.89	51.71	0.05
Texas	0.13	0.50	0.12	2.83	8.06	2.19	24.12	3.13	68.26	0.09
Utah	1.08	1.14	0.12	17.28	18.33	1.87	6.76	7.29	116.89	0.00
Vermont	0.13	0.63	0.04	3.25	10.12	1.17	16.29	2.04	52.96	0.25
Virginia	0.20	0.30	0.12	3.65	5.44	2.13	15.20	3.11	55.44	0.04
Washington	0.24	0.33	0.10	4.82	7.19	1.62	26.48	6.43	127.71	0.04
West Virginia	0.21	0.27	0.10	3.60	5.64	1.38	15.26	3.14	54.96	0.12
Wisconsin	0.26	0.39	0.22	3.08	5.96	2.45	11.71	3.02	36.12	0.25
Wyoming	0.62	1.07	0.24	7.40	15.15	2.44	7.72	4.82	57.15	0.04

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

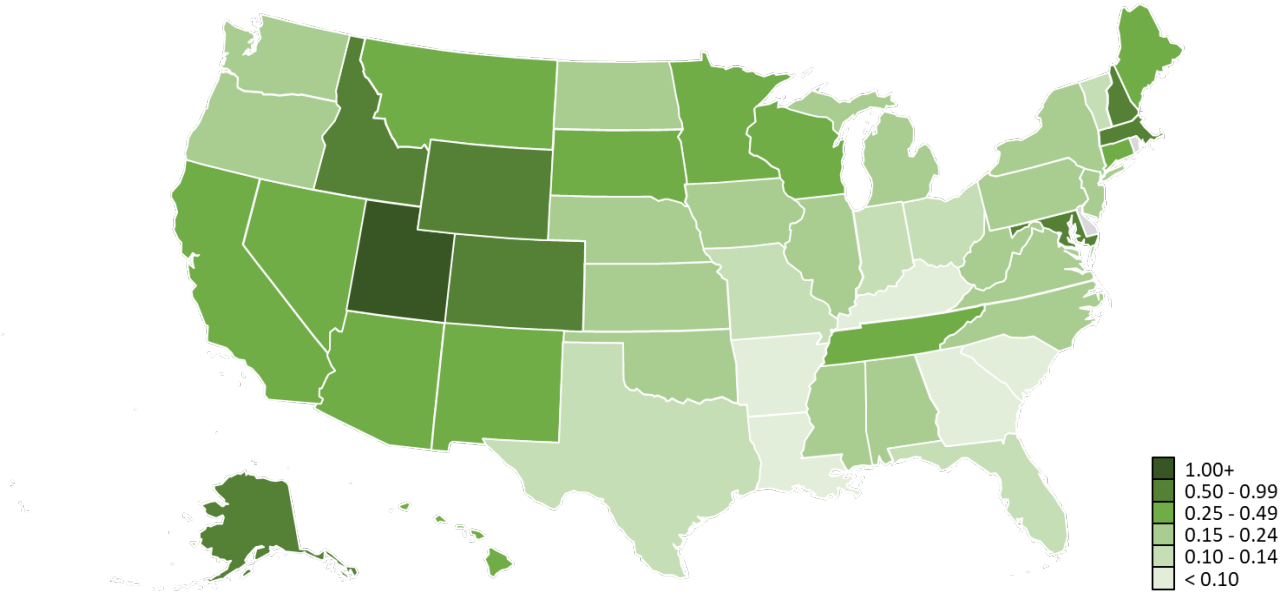

Figure 22. Trips per Vehicle Revenue Mile by State, 2020

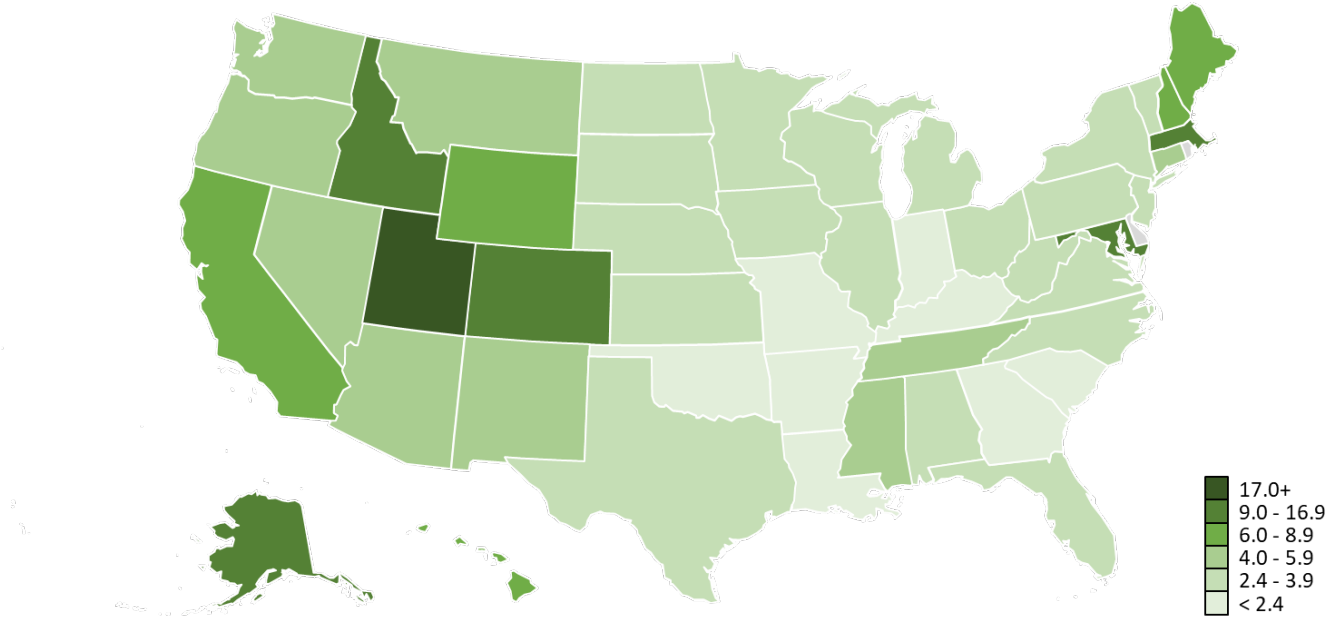

Figure 23. Trips per Vehicle Revenue Hour by State, 2020

Table 54. State Performance Measures, Median Agency Values, 2020

	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	0.13	0.12	0.13	2.34	1.00	2.34	27.05	3.44	66.22	0.05
Alaska	0.60	0.78	0.11	6.92	10.18	2.07	27.55	7.49	94.04	0.09
Arizona	0.19	0.32	0.17	2.83	4.19	2.18	25.00	4.20	63.44	0.03
Arkansas	0.07	0.45	0.07	1.29	5.39	1.32	29.26	2.52	41.98	0.08
California	0.28	0.25	0.29	4.98	5.53	2.88	24.08	6.69	115.33	0.08
Colorado	0.40	0.83	0.14	5.27	11.03	1.63	16.97	5.32	89.00	0.01
Connecticut	0.23	0.46	0.08	3.62	6.19	1.14	17.87	4.61	69.10	0.05
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.08	0.14	0.08	1.62	2.02	1.59	33.44	3.04	53.70	0.04
Georgia	0.10	-	0.10	1.51	-	1.51	27.98	2.72	38.94	0.04
Hawaii	0.35	0.59	0.20	6.90	11.16	3.02	18.39	5.84	119.16	0.08
Idaho	0.44	0.63	0.27	9.92	13.91	2.80	7.80	4.00	79.26	0.06
Illinois	0.13	0.23	0.13	2.33	5.23	2.26	25.00	3.39	58.01	0.03
Indiana	0.13	0.44	0.13	1.93	3.17	1.84	27.87	3.94	57.55	0.03
Iowa	0.26	0.65	0.21	3.58	8.09	2.66	15.28	4.32	54.28	0.16
Kansas	0.24	0.32	0.22	3.00	4.20	2.76	15.89	3.11	52.23	0.07
Kentucky	0.11	0.29	0.09	1.51	4.45	1.07	27.61	2.63	37.73	0.02
Louisiana	0.08	-	0.08	1.36	-	1.36	31.81	2.71	41.96	0.03
Maine	0.30	0.31	0.08	4.43	4.11	1.30	26.02	5.43	85.84	0.07
Maryland	0.15	0.14	0.16	2.21	2.51	1.69	21.74	3.88	57.89	0.09
Massachusetts	0.82	0.84	0.13	9.10	9.52	1.64	11.89	6.41	108.17	0.16
Michigan	0.20	0.35	0.18	2.88	5.08	2.70	22.03	4.18	64.71	0.07
Minnesota	0.29	0.22	0.32	3.83	3.32	3.77	16.92	4.94	62.67	0.08
Mississippi	0.09	0.86	0.09	2.18	13.72	1.99	27.88	2.41	60.27	0.03
Missouri	0.24	0.24	0.25	2.84	2.66	2.96	17.75	3.11	43.61	0.07
Montana	0.23	0.32	0.19	2.66	5.90	2.39	18.09	4.03	52.60	0.05
Nebraska	0.17	0.26	0.17	2.86	2.31	2.86	22.28	4.00	63.17	0.09
Nevada	0.24	0.26	0.20	3.22	3.38	2.79	24.57	4.40	66.46	0.03
New Hampshire	0.28	0.32	0.14	3.90	4.51	1.55	16.23	5.33	73.91	0.03
New Jersey	0.13	0.31	0.11	2.28	6.86	1.67	35.41	4.37	77.32	0.02
New Mexico	0.28	0.32	0.20	4.00	4.97	2.42	20.08	5.18	68.80	0.02
New York	0.18	0.16	0.15	3.20	2.82	2.32	28.23	4.54	88.78	0.02
North Carolina	0.09	0.19	0.09	1.83	3.02	1.72	23.95	2.38	45.26	0.02
North Dakota	0.18	0.46	0.17	2.10	7.07	2.08	24.97	4.53	52.93	0.08
Ohio	0.12	0.30	0.11	2.09	3.37	2.09	31.30	3.92	62.20	0.02
Oklahoma	0.20	0.30	0.20	2.04	4.87	1.86	17.25	3.00	33.94	0.04
Oregon	0.20	0.28	0.18	3.21	4.10	2.28	19.87	3.77	63.36	0.07
Pennsylvania	0.13	0.52	0.12	2.63	7.31	2.29	24.81	3.70	65.33	0.72
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.07	-	0.07	1.56	-	1.56	26.27	1.79	44.31	0.47
South Dakota	0.40	-	0.40	3.90	-	3.90	20.72	7.34	82.02	0.10
Tennessee	0.08	0.36	0.06	1.40	2.81	1.31	36.64	2.84	49.33	0.03
Texas	0.10	0.23	0.09	2.01	3.39	1.73	28.50	3.43	66.44	0.08
Utah	0.21	0.23	0.11	3.16	3.62	1.70	9.80	4.19	105.74	0.01
Vermont	0.08	0.45	0.04	2.24	7.18	1.29	23.25	2.14	53.16	0.16
Virginia	0.19	0.33	0.17	3.32	5.34	2.14	14.46	3.38	53.83	0.03
Washington	0.11	0.16	0.11	2.18	2.38	1.49	41.24	5.22	106.50	0.02
West Virginia	0.14	0.18	0.11	2.76	4.09	1.21	18.54	2.95	48.75	0.08
Wisconsin	0.27	0.51	0.26	2.62	5.74	2.54	11.34	3.12	29.81	0.28
Wyoming	0.22	0.28	0.20	2.22	3.68	2.09	17.41	3.89	36.60	0.04

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2020

Table 55. Transit Agency Percentiles for Operating Statistics by State, 2020

	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	6	11	18	69	85	142	3	5	7
Alaska	10	17	30	68	31	133	315	3	8	18
Arizona	15	10	17	88	58	86	236	4	8	14
Arkansas	8	12	85	110	138	392	2,062	7	36	95
California	53	19	38	100	61	145	420	4	7	21
Colorado	35	11	40	365	60	121	335	4	8	28
Connecticut	3	45	55	120	211	236	337	13	15	22
Delaware	0	-	-	-	-	-	-	-	-	-
Florida	18	22	37	72	287	431	591	14	23	32
Georgia	74	4	8	14	44	80	164	3	5	9
Hawaii	2	582	603	624	1,622	1,893	2,165	84	90	96
Idaho	8	17	32	126	50	72	115	2	5	9
Illinois	38	16	38	61	163	288	489	8	15	31
Indiana	38	12	19	32	79	128	233	6	10	16
Iowa	21	93	114	150	234	355	816	19	25	62
Kansas	73	4	7	17	14	37	79	1	3	4
Kentucky	21	24	73	154	305	810	1,502	31	53	108
Louisiana	32	7	9	12	80	106	153	4	6	9
Maine	10	12	48	106	39	233	877	2	15	40
Maryland	6	43	71	89	316	490	521	21	28	36
Massachusetts	3	176	239	569	397	501	689	26	26	42
Michigan	60	21	42	73	118	233	400	8	15	26
Minnesota	30	39	56	155	104	236	494	9	21	35
Mississippi	18	24	30	68	158	435	679	10	16	32
Missouri	21	9	13	21	23	36	158	2	3	7
Montana	35	4	10	23	22	53	108	2	4	7
Nebraska	52	2	5	10	13	23	67	1	2	3
Nevada	12	6	14	21	44	67	147	2	5	10
New Hampshire	6	20	30	62	82	136	170	9	13	16
New Jersey	4	22	51	83	255	330	418	14	21	26
New Mexico	13	11	36	49	42	123	167	4	9	12
New York	39	13	32	60	124	178	316	6	10	15
North Carolina	57	19	33	52	211	322	524	12	17	30
North Dakota	21	4	10	27	37	83	149	3	5	12
Ohio	37	20	37	45	163	282	404	11	16	22
Oklahoma	20	24	57	125	127	365	678	11	31	52
Oregon	25	30	51	112	165	293	501	13	16	28
Pennsylvania	23	35	56	129	287	455	736	15	22	38
Rhode Island	0	-	-	-	-	-	-	-	-	-
South Carolina	9	20	34	52	384	466	596	13	22	30
South Dakota	14	16	46	74	30	123	288	3	12	21
Tennessee	8	113	190	343	706	1,885	2,247	37	95	141
Texas	27	21	53	117	226	418	894	13	25	43
Utah	3	24	32	1,216	187	292	1,095	8	12	68
Vermont	7	144	197	267	744	2,455	2,993	31	76	110
Virginia	16	26	56	111	112	329	507	7	20	32
Washington	27	9	25	111	175	279	440	8	14	29
West Virginia	10	27	73	156	236	419	615	16	22	34
Wisconsin	48	14	35	72	64	132	298	7	12	22
Wyoming	32	2	7	13	14	29	51	1	3	6

Source: National Transit Database, 2020

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 24 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.

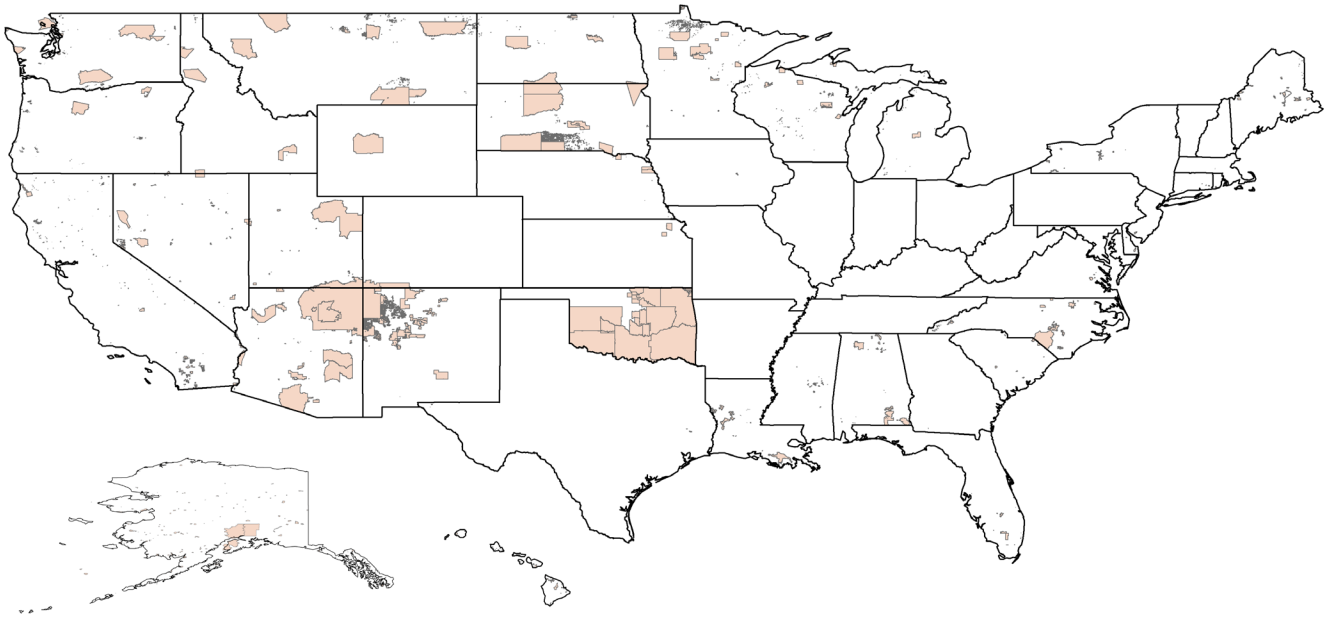

Figure 24. American Indian, Alaska Native, and Native Hawaiian Areas

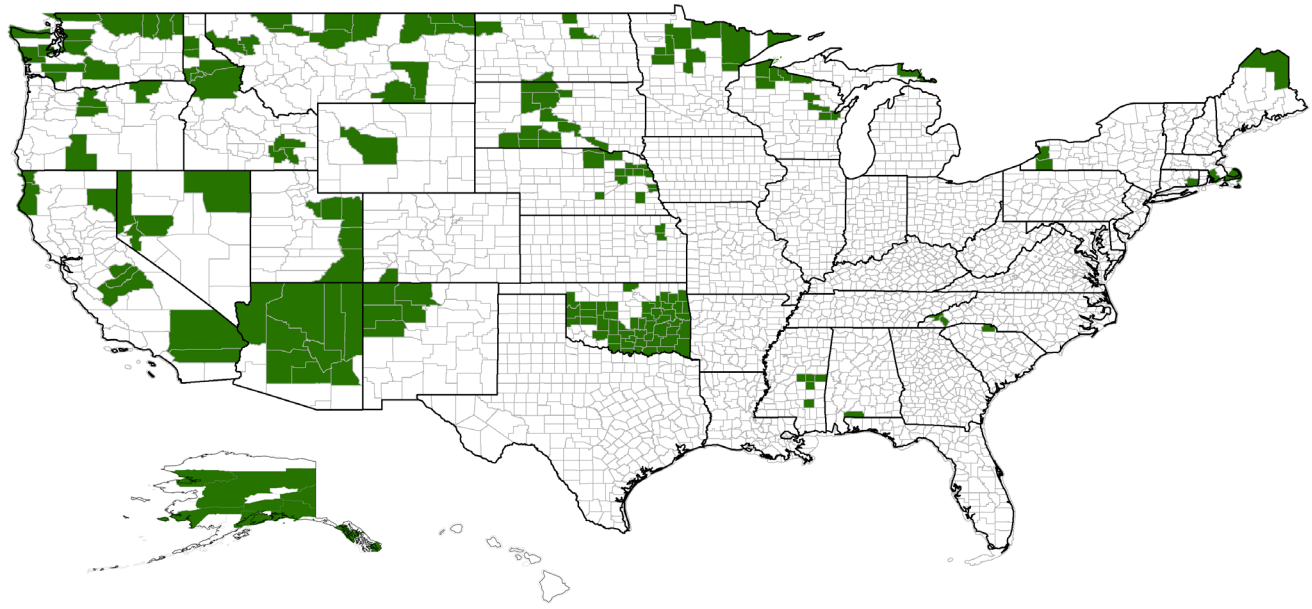

Figure 25. Counties with Tribal Transit Service

The number of tribal transit providers grew significantly over the past two decades but has leveled off the last few years. Figure 25 shows, in green, the counties that have tribal transit systems based on data collected in 2017. As shown in Table 57, there were 133 rural tribal transit agencies listed in the 2020 NTD. Of these, 112 reported operating data in 2020. These agencies provided a total of 1.7 million rides in 2020, a decrease of nearly 50% from 3.3 million in 2019. Tribal transit agencies provided 12.7 million vehicle miles of service and 619,000 vehicle hours of service, operating 1,019 vehicles in 2019 (Tables 57-58).

Fleet statistics and performance measures are provided in Tables 58-59. Median agency values for performance measures, which are more useful for tribal transit systems for benchmarking purposes, are presented in Table 60. 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.

Table 57. Tribal Transit Operating Statistics, 2016-2020

	2016	2017	2018	2019	2020
Number of Agencies	127	132	134	125	133
Ridership (thousand rides)					
Fixed-route	1,436	1,703	1,531	1,368	689
Demand-response	1,053	1,067	1,153	1,007	616
Vanpool	28	30	13	24	13
Commuter bus	226	214	196	205	81
Demand-response taxi	1	0	0	0	0
Ferryboat	638	631	620	665	322
Total	*3,383*	*3,645*	*3,514*	*3,268*	*1,721*
Vehicle Revenue Miles (thousand miles)					
Fixed-route	7,027	7,995	8,039	7,423	4,455
Demand-response	11,205	11,128	11,415	10,662	7,370
Vanpool	223	125	84	238	99
Commuter bus	1,248	1,215	1,282	1,284	756
Demand-response taxi	11	0	0	0	0
Ferryboat	172	74	82	79	57
Total	*19,885*	*20,537*	*20,901*	*19,687*	*12,737*
Vehicle Revenue Hours (thousand hours)					
Fixed-route	319	361	371	338	218
Demand-response	504	511	547	504	365
Vanpool	7	4	2	7	5
Commuter bus	35	35	38	40	23
Demand-response taxi	0	0	0	0	0
Ferryboat	19	13	14	13	8
Total	*885*	*925*	*971*	*903*	*619*

Source: National Transit Database, 2016-2020

Table 58. Tribal Transit Fleet Statistics, 2020

	2020
Number of Vehicles	
Bus	108
Cutaway	363
Van	207
Minivan	255
Automobile	24
School bus	19
Over-the-road bus	3
Sports utility vehicle	33
Other	7
Total	*1,019*
% Vehicle ADA	59%
Average Vehicle Age (years)	6.8
Average Vehicle Length (feet)	22.2
Average Vehicle Capacity	14.3
Trips per Vehicle	
Fixed-route	1,775
Demand-response	921
Total	*1,689*
Vehicle Revenue Miles per Vehicle	
Fixed-route	11,483
Demand-response	11,016
Total	*12,499*
Vehicle Revenue Hours per Vehicle	
Fixed-route	562
Demand-response	545
Total	*607*

Source: National Transit Database, 2020

Table 59. Tribal Transit Performance Measures, 2016-2020

	2016	2017	2018	2019	2020
Trips per Vehicle Revenue Mile					
Fixed-route	0.20	0.21	0.19	0.18	0.15
Demand-response	0.09	0.10	0.10	0.09	0.08
Total	*0.17*	*0.18*	*0.17*	*0.17*	*0.14*
Trips per Vehicle Hour					
Fixed-route	4.5	4.7	4.1	4.0	3.2
Demand-response	2.1	2.1	2.1	2.0	1.7
Total	*3.8*	*3.9*	*3.7*	*3.6*	*2.8*
Operating Expense Per Trip					
Fixed-route	-	-	-	15.84	28.91
Demand-response	-	-	-	31.32	51.85
Total	*17.55*	*17.67*	*17.93*	*18.39*	*33.17*
Operating Expense per Vehicle Revenue Mile					
Fixed-route	-	-	-	2.92	4.47
Demand-response	-	-	-	2.96	4.34
Total	*2.98*	*3.14*	*3.01*	*3.05*	*4.48*
Operating Expense per Vehicle Revenue Hour					
Fixed-route	-	-	-	64.00	91.30
Demand-response	-	-	-	62.60	87.55
Total	*67.04*	*69.63*	*65.65*	*66.57*	*92.21*
Farebox Recovery Ratio	0.03	0.03	0.05	0.04	0.03

Source: National Transit Database, 2015-2019

Table 60. Tribal Transit Performance Measures, Median Agency Values, 2020

Performance Measure	Median Value
Trips per Vehicle Revenue Mile	0.10
Trips per Vehicle Revenue Hour	1.82
Operating Expense per Trip	46.72
Operating Expense per Vehicle Revenue Mile	4.72
Operating Expense per Vehicle Revenue Hour	104.95
Farebox Recovery Ratio	0.00

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