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RURAL TRANSIT FACT BOOK 2024

(photo credit: Amy Biggs, Snoqualmie Valley Transportation)

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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 2024 edition includes 2022 data from the NTD as well as additional data from the American Community Survey.

As noted, this publication presents data for transit providers receiving Section 5311 Formula Grants for Rural Areas. 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 67 million Americans, or about 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 2022 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 43 in rural areas and 38 in urban areas. Approximately 21% of residents in rural areas are 65 or older, compared with 17% 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 (13%).

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 rural areas have maintained a higher share of older adults.

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, 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 13% of urban residents moved during the last year, compared with 9% 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)	333	266	67
Average Household Size	2.5	2.5	2.5
Gender (%)			
Male	49.6%	49.2%	51.0%
Female	50.4%	50.8%	49.0%
Age			
Median age	39.0	37.9	43.4
65 or older (%)	17.3%	16.5%	20.6%
85 or older (%)	1.8%	1.9%	1.8%
Population with a Disability (%)	13.4%	12.9%	15.4%
Race (%)[a]			
White	72.5%	68.5%	88.4%
Black or African American	14.4%	16.2%	7.0%
American Indian and Alaska Native	2.6%	2.3%	3.5%
Asian	7.3%	8.7%	1.6%
Hispanic or Latino	19.1%	21.8%	8.4%
Foreign Born (%)	13.9%	16.4%	3.9%
Highest Education Level Completed (%)[b]			
Did not complete high school	10.4%	10.4%	10.1%
High school	26.1%	24.1%	33.6%
Some college, no degree	19.1%	18.8%	20.4%
Associate's degree	8.8%	8.4%	10.2%
Bachelor's degree	21.6%	23.0%	16.3%
Graduate or professional degree	14.0%	15.3%	9.4%
Economic Characteristics			
Individuals below the poverty line (%)	12.6%	12.8%	11.6%
Median household income (dollars)	74,755	75,706	71,100

[a]Alone or in combination with another race
[b]Population 25 years or older
Source: American Community Survey, 2022 1-year estimates

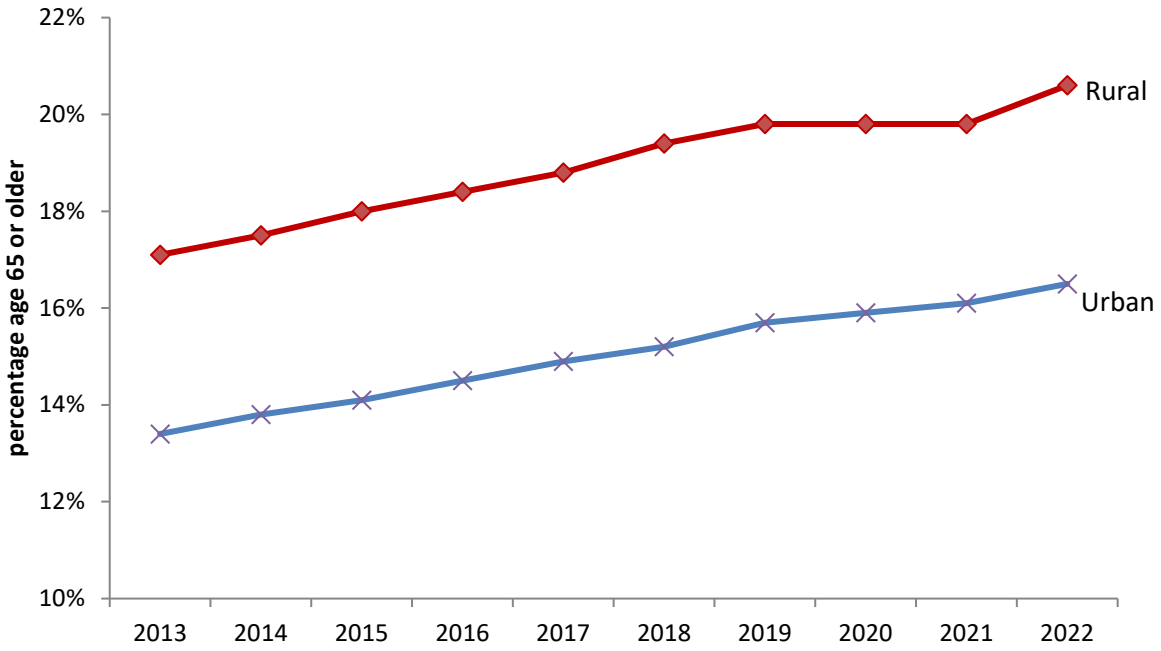


Figure 1. Percentage of Population Aged 65 or Older, 2013-2022
Source: American Community Survey 1-Year Estimates, 2013-2022

Table 2. Geographic Mobility

	United States	Urban	Rural
	----------Percentage----------		
Native population born in their state of residence	57.3	54.6	68.0
Lived in a different house 1 year ago	12.6	13.4	9.1
Lived in a different state or abroad 1 year ago	3.1	3.5	2.0

Source: American Community Survey, 2022 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 level, respectively, at the county level. These data are from the ACS 2018-2022 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, the Southwest, northern Michigan, and northern Maine. Disability rates are generally the lowest in the Upper Midwest and Mountain West regions, as well as the Washington, DC, to Boston corridor and southern California. High incidences of poverty are found in rural areas in the South, especially in the Mississippi Delta and Appalachia regions, and counties with Native American lands.

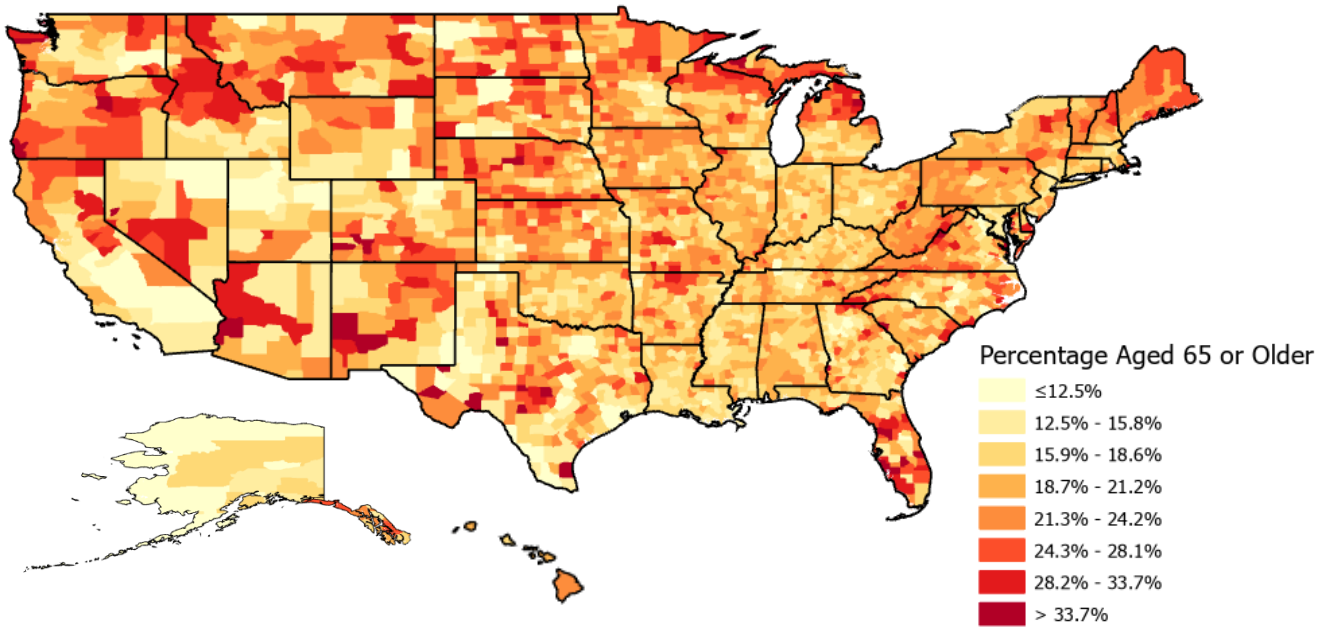


Figure 2. Percentage of Population Aged 65 or Older, by County
Source: American Community Survey, 2022 5-year estimates

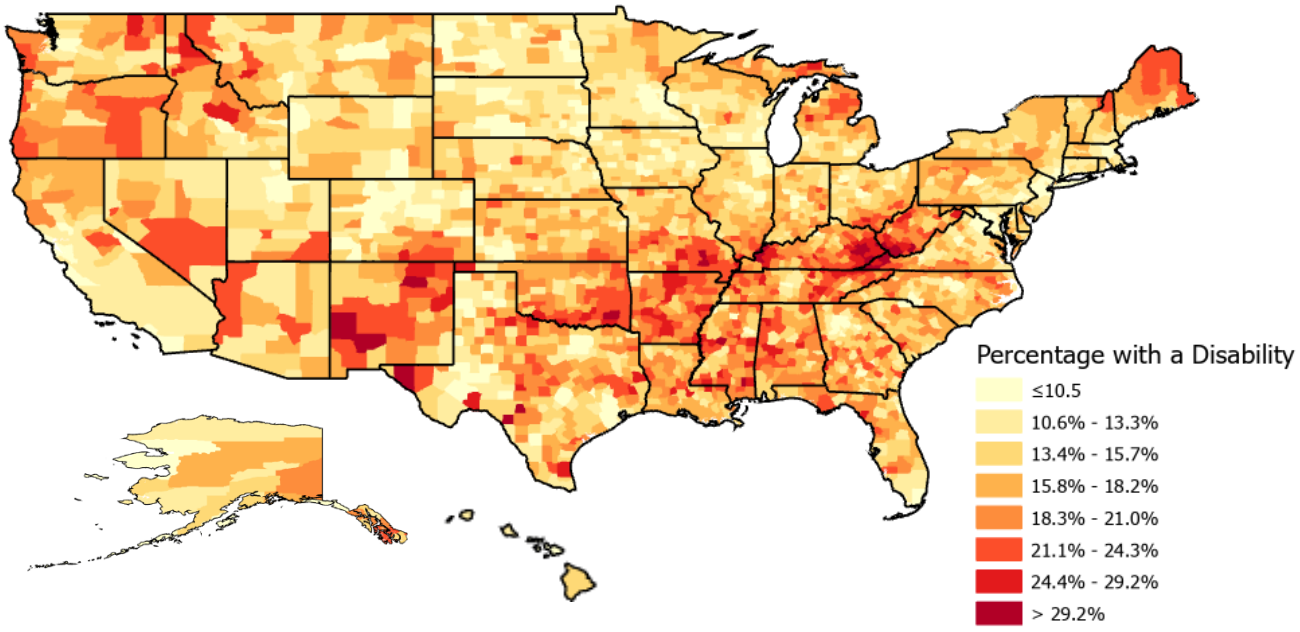


Figure 3. Percentage of Population with a Disability, by County
Source: American Community Survey, 2022 5-year estimates

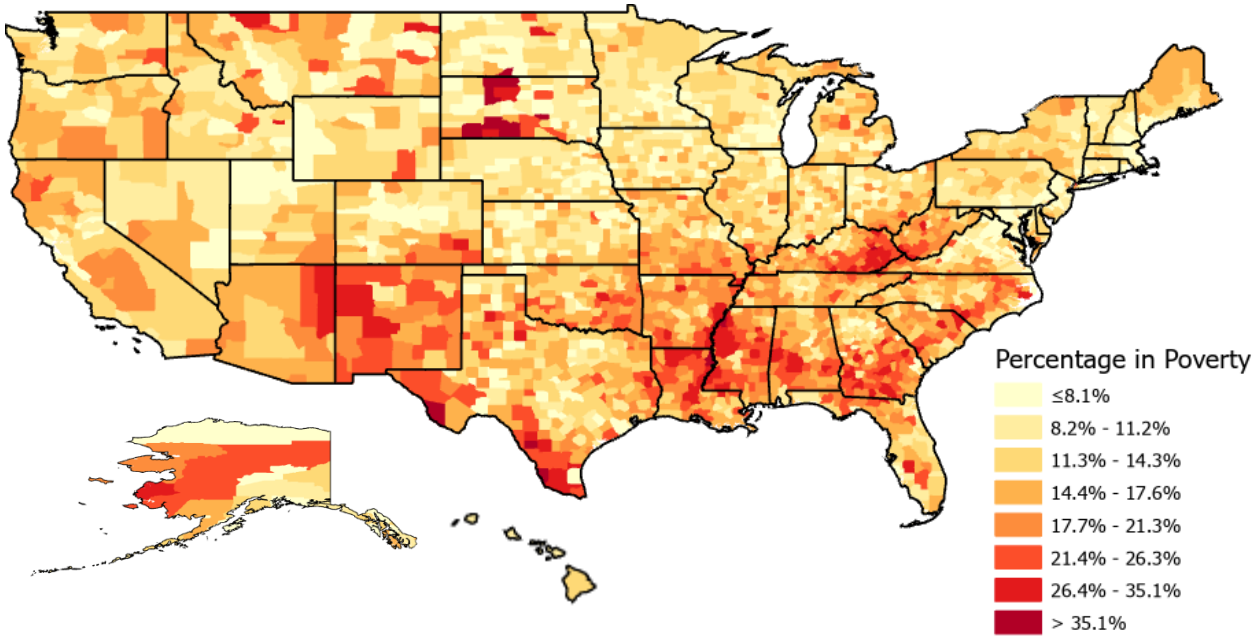


Figure 4. Percentage of Population in Poverty, by County
Source: American Community Survey, 2022 5-year estimates

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 2012 5-year estimates to the 2022 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 20% 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.

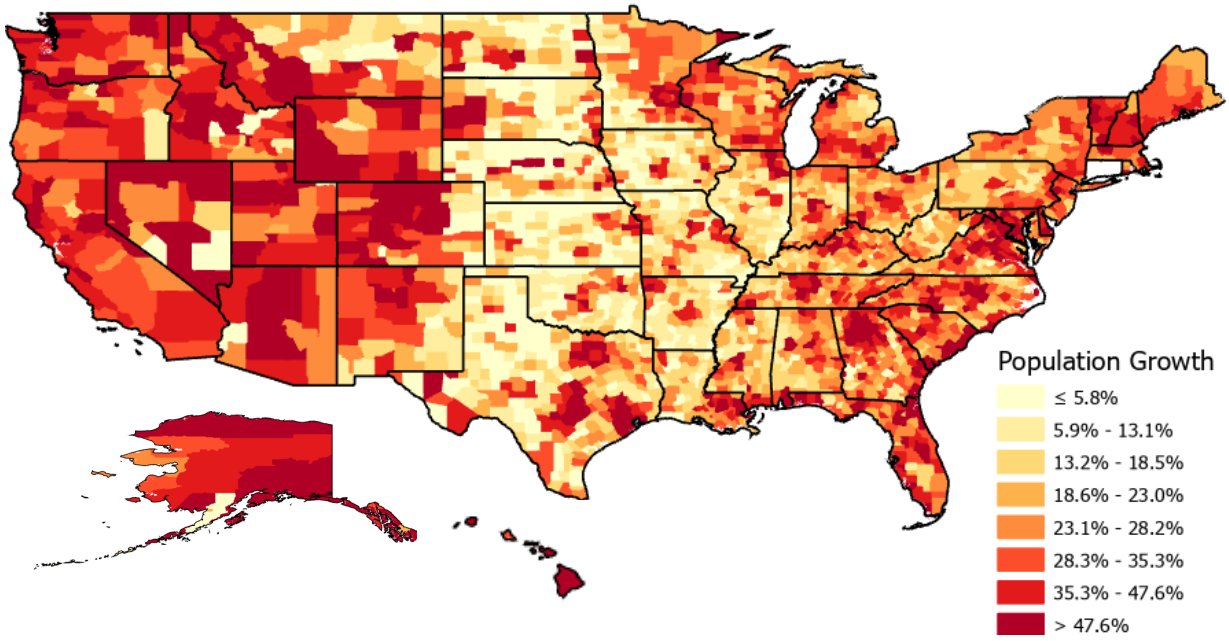


Figure 5. Growth in Population Aged 65 or Older, 2012-2022, by County
Source: American Community Survey, 2012 5-year estimates, 2022 5-year estimates

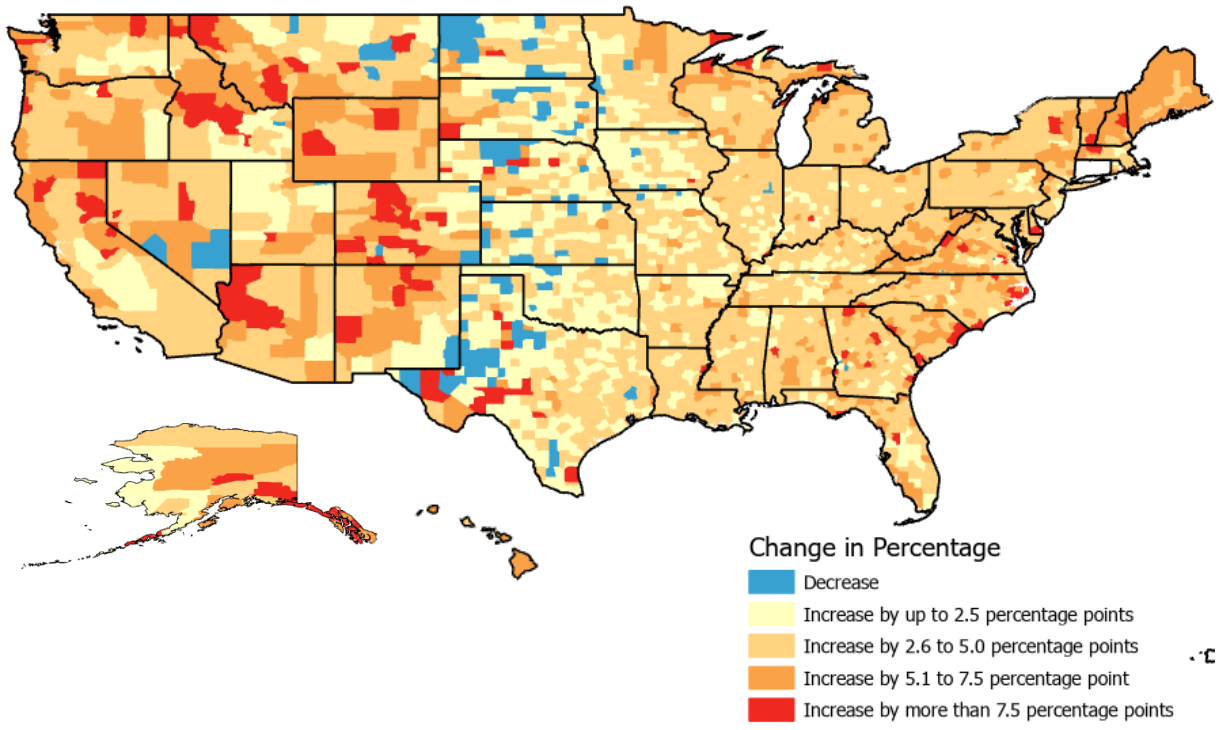


Figure 6. Change in Percentage of Population Aged 65 or Older, 2012-2022, by County
Source: American Community Survey, 2012 5-year estimates, 2022 5-year estimates

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 2023 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 5,000 to 19,999, adjacent to a metro area
7	Urban population of 5,000 to 19,999, not adjacent to a metro area
8	Completely rural or less than 5,000 urban population, adjacent to a metro area
9	Completely rural or less than 5,000 urban population, not adjacent to a metro area

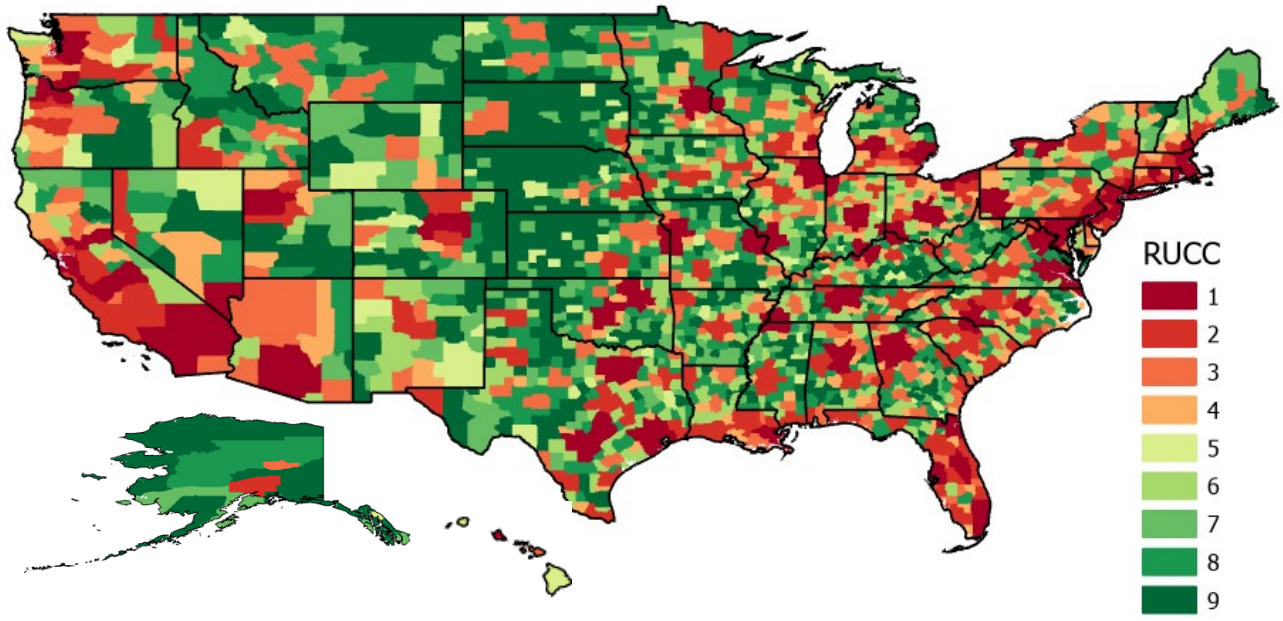


Figure 7. County-Level 2023 Rural-Urban Continuum Codes
Source: U.S. Department of Agriculture, Economic Research Service. Rural-Urban Continuum Codes. January 2024.

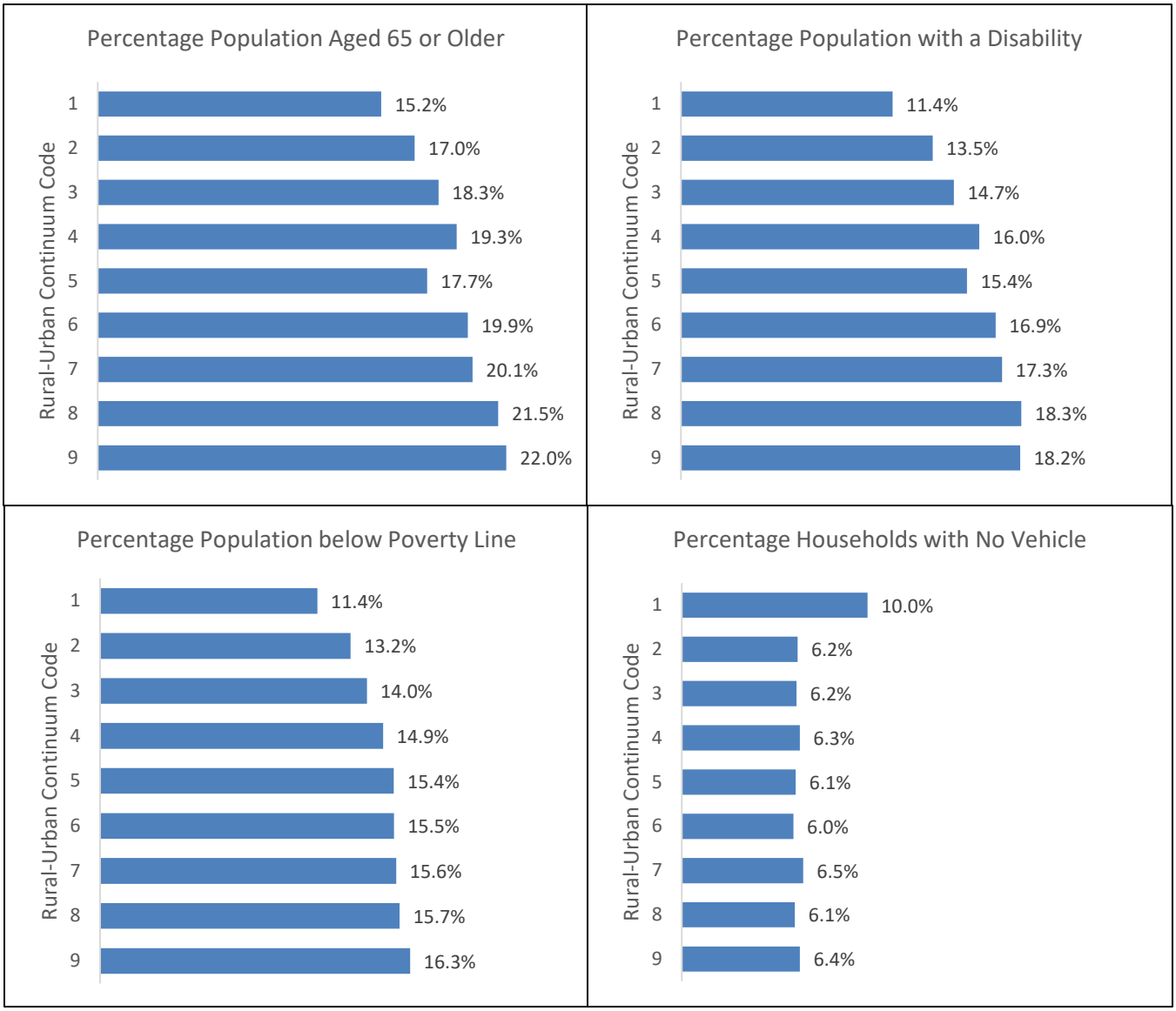


Figure 8. Percentage of Population Consisting of Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code
Source: American Community Survey, 2022 5-year estimates

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 the need for transit services. 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 Aged 65 or Older			Percentage of Population with a Disability			Percentage of Population Below Poverty Line		
RUCC Code	Median	10th Percentile	90th Percentile	Median	10th Percentile	90th Percentile	Median	10th Percentile	90th Percentile
1	16	12	21	13	9	17	10	5	17
2	18	13	23	14	11	21	12	8	19
3	19	13	23	15	11	20	14	8	21
4	19	14	24	16	12	20	14	9	23
5	17	12	22	15	11	20	14	8	22
6	19	16	24	17	13	21	15	10	24
7	20	15	25	16	12	23	15	9	23
8	21	17	28	18	13	24	15	8	24
9	22	16	29	17	11	24	14	7	25

Source: American Community Survey, 2022 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 proportions 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	58	Chattahoochee County, Georgia	2	3
Catron County, New Mexico	9	43	Madison County, Idaho	4	6
Jeff Davis County, Texas	9	42	Kusilvak Census Area, Alaska	9	6
La Paz County, Arizona	6	41	Aleutians West Census Area, Alaska	9	6
Charlotte County, Florida	3	40	Todd County, South Dakota	9	7
Lancaster County, Virginia	9	39	Nome Census Area, Alaska	9	8
Jefferson County, Washington	6	39	Buffalo County, South Dakota	9	8
Blaine County, Nebraska	9	38	Oglala Lakota County, South Dakota	9	8
Sarasota County, Florida	2	37	North Slope Borough, Alaska	9	8
Storey County, Nevada	2	37	Bethel Census Area, Alaska	7	8
Kent County, Texas	9	37	Utah County, Utah	2	8
Ontonagon County, Michigan	9	37	Northwest Arctic Borough, Alaska	9	8
Llano County, Texas	7	37	Sioux County, North Dakota	9	8
Highland County, Virginia	8	37	Jim Hogg County, Texas	8	8
Northumberland County, Virginia	9	37	Reagan County, Texas	8	8

Population With a Disability

Highest Percentages of Population			Lowest Percentages of Population		
County/State	RUCC Code	Percentage	County/State	RUCC Code	Percentage
Catron County, New Mexico	9	41	Jones County, South Dakota	9	5
Lyon County, Kentucky	8	40	Reagan County, Texas	8	5
Issaquena County, Mississippi	9	38	San Miguel County, Colorado	9	5
Dickenson County, Virginia	9	36	Teton County, Idaho	9	6
Wolfe County, Kentucky	9	36	Crane County, Texas	8	6
Mora County, New Mexico	8	34	Teton County, Wyoming	7	6
Kinney County, Texas	9	34	Summit County, Utah	4	6
Buchanan County, Virginia	9	34	Eagle County, Colorado	5	6
Wyoming County, West Virginia	8	34	San Juan County, Colorado	9	6
Mingo County, West Virginia	8	33	Summit County, Colorado	5	6
Martin County, Kentucky	8	33	Sutton County, Texas	9	6
Owsley County, Kentucky	9	32	Grant County, Kansas	7	7
Hudspeth County, Texas	2	32	Petroleum County, Montana	9	7
Holmes County, Mississippi	2	32	Hanson County, South Dakota	8	7
Russell County, Virginia	8	32	Morgan County, Utah	2	7

Population in Poverty

Highest Percentages of Population			Lowest Percentages of Population		
County/State	RUCC Code	Percentage	County/State	RUCC Code	Percentage
Oglala Lakota County, South Dakota	9	56	Borden County, Texas	9	2
Todd County, South Dakota	9	52	Morgan County, Utah	2	2
Mellette County, South Dakota	9	49	Sterling County, Texas	8	2
Dimmit County, Texas	7	44	Falls Church city, Virginia	1	2
Corson County, South Dakota	9	43	McCone County, Montana	9	2
Ziebach County, South Dakota	9	41	Kenedy County, Texas	9	3
East Carroll Parish, Louisiana	8	40	Douglas County, Colorado	1	3
Presidio County, Texas	9	40	Stanley County, South Dakota	9	3
Sioux County, North Dakota	9	40	Hunterdon County, New Jersey	1	4
Jackson County, South Dakota	9	38	Los Alamos County, New Mexico	6	4
Madison Parish, Louisiana	6	38	Carver County, Minnesota	1	4
Zapata County, Texas	6	37	Crane County, Texas	8	4
Coahoma County, Mississippi	6	37	Loudoun County, Virginia	1	4
Wolfe County, Kentucky	9	37	Lyon County, Iowa	8	4
Buffalo County, South Dakota	9	37	New Kent County, Virginia	1	4

Source: American Community Survey, 2022 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 9% of urban households (Table 6). Meanwhile, 72% of rural households have two or more vehicles, while only 55% of urban households have two or more vehicles.

Table 6. Vehicles Available in Household

Number of Vehicles	United States	Urban	Rural
	----------Percentage----------		
None	8.3	9.3	4.0
1	33.2	35.5	23.9
2	36.9	36.4	39.0
3 or more	21.6	18.8	33.0

Source: American Community Survey, 2022 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 0.3% of rural residents use public transportation to travel to work, compared with 3.8% of urban residents, and just 2.1% of rural workers aged 16 or older do not have access to a vehicle, compared with 4.9% of their urban counterparts. Rural residents also tend to have slightly longer commutes (measured in minutes).

Vehicle miles traveled (VMT) on rural roads had been slowly declining for several years before starting to increase after 2016 (Figure 9). VMT on urban roads began increasing more significantly in 2014. 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 continued to increase in 2022 and 2023, surpassing pre-pandemic VMT in rural areas. VMT on urban roadways was still below 2019 levels in 2023. 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	68.7	66.8	76.8
Car, truck, or van – carpooled	8.6	8.7	8.6
Public transportation (excluding taxicab)	3.1	3.8	0.3
Walked	2.4	2.5	1.8
Bicycle	0.5	0.5	0.2
Other means	1.5	1.6	1.2
Worked from home	15.2	16.1	11.1
Mean travel time to work (minutes)	26.4	26.0	28.0

Source: American Community Survey, 2022 1-year estimates

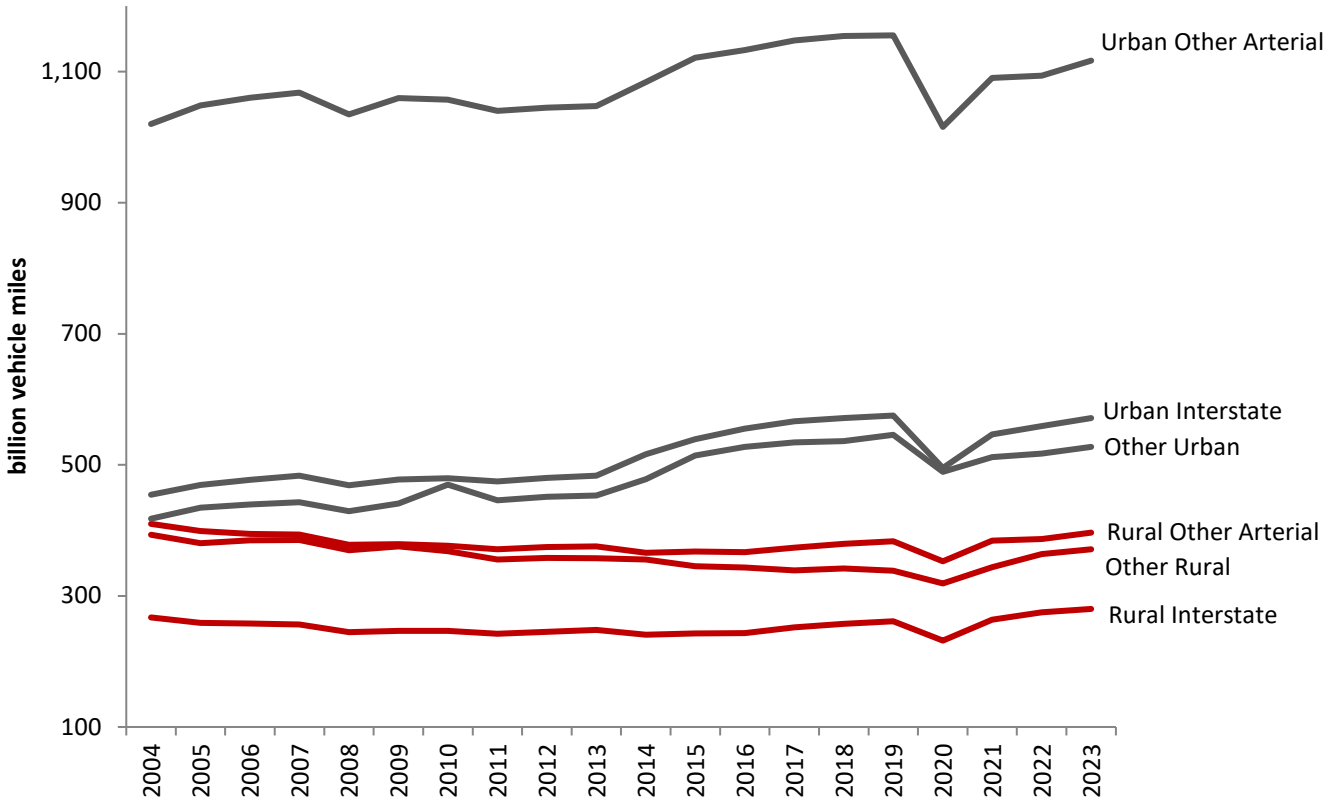


Figure 9. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

NATIONAL RURAL TRANSIT

This section describes the characteristics of rural transit systems receiving Section 5311 funding, using data submitted to the NTD. Data for 2022 are the most recent available at the time of publication.

As reported in the NTD, 1,259 agencies provided service in 2022 (Table 8). 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, 1,121 rural operators provided a demand-response service and 446 provided fixed-route service in 2022, including either a traditional fixed-route or deviated fixed-route service. Until 2020, the NTD maintained a distinct category for demand-response taxi services, but this classification has since been discontinued. Those services were likely reclassified as demand-response.

Table 8. Number of Rural Transit Providers Nationwide

	2018	2019	2020	2021	2022
Type of Service Provided					
Fixed-Route	468	469	464	455	446
Demand-Response	1,136	1,114	1,136	1,141	1,121
Ferryboat	9	12	11	13	11
Commuter Bus	72	59	58	56	56
Vanpool	22	17	18	16	16
Other	2	2	2	2	2
Total Rural General Public Transit	***1,324***	***1,301***	***1,263***	***1,292***	***1,259***

Source: National Transit Database, 2018–2022

Nationwide, 84% of counties had some level of rural transit service in 2022, about the same as the previous year (Table 9). 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 9. Counties with Rural Transit Service

State	Number of Counties in State	Counties with 5311 Service				
		2018	2019	2020	2021	2022
Alabama	67	51	51	51	51	51
Alaska	18	9	9	9	9	9
Arizona	15	14	14	14	14	14
Arkansas	75	59	67	67	67	67
California	58	57	57	57	57	57
Colorado	64	53	53	53	53	53
Connecticut	8	4	4	4	4	5
Delaware	3	1	1	1	1	1
Florida	67	62	62	60	60	60
Georgia	159	112	112	112	112	116
Hawaii	4	3	3	3	3	3
Idaho	44	43	43	43	43	43
Illinois	102	93	93	93	93	93
Indiana	92	67	67	67	67	67
Iowa	99	99	99	99	99	99
Kansas	105	82	82	84	84	90
Kentucky	120	103	103	104	104	104
Louisiana	64	37	38	38	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	60	60
Missouri	115	114	114	114	114	114
Montana	56	38	38	38	39	39
Nebraska	93	84	84	86	88	89
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	45	45	45	45	45
North Carolina	100	97	97	97	95	95
North Dakota	53	53	53	53	53	53
Ohio	88	36	38	45	45	46
Oklahoma	77	72	76	76	77	77
Oregon	36	33	33	33	33	33
Pennsylvania	67	30	30	30	54	51
Rhode Island	5	2	2	2	2	2
South Carolina	46	40	40	40	40	40
South Dakota	66	59	59	60	60	66
Tennessee	95	95	95	95	95	95
Texas	254	246	246	246	246	246
Utah	29	13	7	7	7	6
Vermont	14	14	14	14	14	14
Virginia	95	58	58	58	58	67
Washington	39	31	29	28	28	28
West Virginia	55	25	25	26	26	26
Wisconsin	72	60	60	60	60	60
Wyoming	23	14	11	23	23	23
Total	3,091	2,526	2,530	2,553	2,583	2,607
Percentage of Counties served		82%	82%	83%	84%	84%

Source: National Transit Database, 2018–2022

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 rural transit ridership decreased 27% in 2020 and 25% in 2021. Ridership began to rebound in 2022, increasing by 33% from 68.4 million rides in 2021 to 91.2 million rides (Table 10). There was also an 11% increase in total vehicle revenue miles and a 10% rise in vehicle revenue hours, with rural transit agencies delivering 408.9 million vehicle miles and 23.9 million vehicle hours of service, respectively. The growth spanned various transit modes, most notably fixed-route services, which saw ridership increase by 44%, and demand-response services, which grew by 20%. Data for intercity bus carriers receiving government support or urban systems providing service in rural areas are not included in Table 10.

Table 10. Rural Transit Operating Statistics

	2018	2019	2020	2021	2022	% Change 2021-2022
	----------millions----------					
Ridership						
Fixed-Route	66.7	67.7	48.6	32.5	46.9	44%
Demand-Response	47.2	45.6	34.9	28.0	33.6	20%
Commuter Bus	5.4	4.9	3.2	2.4	3.2	34%
Vanpool	0.8	0.8	0.6	0.5	0.5	20%
Ferryboat	1.5	2.1	1.5	1.7	3.1	87%
Bus Rapid Transit	0.9	1.0	0.5	0.7	0.9	34%
Aerial Tramway	3.0	3.2	2.4	2.8	3.1	9%
Total	126.0	125.5	91.6	68.4	91.2	33%
Vehicle Revenue Miles						
Fixed-Route	109.6	109.6	94.7	89.3	101.2	13%
Demand-Response	354.4	338.2	279.2	253.3	281.8	11%
Commuter Bus	17.1	15.5	14.0	13.4	13.6	2%
Vanpool	6.8	7.1	6.0	5.2	6.0	15%
Ferryboat	0.2	0.3	0.3	0.3	0.5	78%
Bus Rapid Transit	1.8	2.0	1.5	2.0	1.8	-9%
Aerial Tramway	4.0	3.9	3.1	3.6	4.0	10%
Total	495.7	478.0	398.9	367.1	408.9	11%
Vehicle Revenue Hours						
Fixed-Route	6.3	6.3	5.5	5.3	6.0	14%
Demand-Response	20.4	19.5	16.9	15.3	16.7	9%
Commuter Bus	0.6	0.6	0.5	0.5	0.5	3%
Vanpool	0.2	0.2	0.1	0.1	0.1	15%
Ferryboat	0.0	0.1	0.0	0.1	0.1	59%
Bus Rapid Transit	0.1	0.1	0.0	0.1	0.1	-6%
Aerial Tramway	0.4	0.3	0.3	0.3	0.4	10%
Total	28.1	27.1	23.4	21.6	23.9	10%

Source: National Transit Database, 2018–2022

Note 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. Therefore, transit operations were affected by the pandemic for only part of fiscal year 2020, which explains why there were further decreases in 2021.

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. To determine the degree to which ridership and service provided has changed for existing agencies, data for individual transit providers were tracked over time.

Most agencies lost ridership during the COVID pandemic and then experienced an increase in 2022. From 2019 to 2021, the median agency had a 42% decrease in ridership, a 24% decrease in VRM, and an 18% decrease in VRH. In 2022, 83% of agencies experienced an increase in ridership, including 19% of agencies that increased ridership by 50% or more (Table 11). The median agency had a 21% ridership increase. Meanwhile, 73% also increased vehicle miles and 70% increased vehicle hours. The median change from 2021 to 2022 was a 10% increase in vehicle miles and an 8% increase in vehicle hours.

Table 11. Agency Level Changes in Service Miles, Hours, and Trips, 2021-2022

	Vehicles Miles	Vehicle Hours	Total Trips
Median Change	10%	8%	21%
Percentage of Agencies with an Increase	73%	70%	83%
Percentage of Agencies with an Increase of:			
5% or more	61%	57%	76%
10% or more	49%	44%	68%
20% or more	32%	29%	52%
50% or more	11%	10%	19%
Percentage of Agencies with a Decrease of:			
5% or more	17%	19%	11%
10% or more	12%	12%	7%
20% or more	6%	6%	4%
50% or more	0%	0%	1%

Source: National Transit Database, 2022

As noted, these statistics do not include urban transit agencies that provide service in rural areas. Table 12 provides information about the rural services provided by these agencies. In 2022, urban transit agencies provided 32 million rides, 101.3 million vehicle revenue miles, and 5.3 million vehicle revenue hours in non-urbanized areas. Combined, rural and urban transit agencies provided 123.2 million rides, 510.2 million vehicle revenue miles, and 29.2 million vehicle revenue hours in 2022 in rural areas (Table 13). While Tables 12 and 13 include information from urban systems, none of the other statistics provided in this report include the rural service provided by urban agencies.

Table 12. Rural Service Provided by Urban Transit Agencies, 2022

Mode	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Fixed-Route	14,765,871	35,151,572	2,098,598
Demand-Response	5,113,879	50,066,148	2,689,012
Commuter Bus	766,183	3,992,719	143,289
Vanpool	1,236,409	7,956,217	197,894
Ferryboat	8,273,889	578,837	67,043
Alaskan Railway	44,591	1,032,797	39,092
Publicos (Puerto Rico)	505,338	479,300	35,749
Total	*31,959,096*	*101,304,900*	*5,333,328*

Source: National Transit Database, 2022

Table 13. Total Rural Service Provided by Rural and Urban Transit Agencies, 2022

	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Rural and Tribal Agencies	91,240,210	408,878,578	23,869,754
Urban Agencies	31,959,096	101,304,900	5,333,328
Total	*123,199,306*	*510,183,478*	*29,203,082*

Source: National Transit Database, 2022

Tables 14-16 show median and percentile rankings for ridership, vehicle revenue miles, and vehicle revenue hours per agency in 2022. Median ridership was 22,440 rides. Data for fixed-route and demand-response service include just those agencies that provide those modes. Median ridership was 14,761 trips for demand-response service and 24,662 trips for fixed-route. Table 14 also shows the variation and range in ridership. For example, 10% of agencies provided 139,351 rides or more, and 10% provided 3,320 rides or less. The median vehicle revenue miles provided was 165,910, and the median vehicle revenue hours was 10,298. Ten percent of the agencies provided 727,570 or more miles of service, and the smallest 10% provided 23,115 miles or less. For systems providing fixed-route service, the median fixed-route miles provided was 147,407, and the median fixed-route vehicle hours of service was 7,908. For demand-response operations, the median values were 117,716 vehicle miles and 7,626 vehicle hours.

Table 14. Ridership Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-Response	Total
	----------Unlinked passenger trips----------		
10th	2,180	2,498	3,320
20th	5,433	5,034	6,367
30th	10,046	7,491	10,415
40th	16,426	10,889	15,430
50th (Median)	24,662	14,761	22,440
60th	38,168	20,901	31,209
70th	64,300	28,425	45,816
80th	108,199	42,447	73,244
90th	226,651	67,925	139,351

Source: National Transit Database, 2022

Table 15. Vehicle Miles Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-Response	Total
	----------Vehicle revenue miles----------		
10th	23,346	16,493	23,115
20th	39,936	33,744	44,051
30th	61,864	50,523	73,411
40th	97,641	77,827	122,454
50th (Median)	147,407	117,716	165,910
60th	188,653	163,065	231,291
70th	248,935	236,310	320,052
80th	347,522	339,012	459,588
90th	532,091	598,888	727,570

Source: National Transit Database, 2022

Table 16. Vehicle Hours Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-Response	Total
	----------Vehicle revenue hours----------		
10th	1,630	1,391	1,619
20th	2,705	2,360	3,090
30th	4,237	3,688	4,973
40th	6,006	5,514	7,286
50th (Median)	7,908	7,626	10,298
60th	10,897	10,415	13,537
70th	14,047	14,357	18,828
80th	19,536	20,116	27,650
90th	32,068	33,762	42,294

Source: National Transit Database, 2022

FINANCIAL STATISTICS

In 2022, funding for capital projects decreased but operating assistance increased, according to data provided in Table 17, which does not include funds spent on intercity bus transportation. Federal funding for capital projects declined 39% from the previous year, while state and local contributions saw smaller declines. Overall, total capital funding decreased by 27% compared to 2021.

On the operating side, federal assistance for operating costs declined 12% to $773 million in 2022 after significant increases the previous two years. State and local funding and directly generated revenues had decreased significantly during the pandemic, but experienced considerable increases in 2022. State and local assistance for operations increased 54% and 51%, respectively, and directly generated revenues, which includes fare revenue, contract revenue, advertising revenue, donations, and other direct sources, rose by 46%. Total operating funds increased by 14% from the previous year.

Table 17. Rural Transit Financial Statistics: Sources of Funding

	2018	2019	2020	2021	2022	% Change 2021-2022
	----------million dollars----------					
Capital Funding						
Federal	156.6	177.3	199.2	199.9	121.4	-39%
State	38.1	52.7	48.3	54.0	52.2	-3%
Local	37.3	46.0	60.6	52.7	49.7	-6%
Directly Generated	3.8	1.9	6.3	2.1	2.0	-6%
Total Capital	235.9	277.9	314.5	308.7	225.4	-27%
Operating						
Federal Assistance	536.7	475.7	666.0	881.1	772.8	-12%
State Assistance	290.8	306.0	272.3	220.3	338.9	54%
Local Assistance	413.4	407.5	303.2	238.3	359.2	51%
Directly Generated	255.7	286.7	240.6	186.5	272.1	46%
Total Operating	1,496.5	1,475.9	1,482.1	1,526.3	1,742.9	14%

Source: National Transit Database, 2018–2022

The data in Table 17 reflect the dollar amounts reported by rural transit providers to the NTD. Figure 10 shows actual federal obligations by the FTA under the Section 5311 Rural Area Formula Program, including capital, operating, planning, and administrating expenses. As shown, federal funding varies from year to year but has not shown any trend the last few years. Figure 11 shows how the FY 2021 Rural Area Formula Program Funds were awarded by scope, with most funds going toward operating assistance.

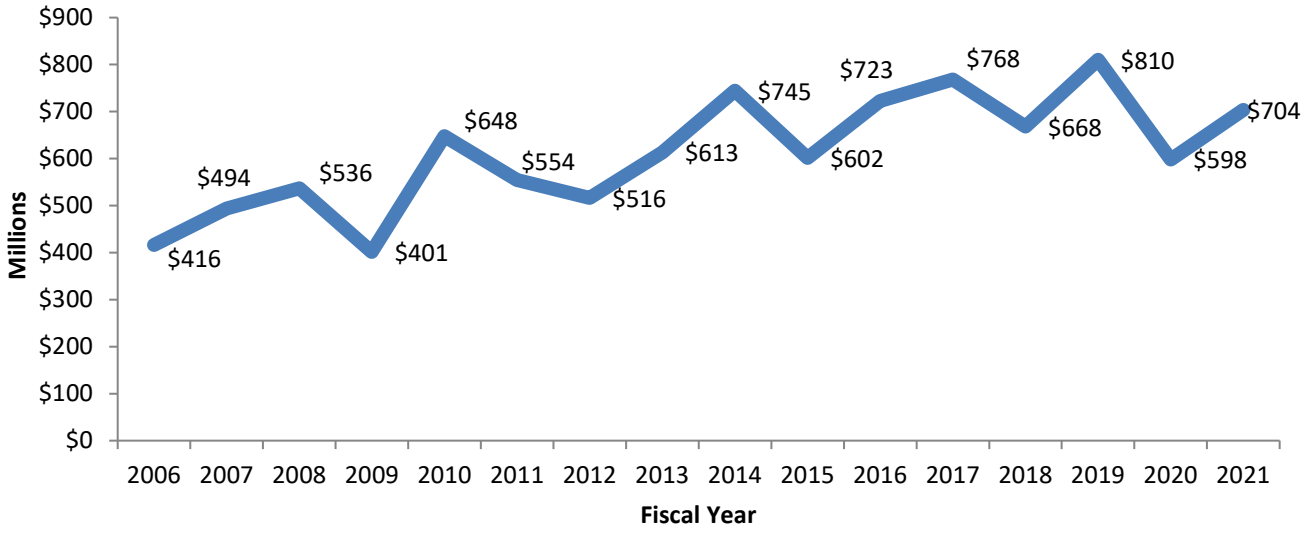


Figure 10. FTA Rural Area Formula Program (Section 5311) Funds Awarded, FY2006–FY2021
Source: Federal Transit Administration, Statistical Summaries

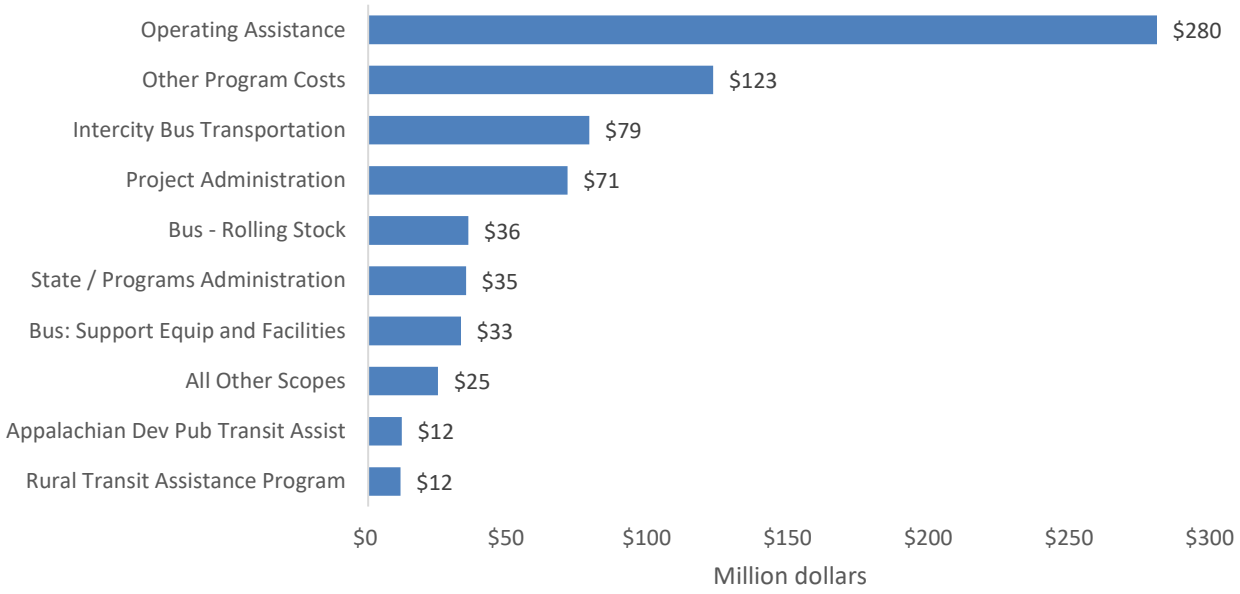


Figure 11. FY 2021 Rural Area Formula Program (Section 5311) Funds Awarded by Budget Scope
Source: Federal Transit Administration, FY 2021 Statistical Summary

FLEET STATISTICS

Table 18 presents the types and total number of active vehicles utilized across various modes of rural transit in 2022. In 2022, 18,815 vehicles were used for demand-response transit, while 5,382 vehicles were used for fixed-route services. Additionally, commuter buses accounted for 650 vehicles, and vanpools added another 334 to the fleet, with the total being 23,568 vehicles in rural transit fleets. The data highlights a significant dependence on cutaways for demand-response services, numbering 9,666 vehicles, and a substantial utilization of buses in fixed-route services, totaling 2,047 vehicles.

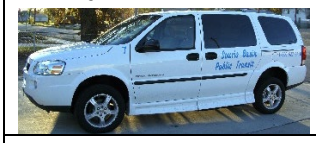
The classification of vehicles, as detailed in the National Transit Database (NTD), spans buses, cutaways, vans, minivans, sports utility vehicles (SUVs), school buses, over-the-road buses, articulated buses, and also includes unique categories like aerial tramways and ferryboats, based on definitions provided in Table 19.

Table 18. Vehicles by Mode, 2022

	Demand-Response	Fixed-Route	Commuter Bus	Vanpool	Total
Bus	867	2,047	267	0	2,944
Cutaway	9,666	2,985	294	0	11,601
Van	3,147	178	10	244	3,485
Minivan	4,468	107	5	71	4,599
Automobile	313	8	0	0	318
School Bus	21	6	0	0	27
Over-the-Road Bus	0	23	74	0	97
Sports Utility Vehicle	330	12	0	19	360
Aerial Tramway	0	0	0	0	71
Articulated Bus	0	5	0	0	5
Ferryboat	0	0	0	0	47
Other	3	11	0	0	14
Total	*18,815*	*5,382*	*650*	*334*	*23,568*

Source: National Transit Database, 2022

Table 19. 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.
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. It is a passenger vehicle, which 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-size and full-size 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: 2023 NTD Reduced Reporter Policy Manual, FTA

Cutaways are the most-used vehicles in rural transit, as shown in Figure 12, with a total of 11,601 vehicles in service. This makes them the leading choice for both demand-response and fixed-route services, where they represent more than half of the vehicles in use. Minivans also feature prominently in the rural transit fleet, with 4,599 vehicles primarily serving demand-response routes. Vans follow closely with 3,485 vehicles, used for demand-response services. Buses, totaling 2,944, are typically deployed for fixed-route services, serving regular and scheduled routes. Meanwhile, vanpools rely on the smaller capacities of vans and minivans, with a combined total of 4,084 vehicles, facilitating shared transportation for smaller groups.

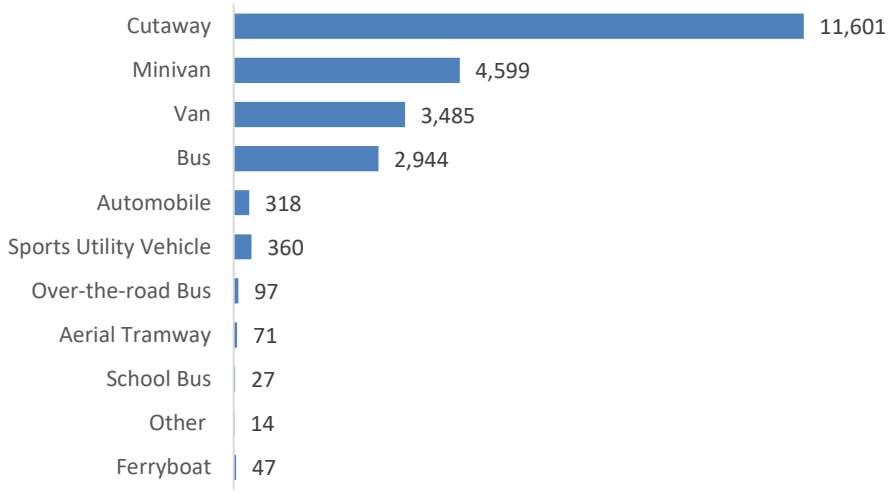


Figure 12. Total Rural Transit Vehicles, by Type, 2022

As shown in Table 20, the average fixed-route system operated 12.1 vehicles and the average demand-response system operated 16.8 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 18.7 active vehicles; 84% of these vehicles were ADA accessible (Table 21). Most buses (93%) and cutaways (94%) were ADA accessible, whereas 76% of minivans and 69% of vans were ADA accessible in 2022. Less commonly used vehicles, such as automobiles and sports utility vehicles, had significantly lower ADA accessibility rates, while over-the-road buses, often used for longer trips, maintained a high ADA accessibility rate.

Table 20. Average Fleet Size by Mode and Total, 2022

Mode	Average Number of Vehicles per Agency
Demand-Response	16.8
Fixed-Route	12.1
Commuter Bus	11.6
Vanpool	20.9
Total	*18.7*

Source: National Transit Database, 2022

Table 21. Percentage of Rural Transit Vehicles that are ADA Accessible

Vehicle Type	2018	2019	2020	2021	2022
	----------Percentage----------				
Bus	95	96	94	94	93
Cutaway	94	94	94	94	94
Van	62	64	66	67	69
Minivan	74	74	74	76	76
Automobile	20	20	20	21	26
School Bus	8	16	22	15	15
Over-the-Road Bus	92	95	95	97	97
Sport Utility Vehicle	25	23	20	16	12
Total	*84*	*84*	*84*	*84*	*84*

Source: National Transit Database, 2018-2022

The average age of the vehicles was 6.4 years in 2022 (Table 22). This is a slight increase in age from previous years, which could be due to difficulties procuring vehicles during the pandemic. The average vehicle length was 22.9 feet with an average seating capacity of 14.1 (Tables 23-24). The average bus was 32.8 feet and had a seating capacity of 28.3, while the average cutaway was 24.0 feet with a seating capacity of 14.8. A slight decrease in average seating capacity of cutaways in recent years could be due to more agencies choosing smaller vehicles to avoid commercial driver's license (CDL) requirements.

Table 22. Average Vehicle Age

Vehicle Type	2018	2019	2020	2021	2022
	----------Years----------				
Bus	7.4	7.6	7.4	7.6	7.9
Cutaway	5.6	5.7	5.5	5.6	6.1
Van	5.5	5.4	5.4	5.5	5.7
Minivan	5.3	5.3	5.3	5.5	6.0
Automobile	6.6	8.0	7.6	7.1	7.7
School Bus	14.0	14.5	14.8	15.4	16.5
Over-the-Road Bus	7.0	7.0	8.3	8.7	9.8
Sport Utility Vehicle	5.4	5.4	5.4	5.0	5.5
Total	*5.9*	*5.9*	*5.8*	*5.9*	*6.4*

Source: National Transit Database, 2018-2022

Table 23. Average Vehicle Length

Vehicle Type	2018	2019	2020	2021	2022
	----------Feet----------				
Bus	31.0	32.5	32.6	32.8	32.8
Cutaway	23.6	24.1	24.0	24.0	24.0
Van	18.0	19.2	19.2	19.1	19.2
Minivan	16.3	16.5	16.5	16.5	16.5
Automobile	13.8	15.9	15.6	15.7	15.7
School Bus	37.4	36.7	36.5	37.7	34.7
Over-the-Road Bus	40.0	44.1	44.3	44.2	44.4
Sport Utility Vehicle	15.9	15.9	15.9	15.7	15.7
Total	*22.3*	*23.0*	*22.9*	*22.9*	*22.9*

Source: National Transit Database, 2018-2022

Table 24. Average Seating Capacity

Vehicle Type	2018	2019	2020	2021	2022
Bus	27.6	27.8	27.7	28.1	28.3
Cutaway	15.0	15.0	14.9	14.9	14.8
Van	9.9	9.9	9.8	9.7	9.6
Minivan	5.6	5.6	5.6	5.6	5.6
Automobile	4.2	4.2	4.2	4.1	4.0
School Bus	60.0	55.7	53.9	60.0	57.2
Over-the-Road Bus	50.7	51.8	52.5	53.6	53.9
Sport Utility Vehicle	5.2	5.3	5.4	5.6	5.6
Total	*14.3*	*14.3*	*14.1*	*14.0*	*14.1*

Source: National Transit Database, 2018-2022

In 2022, 77% of vehicles were owned outright by public agencies, as detailed in Table 25. Buses and cutaways had the highest rates of public ownership at 83% and 80%, respectively. Private entities owned 16% of the fleet. Leasing or borrowing arrangements were relatively uncommon, with only 3% of vehicles leased or borrowed by public agencies from related parties, and a small fraction under lease purchase agreements, indicating a preference for ownership or traditional financing methods in rural transit vehicle management.

Table 25. Vehicle Ownership, 2022

	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	83	80	80	68	64	67	65	78	77
Owned outright by private entity	9	13	16	25	31	19	25	19	16
True lease by public agency	0	0	0	1	2	0	0	0	0
Leased or borrowed from related parties by a public agency	6	3	2	3	0	15	0	1	3
True lease by private entity	0	0	0	0	2	0	0	0	0
Leased under lease purchase agreement by a public agency	2	2	1	2	1	0	8	2	2
Leased or borrowed from related parties by a private entity	0	1	0	1	0	0	2	0	1

Source: National Transit Database, 2022

FTA's Rural Area Formula Program (Section 5311) was the primary source of funding for nearly half of the rural transit vehicles, as shown in Table 26. Section 5310 funds, aimed at enhancing mobility for seniors and individuals with disabilities, supported 8% of the vehicles. Other federal funds contributed 32% of vehicle financing, while non-federal public funds accounted for 13%. A smaller portion, 3%, was financed by private funds.

Table 26. Primary Funding Source for Vehicles, 2022

	Vehicle Type								
Funding source	Bus	Cutaway	Van	Minivan	Auto	School bus	Over-the-road bus	Sports utility vehicle	Total
	----------Percentage----------								
Rural Area Formula Program (5311)	40	48	42	40	22	30	20	42	44
Enhanced Mobility of Seniors & Individuals with Disabilities (5310)	2	10	8	9	5	4	0	4	8
Other Federal Funds	34	30	32	35	16	37	20	32	32
Non-Federal Public Funds	21	11	14	11	30	15	36	11	13
Non-Federal Private Funds	2	1	4	5	27	15	25	11	3

Source: National Transit Database, 2022

NATIONAL RURAL TRANSIT PERFORMANCE MEASURES

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

In 2022, the efficiency of rural transit services saw a noticeable improvement, after pandemic-related decreases in 2020 and 2021. Trips per vehicle revenue mile and per vehicle revenue hour improved by 20% and 21%, respectively, as shown in Table 27. Fixed-route services provide more trips per vehicle mile and per vehicle hour than demand-response, and they were also more affected by the pandemic. These measures of efficiency dropped more substantially for fixed-route transit in 2020 and 2021 and also increased more in 2022.

Table 27. Trips per Mile and Trips per Hour

	2018	2019	2020	2021	2022	% Change 2021-2022
Trips per Vehicle Revenue Mile						
Fixed-Route	0.61	0.62	0.51	0.36	0.46	27%
Demand-Response	0.13	0.13	0.12	0.11	0.12	8%
Commuter Bus	0.32	0.31	0.23	0.18	0.23	32%
Vanpool	0.11	0.11	0.09	0.09	0.09	4%
Total	0.24	0.26	0.23	0.19	0.22	20%
Trips per Vehicle Revenue Hour						
Fixed-Route	10.6	10.7	8.9	6.2	7.8	27%
Demand-Response	2.3	2.3	2.1	1.8	2.0	10%
Commuter Bus	8.5	8.5	6.4	4.8	6.2	30%
Vanpool	4.7	4.6	4.0	4.0	4.1	4%
Total	4.6	4.6	3.9	3.2	3.8	21%

Source: National Transit Database, 2018-2022

Table 28 details the service provided per vehicle for rural transit systems in 2022. Fixed-route systems provided a higher level of service compared to demand-response services, with 8,707 trips per vehicle, 18,805 vehicle revenue miles and 1,114 vehicle revenue hours per vehicle. In comparison, demand-response services provided 1,788 trips, 14,975 vehicle revenue miles, and 889 vehicle revenue hours per vehicle.

Table 28. Trips, Miles, and Hours per Vehicle, 2022

	Fixed-Route	Demand-Response	Total
Trips per Vehicle	8,707	1,788	3,871
Vehicle Revenue Miles per Vehicle	18,805	14,975	17,349
Vehicle Revenue Hours per Vehicle	1,114	889	1,013

Source: National Transit Database, 2022

As ridership increased in 2022, operating cost per trip decreased. The average operating cost per trip declined 14.2% to $19.08 (Table 29). This follows significant increases in cost per trip in 2020 and 2021 when ridership dropped. Specifically, the cost for fixed-route services fell by 20.3% to $11.86 per trip, and for demand-response services, it decreased by 8.3% to $30.56 per trip. Operating costs per vehicle mile and per vehicle hour changed slightly in 2022. 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. Additionally, fare revenues in 2022 accounted for 9% of operating costs, indicating an improvement in farebox recovery ratios to pre-pandemic levels.

Table 29. Operating Costs per Trip, Vehicle Revenue Mile, and Vehicle Revenue Hour and Farebox Recovery Ratio

	2019	2020	2021	2022	% Change 2021-2022
Operating Expense per Trip					
Total	11.75	16.4	22.25	19.08	-14.2%
Fixed-Route	7.05	9.92	14.88	11.86	-20.3%
Demand-Response	19.52	25.68	33.32	30.56	-8.3%
Operating Expense per Vehicle Mile					
Total	3.08	3.71	4.15	4.26	2.7%
Fixed-Route	4.35	5.09	5.42	5.49	1.3%
Demand-Response	2.63	3.21	3.68	3.65	-0.9%
Operating Expense per Vehicle Hour					
Total	54.30	63.28	70.35	72.94	3.7%
Fixed-Route	75.79	87.84	91.89	92.69	0.9%
Demand-Response	45.68	53.09	60.86	61.45	1.0%
Farebox Recovery Ratio					
Total	0.09	0.10	0.02	0.09	354.6%

Source: National Transit Database, 2019-2022

While these tables show overall averages, there is significant variation in costs and performance measures between transit agencies across the country. Table 30 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 instance, at the 10th percentile, only 10% of transit operators have an operating expense per trip of $11.38 or lower. At the median (50th percentile), half of the operators incur operating expenses per trip of $28.70 or below. The 90th percentile shows that 90% of operators have costs at or below $71.25 per trip, leaving 10% with higher expenses.

Specifically, for fixed-route services, the lower 10% of operators manage to keep operating costs per trip to $7.37 or less, and by the 50th percentile, costs rise to $22.22 or less. For demand-response services, the costs at the 10th percentile are slightly higher at $13.28 per trip, with the median (50th percentile) reaching $32.36 per trip, reflecting the generally higher costs associated with the flexibility and personalization of demand-response transit.

Table 30. Performance Measures Percentiles, 2022

Percentile	Operating Expense			Unlinked Passenger Trips		Farebox Recovery Ratio
	Per Trip	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour	
Total						
10th	11.38	2.22	35.52	0.05	1.04	0.00
25th	18.48	2.95	47.48	0.08	1.45	0.02
50th	28.70	4.11	65.65	0.14	2.20	0.04
75th	44.54	5.73	94.43	0.27	3.65	0.09
90th	71.25	8.54	128.87	0.47	6.17	0.19
Fixed-Route						
10th	7.37	2.33	36.20	0.06	1.15	0.00
25th	12.04	3.31	54.13	0.10	1.82	0.00
50th	22.22	4.80	78.67	0.20	3.41	0.02
75th	40.67	6.60	108.46	0.41	5.90	0.06
90th	67.01	9.27	152.95	0.77	10.88	0.11
Demand-Response						
10th	13.28	2.16	33.90	0.05	0.97	0.00
25th	21.09	2.87	44.89	0.07	1.33	0.02
50th	32.36	3.99	61.33	0.12	1.95	0.04
75th	48.98	5.86	86.38	0.23	2.84	0.09
90th	77.12	9.10	122.77	0.37	4.37	0.21

Source: National Transit Database, 2022

Some of the variations could be explained by the size of the operations. Tables 31-39 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 31, 34, and 37), vehicle revenue hours (Tables 32, 35, and 38), or ridership (Tables 33, 36, and 39). 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 31-33 provide statistics for all rural transit service, while Tables 34-36 are specific to fixed-route service and Tables 37-39 for demand-response transit.

For example, Table 31 categorizes agencies based on vehicle revenue miles. Systems in the 41st-50th percentile had vehicle miles ranging from 122,500 to 165,900 miles. These agencies were just below the median in miles of service. Among the systems in this group, average ridership was 29,400 trips, average vehicle miles was 143,800, average vehicle hours was 9,200, average trips per mile was 0.20, average cost per trip was $24.59, average cost per mile was $5.02, etc. Similar statistics can be found for agencies of different sizes, and different tables categorize size based on vehicle revenue hours or ridership.

Table 31. Statistics for Agencies Ranked by Vehicle Revenue Miles of Service Provided, 2022

Percentile Rank	Vehicle Revenue Miles Minimum	Vehicle Revenue Miles 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	23.1	4.7	12.5	1.3	0.37	3.67	24.61	9.15	90.21
11-20	23.1	44.1	9.0	33.8	2.8	0.27	3.23	26.21	7.01	84.67
21-30	44.1	73.4	13.8	57.8	4.3	0.24	3.20	21.20	5.05	67.84
31-40	73.4	122.5	20.1	95.3	6.4	0.21	3.12	21.94	4.62	68.54
41-50	122.5	165.9	29.4	143.8	9.2	0.20	3.20	24.59	5.02	78.56
51-60	165.9	231.3	43.7	197.4	12.1	0.22	3.61	19.57	4.33	70.55
61-70	231.3	320.1	60.8	276.2	17.7	0.22	3.44	24.21	5.33	83.21
71-80	320.1	459.6	102.4	382.0	22.0	0.27	4.65	16.15	4.33	75.04
81-90	459.6	727.6	115.5	578.1	32.9	0.20	3.51	21.12	4.22	74.08
>90	727.6	8,460.4	325.1	1,469.8	80.8	0.22	4.03	17.22	3.81	69.32
Total	0.0	8,460.4	72.5	324.8	19.0	0.22	3.82	19.08	4.26	72.94

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 32. Statistics for Agencies Ranked by Vehicle Revenue Hours of Service Provided, 2022

Percentile Rank	Vehicle Revenue Hours Minimum	Vehicle Revenue Hours Maximum	Unlinked Passenger Trips	VRM	VRH	Average Agency Values: Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	1.6	3.8	18.1	1.0	0.21	3.86	31.31	6.51	120.85
11-20	1.6	3.1	6.5	38.5	2.3	0.17	2.80	36.16	6.08	101.15
21-30	3.1	5.0	10.0	69.7	3.9	0.14	2.52	28.26	4.04	71.24
31-40	5.0	7.3	16.2	102.1	6.1	0.16	2.67	26.44	4.20	70.66
41-50	7.3	10.3	27.8	149.0	8.7	0.19	3.20	23.50	4.39	75.26
51-60	10.3	13.5	37.3	214.7	11.9	0.17	3.14	24.39	4.24	76.72
61-70	13.5	18.8	42.1	280.4	15.9	0.15	2.64	26.58	3.99	70.15
71-80	18.8	27.6	73.8	400.4	22.3	0.18	3.32	21.91	4.04	72.62
81-90	27.6	42.3	162.1	559.5	33.6	0.29	4.83	17.11	4.96	82.70
>90	42.3	521.6	344.8	1,414.4	83.9	0.24	4.11	16.50	4.02	67.80
Total	0.0	521.6	72.5	324.8	19.0	0.22	3.82	19.08	4.26	72.94

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 33. Statistics for Agencies Ranked by Ridership, 2022

Percentile Rank	Unlinked Passenger Trips Minimum	Unlinked Passenger Trips 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	3.3	1.7	31.1	1.7	0.06	1.05	75.96	4.26	79.87
11-20	3.3	6.4	4.8	47.9	2.8	0.10	1.72	42.72	4.27	73.44
21-30	6.4	10.4	8.2	97.1	5.4	0.08	1.53	40.04	3.38	61.07
31-40	10.4	15.4	13.0	121.9	6.6	0.11	1.96	33.76	3.59	66.02
41-50	15.4	22.4	18.8	187.1	10.1	0.10	1.86	38.10	3.82	70.77
51-60	22.4	31.2	26.7	227.7	12.9	0.12	2.07	30.48	3.57	63.19
61-70	31.2	45.8	37.6	300.1	18.7	0.13	2.01	30.94	3.88	62.33
71-80	45.8	73.2	58.6	447.8	25.0	0.13	2.34	27.38	3.58	64.12
81-90	73.2	139.4	99.3	661.0	38.8	0.15	2.56	26.18	3.94	67.05
>90	139.4	4,011.2	455.6	1,125.2	67.6	0.40	6.74	12.78	5.18	86.12
Total	0.0	4,011.2	72.5	324.8	19.0	0.22	3.82	19.08	4.26	72.94

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 34. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Miles, 2022

Percentile Rank	Vehicle Revenue Miles Minimum	Vehicle Revenue Miles 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	23.3	4.7	13.7	1.3	0.34	3.69	21.07	7.21	77.68
11-20	23.3	39.9	6.8	31.2	2.4	0.22	2.86	24.02	5.20	68.79
21-30	39.9	61.9	15.3	51.1	3.7	0.30	4.12	16.26	4.86	66.95
31-40	61.9	97.6	26.3	76.9	5.7	0.34	4.59	16.40	5.62	75.25
41-50	97.6	147.4	33.7	121.9	7.7	0.28	4.37	19.36	5.36	84.60
51-60	147.4	188.7	56.8	168.0	10.2	0.34	5.57	13.96	4.72	77.78
61-70	188.7	248.9	75.3	212.6	12.7	0.35	5.92	12.85	4.55	75.99
71-80	248.9	347.5	97.8	290.9	16.9	0.34	5.80	15.79	5.31	91.54
81-90	347.5	532.1	249.5	423.0	23.9	0.59	10.43	10.29	6.07	107.32
>90	532.1	2,423.0	484.2	879.6	50.0	0.55	9.69	10.32	5.68	99.99
Total	0.0	2,423.0	106.5	230.0	13.6	0.46	7.82	11.86	5.49	92.69

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 35. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Hours, 2022

Percentile Rank	Vehicle Revenue Hours Minimum	Vehicle Revenue Hours Maximum	Unlinked Passenger Trips	VRM	VRH	Average Agency Values: Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	1.6	2.2	17.0	0.9	0.13	2.31	51.75	6.57	119.35
11-20	1.6	2.7	6.1	38.4	2.1	0.16	2.86	27.97	4.41	80.08
21-30	2.7	4.2	13.3	54.1	3.4	0.25	3.88	17.84	4.38	69.21
31-40	4.2	6.0	19.7	96.8	5.2	0.20	3.77	23.02	4.68	86.74
41-50	6.0	7.9	22.7	129.1	6.9	0.18	3.30	24.63	4.33	81.22
51-60	7.9	10.9	46.4	173.2	9.4	0.27	4.94	16.76	4.49	82.78
61-70	10.9	14.0	61.7	218.7	12.4	0.28	4.96	16.45	4.64	81.58
71-80	14.0	19.5	79.3	290.4	16.6	0.27	4.77	17.59	4.80	83.81
81-90	19.5	32.1	218.4	406.4	24.8	0.54	8.82	11.39	6.12	100.46
>90	32.1	204.5	579.0	845.1	52.6	0.69	11.01	9.07	6.22	99.91
Total	0.0	204.5	106.5	230.0	13.6	0.46	7.82	11.86	5.49	92.69

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 36. Statistics for Fixed-Route Service Ranked by Ridership, 2022

Percentile Rank	Unlinked Passenger Trips Minimum	Unlinked Passenger Trips 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	2.2	1.2	33.1	1.7	0.04	0.71	130.58	4.80	92.18
11-20	2.2	5.4	3.8	41.2	2.5	0.09	1.53	39.37	3.61	60.09
21-30	5.4	10.0	7.5	88.2	4.4	0.09	1.69	45.65	3.88	77.04
31-40	10.0	16.4	13.4	105.9	6.3	0.13	2.13	33.10	4.18	70.35
41-50	16.4	24.7	20.4	157.0	7.5	0.13	2.71	28.39	3.68	76.88
51-60	24.7	38.2	31.4	171.8	9.7	0.18	3.24	23.73	4.34	76.88
61-70	38.2	64.3	49.3	221.0	12.8	0.22	3.86	21.53	4.81	83.22
71-80	64.3	108.2	85.5	318.0	17.5	0.27	4.88	18.60	5.00	90.78
81-90	108.2	226.7	160.6	437.9	25.1	0.37	6.39	15.35	5.63	98.01
>90	226.7	2,299.3	673.6	699.4	46.9	0.96	14.35	7.32	7.05	105.06
Total	0.0	2,299.3	106.5	230.0	13.6	0.46	7.82	11.86	5.49	92.69

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 37. Statistics for Demand-Response Service Ranked by Vehicle Revenue Miles, 2022

Percentile Rank	Vehicle Revenue Miles		Unlinked Passenger Trips	VRM	VRH	Average Agency Values				
	Minimum	Maximum				Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	16.5	3.3	9.4	1.1	0.35	3.02	30.64	10.67	92.54
11-20	16.5	33.7	6.3	24.5	2.2	0.26	2.90	25.25	6.50	73.19
21-30	33.7	50.5	7.9	41.8	3.3	0.19	2.38	25.95	4.88	61.70
31-40	50.5	77.8	11.4	63.2	5.0	0.18	2.31	31.58	5.71	72.82
41-50	77.8	117.7	16.1	97.4	7.0	0.17	2.29	27.77	4.59	63.67
51-60	117.7	163.1	23.5	139.8	9.3	0.17	2.53	24.80	4.17	62.78
61-70	163.1	236.3	24.0	196.4	12.5	0.12	1.93	34.04	4.16	65.54
71-80	236.3	339.0	33.8	286.0	17.6	0.12	1.92	33.16	3.92	63.55
81-90	339.0	598.9	55.9	447.7	26.1	0.12	2.14	29.19	3.65	62.52
>90	598.9	8,460.4	118.3	1,209.7	65.3	0.10	1.81	31.76	3.11	57.48
Total	0.0	8,460.4	30.1	252.2	15.0	0.12	2.01	30.56	3.65	61.45

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 38. Statistics for Demand-Response Service Ranked by Vehicle Revenue Hours, 2022

Percentile Rank	Vehicle Revenue Hours		Unlinked Passenger Trips	VRM	VRH	Average Agency Values				
	Minimum	Maximum				Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	1.4	2.8	15.0	0.8	0.19	3.70	36.08	6.81	133.33
11-20	1.4	2.4	5.3	26.9	1.8	0.20	2.91	26.58	5.21	77.29
21-30	2.4	3.7	7.4	52.4	3.0	0.14	2.42	31.93	4.48	77.39
31-40	3.7	5.5	10.1	74.3	4.6	0.14	2.20	31.86	4.35	70.19
41-50	5.5	7.6	14.8	96.4	6.4	0.15	2.30	28.34	4.36	65.27
51-60	7.6	10.4	18.8	146.5	9.0	0.13	2.09	33.27	4.26	69.41
61-70	10.4	14.4	26.0	205.6	12.3	0.13	2.11	30.26	3.83	63.90
71-80	14.4	20.1	36.8	283.2	16.9	0.13	2.17	30.88	4.02	67.15
81-90	20.1	33.8	54.5	461.7	26.2	0.12	2.08	30.78	3.63	63.93
>90	33.8	521.6	123.8	1,154.1	68.2	0.11	1.82	30.14	3.23	54.72
Total	0.0	521.6	30.1	252.2	15.0	0.12	2.01	30.56	3.65	61.45

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 39. Statistics for Demand-Response Service Ranked by Ridership, 2022

Percentile Rank	Unlinked Passenger Trips		Unlinked Passenger Trips	VRM	VRH	Average Agency Values				
	Minimum	Maximum				Trips per VRM	Trips per VRH	Operating Cost per Trip	Operating Cost per VRM	Operating Cost per VRH
	----------thousands----------									
1-10	0.0	2.5	1.3	21.7	1.3	0.06	1.03	80.34	4.96	82.48
11-20	2.5	5.0	3.7	42.5	2.4	0.09	1.56	50.38	4.44	78.52
21-30	5.0	7.5	6.2	55.4	3.5	0.11	1.76	35.47	3.98	62.55
31-40	7.5	10.9	9.1	101.9	6.2	0.09	1.47	41.64	3.72	61.35
41-50	10.9	14.8	12.7	115.7	7.1	0.11	1.78	36.59	4.00	65.15
51-60	14.8	20.9	17.7	171.3	9.8	0.10	1.81	37.67	3.89	68.27
61-70	20.9	28.4	24.6	197.4	12.4	0.12	1.99	30.06	3.74	59.67
71-80	28.4	42.4	34.3	300.5	18.7	0.11	1.83	32.01	3.65	58.73
81-90	42.4	67.9	55.3	494.8	27.6	0.11	2.01	31.05	3.47	62.27
>90	67.9	956.5	135.5	1,015.2	60.5	0.13	2.24	26.59	3.55	59.57
Total	0.0	956.5	30.1	252.2	15.0	0.12	2.01	30.56	3.65	61.45

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

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. This relationship is not as apparent for demand-response systems, except that the demand-response services with the lowest ridership have the highest costs per trip. 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:

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 are 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 13.

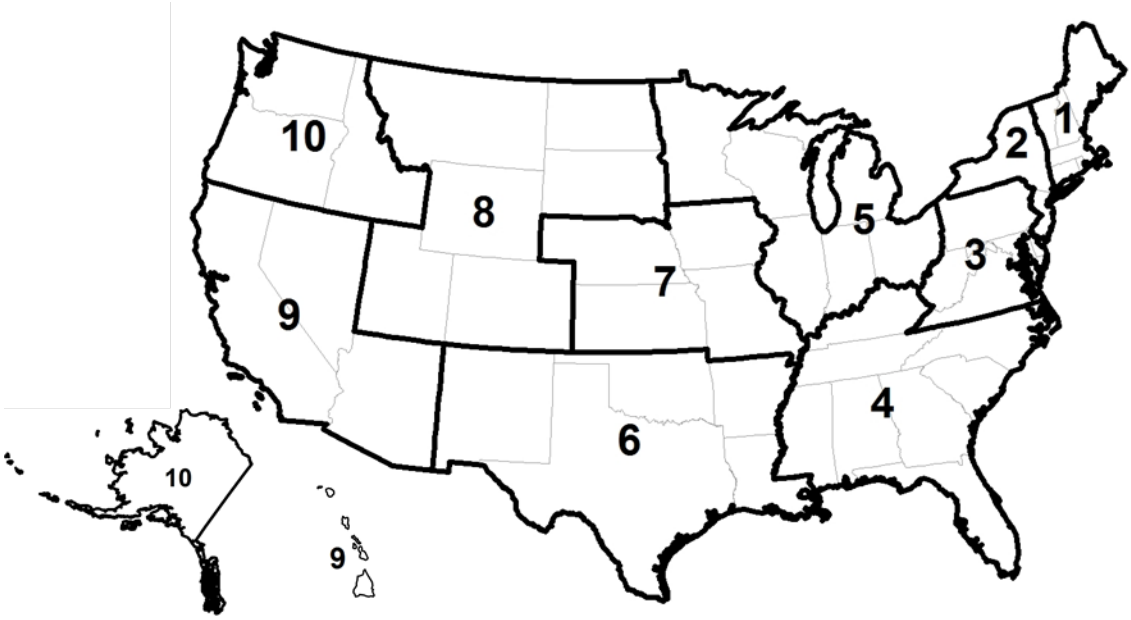


Figure 13. FTA Regions

The greatest number of rural transit agencies is in regions 5, 4, and 7, followed by regions 8 and 6 (Table 40). The operators in these regions are mostly demand-response providers. The northeast and far western regions have a greater orientation toward fixed-route service. The demand-response services dominate in regions 4 and 5. Regions 9 and 10 have a greater mix of transit modes, including a higher number of commuter buses and vanpools.

Table 40. Number of Transit Agencies by Region, by Mode, 2022

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Fixed-Route	21	39	33	49	73	22	19	52	66	72
Demand-Response	26	16	46	217	258	110	164	124	79	81
Commuter Bus	4	5	1	1	1	4	0	8	14	18
Vanpool	0	0	1	2	0	1	0	2	1	9
Ferryboat	3	0	0	1	1	0	1	0	2	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	*32*	*43*	*53*	*229*	*266*	*115*	*170*	*145*	*103*	*103*

Source: National Transit Database, 2022

Annual ridership in 2022 was highest in regions 8 (24.0 million rides), 5 (15.6 million rides), and 4 (14.3 million rides) (Table 41). Region 4 provided the highest level of service with 90.7 million vehicle miles and 5.3 million vehicle hours of service, most of those being demand-response. Region 4 also had the greatest number of vehicles in service, most of them being vans and cutaways (Table 42).

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 43). 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 $3.17 in region 6 to $5.96 in region 9.

Table 41. Operating Statistics by Region, 2022

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Ridership	----------million trips----------									
Fixed-Route	3.3	1.9	3.6	6.1	3.8	1.3	1.1	15.4	4.6	5.9
Demand-Response	0.7	0.2	1.7	6.7	11.0	4.0	4.5	2.9	1.1	1.0
Commuter Bus	0.1	0.0	0.0	0.0	0.0	0.2	0.0	1.8	0.6	0.4
Vanpool	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.2
Ferryboat	0.5	0.0	0.0	1.4	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	0.9	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	*4.5*	*2.1*	*5.3*	*14.3*	*15.6*	*5.8*	*5.5*	*24.0*	*6.5*	*7.6*
Vehicle Revenue Miles	----------million miles----------									
Fixed-Route	6.0	9.8	9.9	7.5	13.7	3.0	3.0	15.3	16.3	16.7
Demand-Response	12.0	1.5	13.9	82.0	68.6	43.4	31.5	14.4	6.2	8.3
Commuter Bus	0.9	0.4	0.2	0.2	0.1	1.6	0.0	3.5	3.7	3.1
Vanpool	0.0	0.0	0.0	0.7	0.0	3.5	0.0	0.3	0.0	1.4
Ferryboat	0.1	0.0	0.0	0.3	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	1.8	0.0	0.0
Aerial Tramway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
Total	*19.0*	*11.7*	*24.1*	*90.7*	*82.4*	*51.5*	*34.5*	*39.2*	*26.3*	*29.6*
Vehicle Revenue Hours	----------thousand hours----------									
Fixed-Route	392	521	604	529	843	190	214	1,073	797	831
Demand-Response	500	101	757	4,683	4,244	2,504	1,918	1,021	462	534
Commuter Bus	32	9	8	13	2	65	0	138	136	107
Vanpool	0	0	0	14	0	63	0	8	1	48
Ferryboat	15	0	0	36	20	0	0	0	7	8
Bus Rapid Transit	0	0	0	0	0	0	0	62	0	0
Aerial Tramway	0	0	0	0	0	0	0	359	0	0
Total	*938*	*631*	*1,370*	*5,275*	*5,110*	*2,822*	*2,132*	*2,661*	*1,404*	*1,528*

Source: National Transit Database, 2022

Table 42. Fleet Statistics by Region, 2022

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Vehicles										
Bus	203	174	293	343	610	92	116	519	242	352
Cutaway	314	337	875	2,291	2,535	1,381	1,575	699	883	711
Van	104	3	215	1,436	312	669	208	150	143	245
Minivan	62	7	133	874	999	943	768	481	126	206
Automobile	7	0	19	28	50	81	64	17	16	36
School Bus	0	0	0	3	13	1	0	7	0	3
Over-the-Road Bus	0	4	0	0	0	10	0	34	45	4
Sports Utility Vehicle	8	0	14	198	28	52	10	30	14	6
Other	12	0	6	32	4	2	1	71	5	4
Total	*710*	*525*	*1,555*	*5,205*	*4,551*	*3,231*	*2,742*	*2,008*	*1,474*	*1,567*
Vehicles ADA Accessible	88%	93%	85%	78%	92%	87%	85%	80%	87%	77%

Source: National Transit Database, 2022

Table 43. Performance Measures by Region, 2022

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM										
Fixed-Route	0.55	0.19	0.36	0.81	0.28	0.45	0.35	1.01	0.28	0.35
Demand-Response	0.06	0.14	0.12	0.08	0.16	0.09	0.14	0.20	0.17	0.12
Total	*0.24*	*0.18*	*0.22*	*0.16*	*0.19*	*0.11*	*0.16*	*0.61*	*0.25*	*0.26*
Trips per VRH										
Fixed-Route	8.4	3.6	6.0	11.5	4.5	7.0	4.9	14.4	5.8	7.1
Demand-Response	1.3	2.0	2.2	1.4	2.6	1.6	2.3	2.8	2.3	1.9
Total	*4.8*	*3.3*	*3.9*	*2.7*	*3.1*	*2.1*	*2.6*	*9.0*	*4.6*	*5.0*
Trips per Vehicle	6,344	4,012	3,398	2,746	3,425	1,800	2,011	11,964	4,384	4,881
VRM per Vehicle	26,789	22,293	15,477	17,420	18,102	15,933	12,566	19,514	17,832	18,908
VRH per Vehicle	1,322	1,203	881	1,013	1,123	873	778	1,325	952	975
Operating Expense per Trip										
Fixed-Route	11.38	23.22	13.02	5.44	15.97	12.65	12.00	7.26	19.57	17.63
Demand-Response	50.09	39.67	32.91	37.05	25.32	34.56	24.75	21.44	43.45	47.47
Total	*19.66*	*24.99*	*19.37*	*22.60*	*21.98*	*28.10*	*22.30*	*8.98*	*24.25*	*22.64*
Operating Expense per VRM										
Fixed-Route	6.25	4.38	4.74	4.39	4.40	5.63	4.26	7.34	5.51	6.20
Demand-Response	2.78	5.49	3.91	3.02	4.06	3.21	3.50	4.26	7.47	5.83
Total	*4.66*	*4.50*	*4.25*	*3.56*	*4.16*	*3.17*	*3.57*	*5.50*	*5.96*	*5.85*
Operating Expense per VRH										
Fixed-Route	95.67	82.79	77.79	62.40	71.28	88.19	59.20	104.27	112.80	124.71
Demand-Response	66.47	80.79	71.75	52.91	65.61	55.69	57.46	59.88	100.57	90.79
Total	*94.35*	*83.39*	*74.73*	*61.24*	*67.05*	*57.93*	*57.68*	*81.06*	*111.62*	*113.39*
Farebox Recovery Ratio	0.20	0.04	0.25	0.05	0.08	0.07	0.21	0.06	0.06	0.06

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2022

Table 43 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 44 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 43, this was influenced by a few large systems. The median values for region 8, on the other hand, are similar to those from other regions.

Table 44. Median Agency Performance Measures, 2022

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM	0.16	0.16	0.17	0.09	0.18	0.10	0.19	0.20	0.17	0.14
Trips per VRH	3.08	2.90	3.04	1.54	2.56	1.62	2.48	2.51	3.07	2.35
Operating Expense per Trip	29.88	28.70	24.29	34.61	25.03	34.22	22.25	19.94	38.51	39.56
Operating Expense per VRM	5.04	4.45	3.68	3.11	4.31	3.66	4.08	4.59	6.05	5.40
Operating Expense per VRH	88.10	87.53	66.71	53.54	62.43	60.22	58.35	66.92	113.72	97.87
Farebox Recovery	0.03	0.04	0.10	0.03	0.06	0.03	0.08	0.04	0.03	0.02

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2022

STATE STATISTICS

The states with the most rural transit agencies include Kansas, Georgia, Michigan, North Carolina, California, Nebraska, and Wisconsin. Table 45 shows ridership, vehicle revenue miles, and vehicle revenue hours in 2022, 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 North Carolina, Michigan, and California (Figure 14). As noted previously, Colorado has a few large agencies serving popular resort areas. The greatest amount of demand-response transit ridership is in Michigan. Michigan, North Carolina, and Kentucky provided the most vehicle revenue miles and hours of service in 2022, mostly for demand-response transit (Figures 15 and 16).

Tables 46 and 47 provide data on ridership and vehicle revenue miles for 2019-2022 for each state, categorized by fixed-route, demand-response, and other services. While most services are fixed-route or demand-response, some states also have a significant amount of service categorized in these tables as other services. This includes significant commuter bus service in Colorado, Oregon, California, Hawaii, Texas, and a few other states; vanpool service in Texas, Washington, Florida, and Idaho; ferryboat service in North Carolina, Michigan, Maine, California, Washington, and Alaska; and aerial tramway and bus rapid transit services in Colorado.

Data on funding sources and fleet statistics by state are provided in Tables 48-49. Contract revenues explain the high levels of directly generated funds for some states. Average state performance measures are presented in Table 50 and Figures 17-18. 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 51-52.

Table 45. State Operating Statistics, 2022

	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	22	76%	578	-	578	3,174	-	3,174	207	-	207
Alaska	24	50%	1,083	903	124	2,513	1,533	948	159	89	67
Arizona	25	93%	787	659	83	4,526	3,199	875	224	162	49
Arkansas	8	89%	789	112	677	10,696	114	10,582	550	9	542
California	57	98%	4,013	2,897	636	14,621	9,949	2,854	756	435	245
Colorado	37	83%	17,066	11,050	270	18,328	7,281	1,780	1,249	563	128
Connecticut	3	63%	71	64	7	391	295	95	29	20	9
Delaware	0	33%	-	-	-	-	-	-	-	-	-
Florida	20	90%	897	311	516	9,080	1,493	6,848	466	94	358
Georgia	62	73%	915	-	915	9,791	-	9,791	580	-	580
Hawaii	2	75%	1,182	756	162	4,395	2,212	808	248	143	53
Idaho	9	98%	963	883	48	2,482	1,957	210	124	103	16
Illinois	38	91%	2,129	765	1,364	12,483	2,621	9,862	665	120	545
Indiana	40	73%	1,271	288	982	7,257	587	6,671	495	42	453
Iowa	19	100%	2,379	690	1,689	10,489	1,254	9,235	685	106	578
Kansas	74	86%	1,061	324	738	6,564	1,258	5,307	384	85	300
Kentucky	23	87%	1,632	321	1,311	20,089	1,131	18,959	1,383	89	1,294
Louisiana	33	59%	293	-	293	3,774	-	3,774	228	-	228
Maine	12	100%	1,042	353	208	3,750	654	2,839	212	48	145
Maryland	5	71%	1,383	1,233	150	2,237	1,308	928	178	109	69
Massachusetts	4	43%	1,096	1,056	40	2,004	1,610	394	128	104	24
Michigan	62	89%	4,715	423	3,467	23,237	1,934	21,275	1,426	143	1,262
Minnesota	34	99%	2,900	812	2,085	13,111	4,023	9,020	884	246	636
Mississippi	22	73%	1,618	993	625	10,240	1,441	8,799	509	97	412
Missouri	22	99%	1,471	10	1,455	12,456	48	12,406	806	5	801
Montana	42	70%	926	480	433	4,483	1,588	2,583	265	77	181
Nebraska	54	96%	600	32	568	4,804	416	4,388	252	19	234
Nevada	16	71%	404	270	126	1,772	728	960	106	41	62
New Hampshire	5	70%	176	122	53	713	375	337	48	19	29
New Jersey	4	71%	152	61	91	1,245	270	975	79	20	59
New Mexico	17	88%	629	441	188	2,219	1,349	871	153	86	67
New York	39	73%	1,955	1,796	116	10,459	9,579	517	552	500	43
North Carolina	58	95%	4,717	1,435	1,851	23,217	1,727	21,230	1,309	128	1,146
North Dakota	24	100%	495	62	433	3,278	195	3,083	219	16	203
Ohio	38	52%	2,357	792	1,564	16,078	1,926	14,151	864	143	721
Oklahoma	30	100%	1,884	271	1,613	15,234	678	14,555	997	42	956
Oregon	30	92%	1,702	931	410	9,583	4,061	2,709	525	227	200
Pennsylvania	23	76%	2,029	1,090	920	11,332	3,204	7,883	603	203	392
Rhode Island	0	40%	-	-	-	-	-	-	-	-	-
South Carolina	10	87%	312	-	274	4,353	-	4,185	195	-	182
South Dakota	19	100%	1,177	12	1,165	5,376	439	4,938	362	14	348
Tennessee	8	100%	3,619	3,003	616	10,617	1,631	8,986	618	114	504
Texas	27	97%	2,223	501	1,264	19,558	836	13,632	893	54	711
Utah	5	21%	2,447	2,270	177	4,476	3,644	832	334	287	47
Vermont	8	100%	2,120	1,700	355	12,163	3,069	8,297	522	201	294
Virginia	14	71%	1,060	658	402	5,987	2,820	3,168	327	152	175
Washington	40	72%	3,901	3,161	440	15,050	9,178	4,441	720	412	250
West Virginia	10	47%	808	629	179	4,504	2,579	1,925	260	139	122
Wisconsin	54	83%	2,216	682	1,534	10,214	2,570	7,644	776	149	627
Wyoming	19	100%	1,917	1,537	380	3,388	2,107	1,281	237	117	120

Source: National Transit Database, 2022

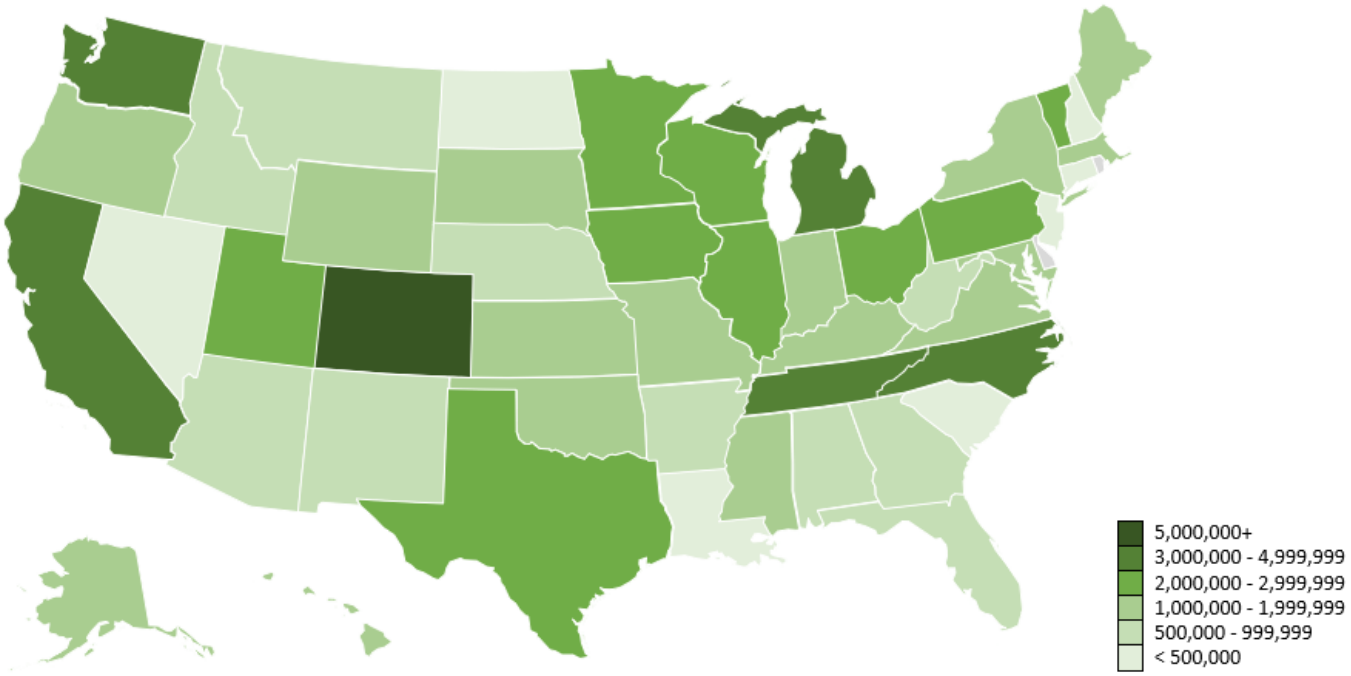


Figure 14. Total Trips Provided by State, 2022

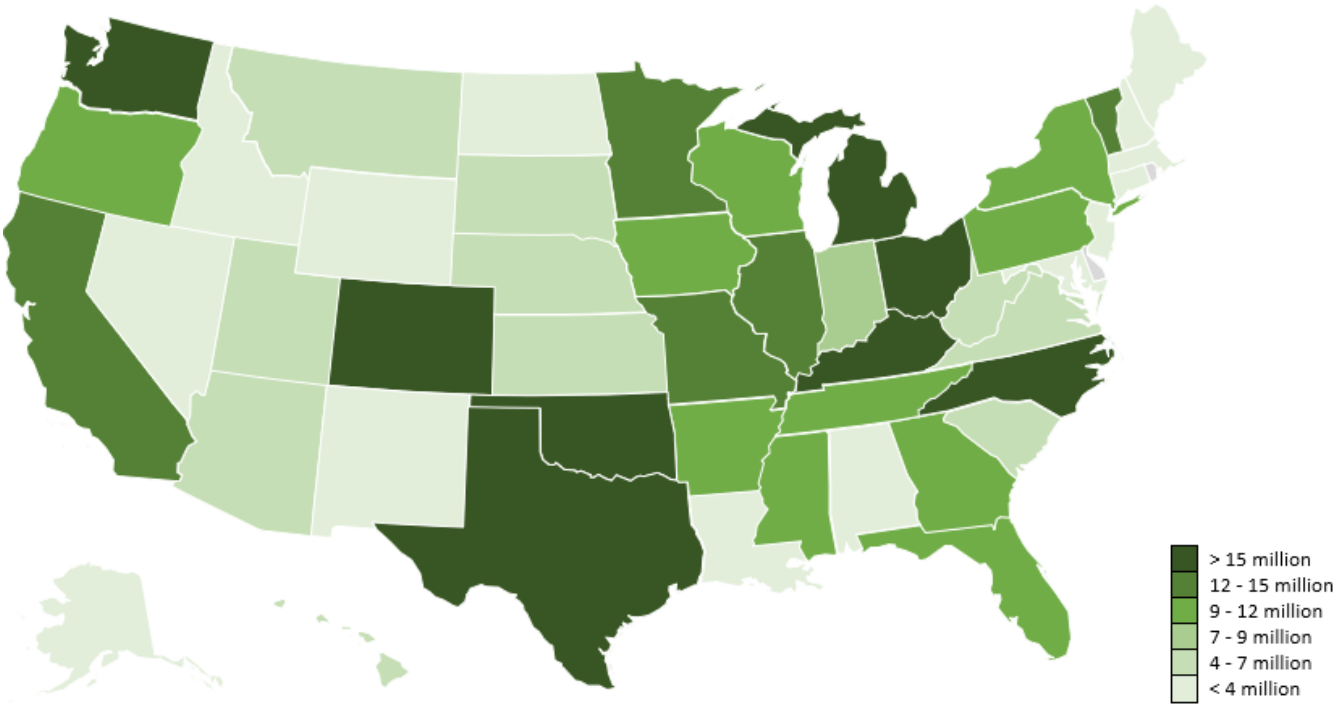


Figure 15. Vehicle Revenue Miles by State, 2022

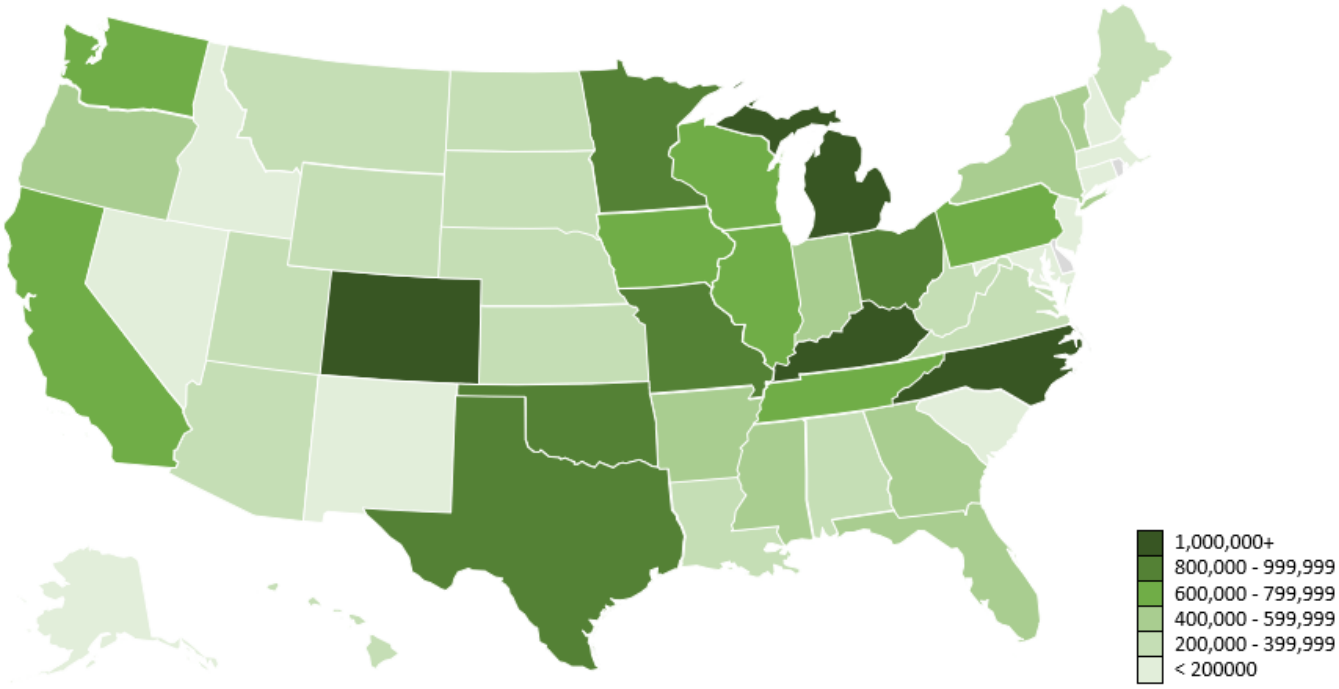


Figure 16. Vehicle Revenue Hours by State, 2022

Table 46. Rural Transit Ridership by State, 2019-2022 (million trips)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022
Alabama	0.98	0.58	0.51	0.58	0.01	0.00	-	-	0.97	0.57	0.51	0.58	-	-	-	-
Alaska	1.88	1.46	0.84	1.08	1.72	1.32	0.70	0.90	0.10	0.10	0.09	0.12	0.06	0.04	0.05	0.06
Arizona	1.10	0.89	0.64	0.79	0.89	0.77	0.59	0.66	0.10	0.07	0.05	0.08	0.11	0.05	0.01	0.04
Arkansas	1.03	0.82	0.75	0.79	0.13	0.10	0.09	0.11	0.90	0.72	0.66	0.68	-	-	-	-
California	6.68	5.17	2.67	4.01	4.42	3.62	1.69	2.90	1.10	0.87	0.56	0.64	1.17	0.68	0.43	0.48
Colorado	18.16	12.28	13.08	17.07	11.34	8.09	8.12	11.05	0.62	0.20	0.20	0.27	6.19	3.99	4.75	5.75
Connecticut	0.56	0.38	0.06	0.07	0.48	0.33	0.06	0.06	0.05	0.03	0.00	0.01	0.02	0.02	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1.90	1.19	0.83	0.90	0.91	0.52	0.31	0.31	0.92	0.61	0.47	0.52	0.07	0.06	0.05	0.07
Georgia	1.56	1.14	0.70	0.92	-	-	-	-	1.56	1.14	0.70	0.92	-	-	-	-
Hawaii	1.43	1.21	0.73	1.18	0.68	0.59	0.46	0.76	0.12	0.20	0.10	0.16	0.62	0.42	0.18	0.26
Idaho	1.22	1.03	0.78	0.96	1.10	0.93	0.71	0.88	0.08	0.06	0.04	0.05	0.04	0.04	0.02	0.03
Illinois	3.53	2.62	1.64	2.13	1.46	1.06	0.68	0.76	2.06	1.56	0.96	1.36	-	-	-	-
Indiana	1.93	1.09	1.17	1.27	0.55	0.25	0.26	0.29	1.38	0.85	0.91	0.98	-	-	-	-
Iowa	3.69	2.88	1.71	2.38	1.07	0.88	0.56	0.69	2.60	1.98	1.16	1.69	0.02	0.02	-	-
Kansas	1.47	1.22	0.97	1.06	0.56	0.44	0.33	0.32	0.91	0.78	0.64	0.74	0.00	-	-	-
Kentucky	2.88	2.17	1.25	1.63	0.61	0.47	0.25	0.32	2.27	1.70	1.00	1.31	-	-	-	-
Louisiana	0.50	0.38	0.21	0.29	-	-	-	-	0.50	0.38	0.21	0.29	-	-	-	-
Maine	1.56	1.41	0.64	1.04	0.73	0.72	0.04	0.35	0.30	0.25	0.18	0.21	0.53	0.44	0.42	0.48
Maryland	2.76	1.90	0.87	1.38	2.53	1.72	0.76	1.23	0.23	0.18	0.11	0.15	-	-	-	-
Massachusetts	1.78	1.25	0.74	1.10	1.73	1.22	0.72	1.06	0.05	0.03	0.02	0.04	-	-	-	-
Michigan	6.76	4.53	4.12	4.71	1.23	0.69	0.37	0.42	4.67	3.09	2.91	3.47	0.86	0.76	0.84	0.82
Minnesota	4.10	3.16	2.28	2.90	1.55	1.13	0.53	0.81	2.51	2.03	1.75	2.09	0.04	0.00	0.00	0.00
Mississippi	2.93	1.74	1.02	1.62	1.80	1.10	0.51	0.99	1.13	0.63	0.50	0.63	-	-	-	-
Missouri	1.74	1.83	1.34	1.47	0.01	0.01	0.01	0.01	1.73	1.82	1.33	1.46	-	-	0.01	0.01
Montana	1.49	1.17	0.74	0.93	0.91	0.72	0.38	0.48	0.55	0.43	0.34	0.43	0.03	0.02	0.01	0.01
Nebraska	0.68	0.55	0.48	0.60	0.05	0.03	0.02	0.03	0.63	0.52	0.46	0.57	-	-	-	-
Nevada	0.54	0.38	0.35	0.40	0.36	0.25	0.24	0.27	0.17	0.13	0.11	0.13	0.01	0.01	0.00	0.01
New Hampshire	0.20	0.16	0.13	0.18	0.15	0.12	0.10	0.12	0.05	0.04	0.02	0.05	-	-	-	-
New Jersey	0.31	0.22	0.14	0.15	0.15	0.11	0.05	0.06	0.15	0.11	0.08	0.09	-	-	-	-
New Mexico	1.19	0.59	0.35	0.63	0.91	0.40	0.21	0.44	0.27	0.19	0.14	0.19	-	-	-	-
New York	3.37	2.03	1.48	1.95	3.12	1.91	1.33	1.80	0.18	0.08	0.11	0.12	0.08	0.04	0.04	0.04
North Carolina	4.52	3.91	2.01	4.72	2.17	1.90	0.55	1.43	2.33	1.99	1.44	1.85	0.02	0.02	0.01	1.43
North Dakota	0.60	0.50	0.40	0.49	0.10	0.08	0.05	0.06	0.48	0.42	0.35	0.43	0.02	-	-	-
Ohio	2.70	1.63	1.90	2.36	1.05	0.47	0.51	0.79	1.64	1.16	1.38	1.56	-	-	-	-
Oklahoma	2.78	2.10	1.75	1.88	0.54	0.36	0.22	0.27	2.24	1.74	1.53	1.61	-	-	-	-
Oregon	2.53	2.14	1.56	1.70	1.31	1.19	0.93	0.93	0.56	0.48	0.34	0.41	0.67	0.48	0.29	0.36
Pennsylvania	2.42	2.68	1.79	2.03	1.85	1.54	1.02	1.09	0.46	1.06	0.75	0.92	0.11	0.08	0.01	0.02
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	0.49	0.36	0.28	0.31	0.08	-	-	-	0.41	0.32	0.25	0.27	-	0.05	0.03	0.04
South Dakota	1.35	0.86	0.96	1.18	0.02	0.01	0.00	0.01	1.33	0.85	0.96	1.17	-	-	-	-
Tennessee	4.84	3.73	2.92	3.62	4.01	2.98	2.31	3.00	0.84	0.75	0.61	0.62	-	-	-	-
Texas	3.45	2.30	1.76	2.22	0.64	0.46	0.35	0.50	2.24	1.38	1.05	1.26	0.57	0.46	0.37	0.46
Utah	2.74	2.45	1.23	2.45	2.71	2.43	1.22	2.27	0.03	0.02	0.02	0.18	-	-	-	-
Vermont	2.90	2.30	1.21	2.12	2.04	1.65	0.83	1.70	0.59	0.44	0.28	0.35	0.27	0.21	0.11	0.06
Virginia	1.57	1.23	0.95	1.06	1.06	0.84	0.62	0.66	0.51	0.39	0.32	0.40	-	-	-	-
Washington	6.18	3.02	2.86	3.90	5.00	2.31	2.18	3.16	0.60	0.36	0.38	0.44	0.59	0.35	0.30	0.30
West Virginia	1.07	0.89	0.67	0.81	0.88	0.73	0.53	0.63	0.19	0.16	0.14	0.18	0.00	-	0.00	-
Wisconsin	3.06	2.56	1.95	2.22	1.11	0.88	0.48	0.68	1.85	1.68	1.46	1.53	0.09	-	-	-
Wyoming	2.11	1.39	0.89	1.92	1.76	1.12	0.61	1.54	0.35	0.27	0.28	0.38	-	-	-	-

Source: National Transit Database, 2019-2022

Table 47. Rural Transit Vehicle Revenue Miles of Service by State, 2019-2022 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022	2019	2020	2021	2022
Alabama	3.8	2.6	2.2	3.2	.0	.0	-	-	3.8	2.6	2.2	3.2	-	-	-	-
Alaska	2.8	2.6	2.4	2.5	1.8	1.7	1.5	1.5	.9	.8	.9	.9	.1	.0	.0	.0
Arizona	4.2	3.2	3.1	4.5	2.8	2.4	2.4	3.2	.6	.5	.5	.9	.7	.3	.1	.5
Arkansas	12.1	11.2	10.0	10.7	.2	.2	.2	.1	11.9	11.0	9.8	10.6	-	-	-	-
California	17.1	15.6	12.9	14.6	11.8	10.8	8.6	9.9	3.4	3.0	2.6	2.9	2.0	1.8	1.7	1.8
Colorado	20.3	15.4	18.2	18.3	7.8	6.5	7.7	7.3	3.3	1.5	1.6	1.8	9.1	7.4	8.9	9.3
Connecticut	1.2	1.0	.3	.4	.7	.6	.3	.3	.4	.3	.0	.1	.1	.1	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	12.7	9.1	8.2	9.1	1.8	1.6	1.5	1.5	10.2	6.9	6.2	6.8	.7	.7	.5	.7
Georgia	16.3	12.8	8.5	9.8	-	-	-	-	16.3	12.8	8.5	9.8	-	-	-	-
Hawaii	3.9	3.8	3.3	4.4	1.1	1.0	1.6	2.2	.7	1.0	.5	.8	2.1	1.8	1.2	1.4
Idaho	2.6	2.3	2.4	2.5	1.9	1.8	2.0	2.0	.4	.2	.2	.2	.3	.3	.2	.3
Illinois	16.9	14.7	11.6	12.5	2.5	3.6	2.4	2.6	14.4	11.0	9.2	9.9	-	-	-	-
Indiana	10.7	7.3	7.6	7.3	.9	.6	.7	.6	9.8	6.7	6.9	6.7	-	-	-	-
Iowa	14.8	12.1	9.4	10.5	1.6	1.6	1.2	1.3	13.0	10.3	8.1	9.2	.1	.2	-	-
Kansas	7.1	6.0	5.6	6.6	1.4	1.2	1.2	1.3	5.6	4.8	4.4	5.3	.0	-	-	-
Kentucky	27.8	21.9	16.9	20.1	1.2	1.1	1.1	1.1	26.6	20.8	15.8	19.0	-	-	-	-
Louisiana	5.1	4.2	3.2	3.8	-	-	-	-	5.1	4.2	3.2	3.8	-	-	-	-
Maine	4.9	4.2	3.0	3.7	.9	.9	.4	.7	3.7	3.0	2.3	2.8	.3	.3	.3	.3
Maryland	3.2	2.6	1.7	2.2	1.7	1.5	.9	1.3	1.5	1.1	.7	.9	-	-	-	-
Massachusetts	2.2	1.7	1.5	2.0	1.8	1.4	1.3	1.6	.4	.3	.2	.4	-	-	-	-
Michigan	25.4	19.9	20.3	23.2	3.1	2.7	1.8	1.9	22.2	17.2	18.5	21.3	.0	.0	.0	.0
Minnesota	14.8	12.2	11.5	13.1	5.7	4.5	3.4	4.0	8.9	7.7	8.0	9.0	.2	.1	.0	.1
Mississippi	11.1	8.8	9.2	10.2	1.4	1.3	1.3	1.4	9.7	7.5	7.9	8.8	-	-	-	-
Missouri	16.5	14.9	14.5	12.5	.0	.0	.0	.0	16.4	14.8	14.5	12.4	-	-	.0	.0
Montana	4.9	3.9	3.7	4.5	2.0	1.6	1.4	1.6	2.4	2.0	2.0	2.6	.4	.4	.3	.3
Nebraska	4.2	3.3	3.6	4.8	.5	.3	.3	.4	3.7	3.1	3.3	4.4	-	-	-	-
Nevada	1.7	1.4	1.6	1.8	.7	.5	.6	.7	1.0	.9	.9	1.0	.1	.1	.1	.1
New Hampshire	.7	.6	.5	.7	.4	.3	.3	.4	.3	.2	.2	.3	-	-	-	-
New Jersey	1.6	1.4	1.1	1.2	.4	.3	.3	.3	1.1	1.0	.9	1.0	-	-	-	-
New Mexico	2.9	1.9	1.7	2.2	1.8	1.1	1.0	1.3	1.1	.8	.7	.9	-	-	-	-
New York	12.6	10.1	9.7	10.5	11.3	9.3	8.8	9.6	.8	.4	.5	.5	.5	.4	.4	.4
North Carolina	27.2	23.9	20.0	23.2	2.3	1.9	1.6	1.7	24.7	22.0	18.4	21.2	.1	.0	.0	.3
North Dakota	3.5	2.9	3.0	3.3	.3	.2	.2	.2	3.1	2.7	2.8	3.1	.1	-	-	-
Ohio	14.1	11.1	14.5	16.1	1.7	1.3	1.6	1.9	12.4	9.8	12.9	14.2	-	-	-	-
Oklahoma	18.4	14.5	13.9	15.2	1.0	.6	.7	.7	17.4	13.9	13.1	14.6	-	-	-	-
Oregon	9.4	9.2	9.4	9.6	3.2	3.7	4.2	4.1	3.3	2.9	2.4	2.7	2.9	2.6	2.8	2.8
Pennsylvania	7.4	12.8	10.3	11.3	3.4	3.3	3.2	3.2	3.6	9.1	7.0	7.9	.4	.4	.2	.2
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	5.7	5.0	4.2	4.4	.4	-	-	-	5.3	4.6	4.0	4.2	-	.4	.2	.2
South Dakota	4.8	3.5	4.3	5.4	.4	.2	.3	.4	4.3	3.3	4.1	4.9	-	-	-	-
Tennessee	15.1	12.8	10.5	10.6	1.6	1.3	1.6	1.6	13.5	11.4	8.9	9.0	-	-	-	-
Texas	23.9	17.7	17.5	19.6	1.0	.9	.9	.8	17.7	11.8	11.8	13.6	5.2	5.0	4.8	5.1
Utah	2.7	2.3	1.7	4.5	2.5	2.2	1.6	3.6	.2	.1	.1	.8	-	-	-	-
Vermont	15.4	13.8	10.8	12.2	2.2	2.1	2.0	3.1	11.8	10.6	7.6	8.3	1.3	1.1	1.2	.8
Virginia	6.7	6.0	5.8	6.0	2.8	2.8	2.8	2.8	3.9	3.3	3.0	3.2	-	-	-	-
Washington	17.2	12.3	13.9	15.0	9.4	7.2	8.3	9.2	5.1	3.6	4.2	4.4	2.7	1.5	1.4	1.4
West Virginia	4.5	4.3	4.1	4.5	2.7	2.7	2.2	2.6	1.8	1.7	1.9	1.9	.0	-	.0	-
Wisconsin	12.2	10.7	10.1	10.2	3.2	2.6	2.4	2.6	8.4	8.1	7.6	7.6	.6	-	-	-
Wyoming	2.9	2.3	2.6	3.4	1.5	1.1	1.2	2.1	1.3	1.2	1.4	1.3	-	-	-	-

Source: National Transit Database, 2019-2022

Table 48. State Financial Statistics, 2022

	Funds Expended on Operations by Source					Funds Expended on Capital by Source				
	Directly Generated	Local Gov't	State Gov't	Federal Gov't	Total	Directly Generated	Local Gov't	State Gov't	Federal Gov't	Total
	----------million dollars----------									
Alabama	0.6	0.5	-	10.2	11.3	-	0.1	-	1.1	1.2
Alaska	4.7	6.9	0.3	11.5	23.3	-	0.8	-	2.8	3.6
Arizona	1.2	3.5	0.3	14.3	19.4	0.0	0.0	-	1.5	1.5
Arkansas	3.9	8.2	1.3	16.1	29.5	-	0.0	-	0.2	0.2
California	9.9	34.4	21.8	29.7	95.8	0.2	2.6	5.2	1.7	9.7
Colorado	23.0	65.8	1.2	32.1	122.1	0.1	22.0	11.1	5.0	38.3
Connecticut	0.0	0.3	0.6	1.1	2.1	-	-	-	0.0	0.0
Delaware	-	-	-	-	0.0	-	-	-	-	0.0
Florida	4.2	3.2	9.7	15.7	32.8	0.0	-	0.2	2.0	2.2
Georgia	8.6	6.3	-	16.8	31.7		-	0.0	1.5	1.5
Hawaii	1.1	15.5	-	11.7	28.2	0.0	0.4	-	0.6	1.0
Idaho	0.3	2.5	0.1	7.3	10.1	-	2.2	0.1	1.7	4.0
Illinois	4.7	2.1	28.5	18.7	53.9	0.1	-	0.4	0.6	1.2
Indiana	1.9	2.9	6.0	18.6	29.4	-	0.5	-	0.5	1.0
Iowa	10.7	1.3	7.7	21.9	41.7	-	0.6	0.0	2.1	2.8
Kansas	1.8	2.5	1.4	15.7	21.4	-	0.1	-	1.7	1.9
Kentucky	1.5	47.3	-	19.3	68.2	-	0.1	-	1.4	1.5
Louisiana	0.3	0.5	-	11.0	11.8	-	-	-	-	0.0
Maine	19.2	0.5	7.5	7.0	34.2	0.2	0.0	3.7	5.0	8.9
Maryland	2.3	1.7	1.2	5.4	10.6	-	0.1	0.0	0.3	0.4
Massachusetts	2.7	2.7	4.0	4.9	14.3	-	-	8.1	1.1	9.2
Michigan	9.1	15.9	34.3	38.4	97.7	-	0.4	2.7	7.6	10.7
Minnesota	8.4	7.2	35.5	13.1	64.1	-	0.9	1.9	1.3	4.1
Mississippi	3.7	5.3	0.0	19.7	28.7	0.2	0.1	0.0	1.0	1.4
Missouri	12.5	4.7	2.8	21.3	41.3	-	-	-	-	0.0
Montana	1.0	5.0	1.1	12.1	19.2	-	0.1	-	2.2	2.3
Nebraska	1.7	2.2	2.3	12.0	18.2	-	0.2	0.1	2.6	2.9
Nevada	0.5	1.9	0.3	6.2	8.8	-	-	-	0.5	0.5
New Hampshire	0.2	0.4	0.5	2.2	3.3	-	0.0	0.0	0.3	0.4
New Jersey	0.8	0.6	2.6	1.8	5.9	0.1	0.1	-	0.1	0.2
New Mexico	2.0	1.3	0.0	8.9	12.2	-	0.2	-	0.6	0.7
New York	8.0	8.3	18.5	12.1	46.7	-	0.4	1.2	3.0	4.6
North Carolina	17.5	6.2	52.8	26.2	102.7	0.2	1.3	0.5	4.8	6.7
North Dakota	1.6	1.5	2.5	7.6	13.3	0.0	0.0	0.3	1.6	1.9
Ohio	18.7	4.8	9.6	29.8	63.0	-	0.5	0.1	2.4	3.0
Oklahoma	2.6	7.4	3.2	33.8	47.0	0.1	0.7	-	5.5	6.3
Oregon	3.7	7.9	15.5	18.2	45.4	0.1	0.9	1.9	2.5	5.4
Pennsylvania	23.3	1.7	12.4	16.7	54.1	0.0	0.2	10.3	20.1	30.7
Rhode Island	-	-	-	-	0.0	-	-	-	-	0.0
South Carolina	3.8	1.4	0.3	3.9	9.4	-	0.1	0.0	0.9	1.0
South Dakota	3.7	1.3	1.0	14.0	20.0	-	0.4	0.0	2.6	3.0
Tennessee	7.4	4.7	6.1	19.7	37.9	0.2	0.4	0.4	2.2	3.3
Texas	9.2	1.9	10.1	42.7	63.9	0.2	0.2	0.2	9.0	9.6
Utah	5.7	10.3	-	6.9	23.0	-	2.5	0.0	0.1	2.7
Vermont	8.2	2.2	0.4	23.9	34.6	-	0.4	0.6	3.0	4.0
Virginia	0.5	2.1	6.0	11.8	20.5	0.0	0.0	0.4	1.1	1.5
Washington	5.9	29.6	23.3	35.7	94.6	0.2	8.0	2.3	7.6	18.1
West Virginia	2.1	3.3	1.8	9.9	17.1	-	0.8	0.0	0.0	0.9
Wisconsin	6.3	4.1	3.3	21.0	34.7	-	0.2	-	1.5	1.8
Wyoming	1.2	6.2	0.4	10.6	18.5	-	1.2	-	3.9	5.0

Source: National Transit Database, 2022

Table 49. State Fleet Statistics, 2022

	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	245	75%	7.3	21.4	15.9	2,361	12,955	845
Alaska	162	64%	8.4	28.6	18.5	6,682	15,512	982
Arizona	316	80%	5.6	24.6	16.9	2,490	14,324	710
Arkansas	475	76%	6.7	20.6	10.0	1,661	22,519	1,159
California	815	89%	7.4	27.2	20.1	4,925	17,939	927
Colorado	731	86%	9.4	27.6	21.9	23,346	25,072	1,708
Connecticut	35	80%	5.4	23.2	16.0	2,026	11,162	819
Delaware	0	-	-	-	-	-	-	-
Florida	545	82%	5.4	21.9	11.8	1,646	16,660	856
Georgia	403	88%	4.4	22.1	11.7	2,271	24,295	1,439
Hawaii	169	84%	8.9	30.8	27.5	6,992	26,009	1,467
Idaho	127	83%	7.4	27.7	21.1	7,581	19,547	976
Illinois	904	95%	7.9	22.9	13.9	2,355	13,809	736
Indiana	620	95%	6.7	19.6	9.3	2,049	11,705	798
Iowa	814	87%	6.9	24.4	14.9	2,922	12,885	841
Kansas	457	86%	6.5	19.5	11.2	2,322	14,364	841
Kentucky	1,462	76%	5.1	19.9	10.1	1,116	13,741	946
Louisiana	239	82%	5.0	20.9	9.8	1,226	15,790	956
Maine	255	78%	7.6	27.3	22.2	4,086	14,705	831
Maryland	179	97%	7.3	30.2	21.3	7,725	12,494	997
Massachusetts	113	96%	6.4	27.5	19.0	9,699	17,732	1,131
Michigan	1,165	94%	5.2	25.9	17.3	4,047	19,946	1,224
Minnesota	659	90%	6.0	25.6	19.6	4,400	19,895	1,342
Mississippi	577	56%	6.9	20.9	16.2	2,805	17,747	882
Missouri	1,092	90%	8.3	21.6	10.3	1,347	11,407	738
Montana	352	69%	7.0	22.3	13.2	2,632	12,735	754
Nebraska	373	64%	6.7	19.1	10.0	1,609	12,878	676
Nevada	124	87%	8.3	22.7	14.2	3,259	14,294	859
New Hampshire	43	100%	4.3	27.5	14.6	4,083	16,574	1,110
New Jersey	87	89%	7.6	26.2	17.3	1,743	14,309	906
New Mexico	154	89%	8.0	23.6	15.1	4,084	14,412	992
New York	438	94%	4.4	27.7	19.8	4,462	23,879	1,261
North Carolina	1,083	76%	5.4	21.8	13.5	4,355	21,438	1,209
North Dakota	227	89%	5.5	20.8	11.1	2,180	14,441	963
Ohio	733	93%	5.0	20.9	9.8	3,215	21,934	1,179
Oklahoma	1,137	88%	6.0	19.9	9.7	1,657	13,398	877
Oregon	449	93%	7.0	25.5	17.4	3,791	21,343	1,169
Pennsylvania	778	79%	4.8	23.1	13.1	2,609	14,565	775
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	206	79%	5.8	21.7	12.9	1,513	21,132	945
South Dakota	401	66%	7.0	22.2	12.1	2,936	13,408	903
Tennessee	663	94%	6.4	22.0	11.3	5,459	16,013	932
Texas	1,226	91%	5.8	20.8	11.5	1,813	15,953	728
Utah	90	93%	7.6	27.2	20.6	27,184	49,731	3,714
Vermont	264	94%	5.5	28.3	20.4	8,030	46,073	1,979
Virginia	328	99%	4.5	23.8	14.7	3,233	18,254	997
Washington	829	70%	7.0	24.2	16.7	4,706	18,154	868
West Virginia	266	80%	5.7	20.9	14.3	3,038	16,932	979
Wisconsin	470	81%	6.6	21.3	11.7	4,714	21,732	1,650
Wyoming	213	88%	9.1	26.0	21.3	9,001	15,905	1,113

Source: National Transit Database, 2022

Table 50. State Performance Measures, Averages, 2022

	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	0.18	-	0.18	2.80	-	2.80	19.60	3.57	54.78	0.05
Alaska	0.43	0.59	0.13	6.81	10.13	1.83	21.57	9.29	146.80	0.15
Arizona	0.17	0.21	0.10	3.51	4.06	1.71	24.24	4.21	85.04	0.05
Arkansas	0.07	0.98	0.06	1.43	12.80	1.25	37.46	2.76	53.69	0.13
California	0.27	0.29	0.22	5.31	6.66	2.60	23.87	6.55	126.77	0.07
Colorado	0.93	1.52	0.15	13.67	19.62	2.11	7.16	6.66	97.79	0.07
Connecticut	0.18	0.22	0.08	2.47	3.18	0.83	29.22	5.30	72.27	0.02
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.10	0.21	0.08	1.92	3.30	1.44	36.54	3.61	70.27	0.09
Georgia	0.09	-	0.09	1.58	-	1.58	34.59	3.23	54.58	0.03
Hawaii	0.27	0.34	0.20	4.77	5.30	3.04	23.91	6.43	113.97	0.04
Idaho	0.39	0.45	0.23	7.77	8.59	2.98	10.51	4.08	81.62	0.03
Illinois	0.17	0.29	0.14	3.20	6.36	2.50	25.33	4.32	81.07	0.04
Indiana	0.18	0.49	0.15	2.57	6.84	2.17	23.14	4.05	59.44	0.06
Iowa	0.23	0.55	0.18	3.47	6.49	2.92	17.51	3.97	60.85	0.23
Kansas	0.16	0.26	0.14	2.76	3.83	2.46	20.20	3.27	55.81	0.08
Kentucky	0.08	0.28	0.07	1.18	3.60	1.01	41.77	3.39	49.29	0.02
Louisiana	0.08	-	0.08	1.28	-	1.28	40.34	3.13	51.71	0.02
Maine	0.28	0.54	0.07	4.92	7.34	1.44	32.85	9.13	161.59	0.20
Maryland	0.62	0.94	0.16	7.75	11.26	2.18	7.69	4.75	59.59	0.22
Massachusetts	0.55	0.66	0.10	8.57	10.17	1.66	13.03	7.13	111.74	0.15
Michigan	0.20	0.22	0.16	3.31	2.95	2.75	20.69	4.20	68.42	0.08
Minnesota	0.22	0.20	0.23	3.28	3.30	3.28	22.12	4.89	72.52	0.13
Mississippi	0.16	0.69	0.07	3.18	10.22	1.52	17.76	2.81	56.51	0.06
Missouri	0.12	0.21	0.12	1.82	2.18	1.82	28.05	3.31	51.19	0.30
Montana	0.21	0.30	0.17	3.49	6.26	2.39	20.75	4.29	72.44	0.03
Nebraska	0.12	0.08	0.13	2.38	1.72	2.43	30.40	3.80	72.35	0.08
Nevada	0.23	0.37	0.13	3.80	6.57	2.04	21.80	4.97	82.76	0.02
New Hampshire	0.25	0.33	0.16	3.68	6.50	1.84	18.92	4.66	69.61	0.04
New Jersey	0.12	0.23	0.09	1.92	3.03	1.55	39.04	4.76	75.12	0.07
New Mexico	0.28	0.33	0.22	4.11	5.15	2.80	19.44	5.51	79.98	0.03
New York	0.19	0.19	0.22	3.54	3.59	2.71	23.90	4.47	84.56	0.04
North Carolina	0.20	0.83	0.09	3.60	11.23	1.61	21.78	4.42	78.45	0.02
North Dakota	0.15	0.32	0.14	2.26	3.86	2.14	26.78	4.04	60.61	0.08
Ohio	0.15	0.41	0.11	2.73	5.56	2.17	26.71	3.92	72.87	0.04
Oklahoma	0.12	0.40	0.11	1.89	6.53	1.69	24.39	3.02	46.08	0.04
Oregon	0.18	0.23	0.15	3.24	4.10	2.04	26.64	4.73	86.44	0.06
Pennsylvania	0.18	0.34	0.12	3.37	5.36	2.35	26.65	4.77	89.71	0.39
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.07	-	0.07	1.60	-	1.50	30.30	2.17	48.48	0.38
South Dakota	0.22	0.03	0.24	3.25	0.90	3.35	17.02	3.73	55.37	0.13
Tennessee	0.34	1.84	0.07	5.85	26.30	1.22	10.47	3.57	61.31	0.04
Texas	0.11	0.60	0.09	2.49	9.22	1.78	28.75	3.27	71.57	0.09
Utah	0.55	0.62	0.21	7.32	7.92	3.72	9.39	5.13	68.74	0.00
Vermont	0.17	0.55	0.04	4.06	8.45	1.21	16.34	2.85	66.31	0.23
Virginia	0.18	0.23	0.13	3.24	4.32	2.30	19.32	3.42	62.62	0.02
Washington	0.26	0.34	0.10	5.42	7.67	1.76	24.19	6.27	131.11	0.03
West Virginia	0.18	0.24	0.09	3.10	4.54	1.47	21.14	3.79	65.60	0.07
Wisconsin	0.22	0.27	0.20	2.86	4.59	2.45	15.62	3.39	44.63	0.18
Wyoming	0.57	0.73	0.30	8.09	13.14	3.17	9.63	5.45	77.90	0.07

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

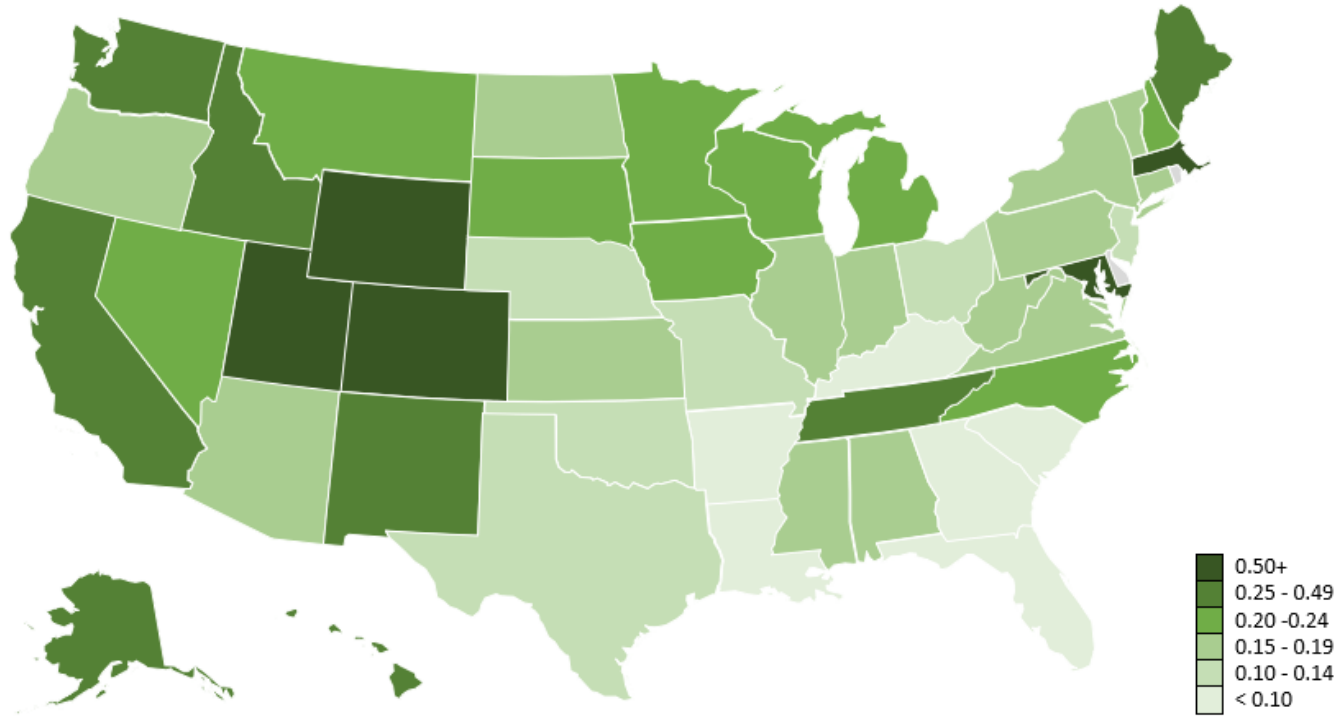


Figure 17. Trips per Vehicle Revenue Mile by State, 2022

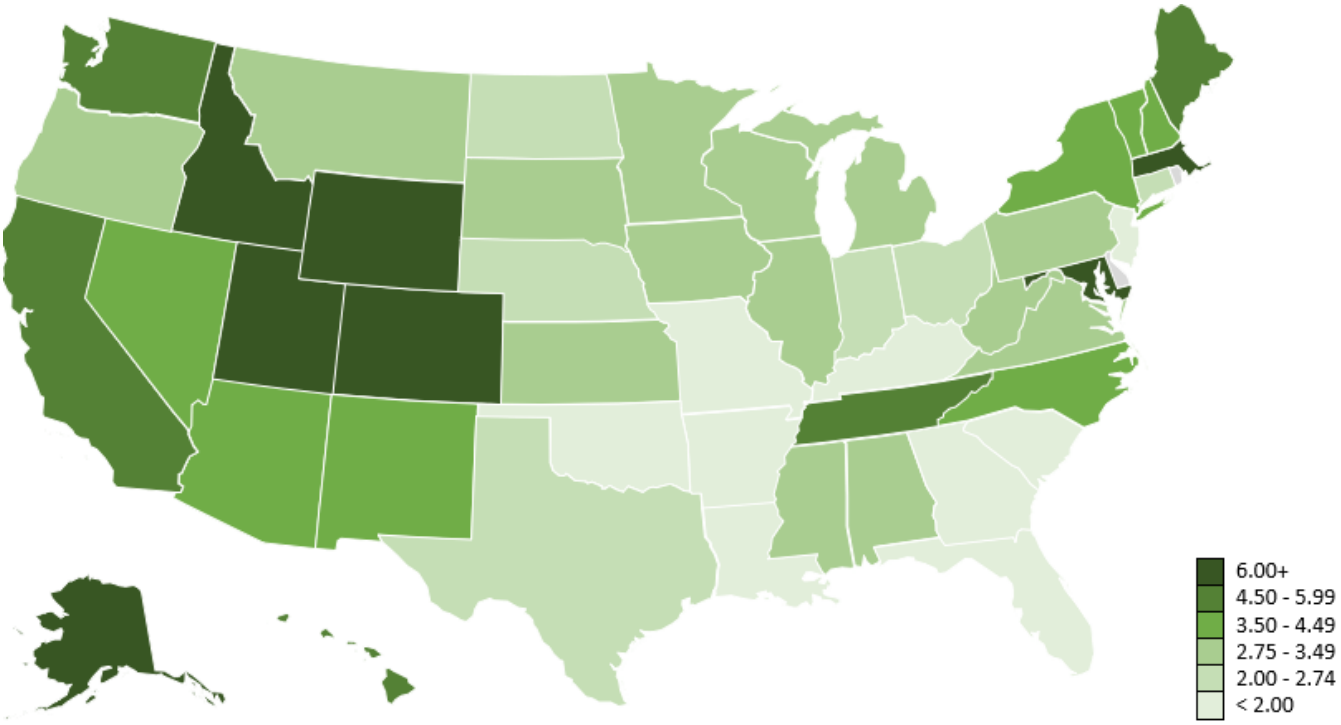


Figure 18. Trips per Vehicle Revenue Hour by State, 2022

Table 51. State Performance Measures, Median Agency Values, 2022

	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	0.12	-	0.12	2.45	-	2.45	29.60	3.47	77.56	0.05
Alaska	0.39	0.39	0.15	2.94	3.28	1.56	40.46	9.03	120.90	0.02
Arizona	0.14	0.17	0.18	2.95	3.12	1.93	36.93	4.45	74.96	0.02
Arkansas	0.07	0.98	0.06	1.24	12.80	1.24	44.05	2.91	58.65	0.05
California	0.21	0.19	0.23	3.59	3.86	2.33	40.22	7.09	124.43	0.04
Colorado	0.56	0.93	0.14	5.53	13.16	2.15	11.93	6.40	95.23	0.02
Connecticut	0.16	0.17	0.07	2.38	3.40	1.02	29.11	5.13	96.83	0.02
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.08	0.13	0.07	1.55	2.79	1.31	41.54	3.50	69.85	0.04
Georgia	0.10	-	0.10	1.52	-	1.52	35.89	3.45	52.27	0.03
Hawaii	0.30	0.33	0.19	4.81	5.05	2.93	23.92	6.31	111.12	0.04
Idaho	0.34	0.44	0.15	7.22	9.38	2.21	11.91	3.92	80.80	0.01
Illinois	0.13	0.15	0.11	2.50	3.19	2.11	28.23	3.87	67.74	0.03
Indiana	0.15	0.40	0.15	2.15	5.45	2.12	27.90	4.70	63.50	0.05
Iowa	0.24	0.53	0.18	4.18	6.10	2.28	20.15	4.82	69.71	0.20
Kansas	0.21	0.23	0.22	2.45	3.03	2.44	20.66	3.41	53.18	0.07
Kentucky	0.07	0.24	0.06	1.05	2.89	0.89	51.18	3.58	47.71	0.02
Louisiana	0.07	-	0.07	1.20	-	1.20	41.11	3.66	56.51	0.02
Maine	0.13	0.24	0.06	2.16	2.89	1.19	36.09	6.78	109.81	0.04
Maryland	0.19	0.84	0.14	3.58	3.76	1.26	19.72	3.71	48.78	0.08
Massachusetts	0.43	0.72	0.11	5.28	7.92	1.53	32.30	6.86	111.69	0.10
Michigan	0.17	0.25	0.16	2.67	2.96	2.65	25.82	4.52	67.11	0.06
Minnesota	0.25	0.21	0.26	3.40	2.87	3.26	23.01	4.95	70.25	0.10
Mississippi	0.08	0.69	0.08	1.51	11.06	1.48	34.41	2.47	59.87	0.02
Missouri	0.21	0.21	0.21	2.53	2.18	2.53	20.61	4.03	48.10	0.07
Montana	0.14	0.12	0.16	2.25	1.97	2.18	23.50	4.03	65.61	0.03
Nebraska	0.15	0.06	0.16	2.35	1.49	2.35	32.13	4.14	70.08	0.07
Nevada	0.09	0.08	0.14	1.81	1.20	2.28	39.90	5.33	71.23	0.01
New Hampshire	0.18	0.26	0.20	3.77	6.40	2.50	22.90	4.79	74.60	0.03
New Jersey	0.10	0.21	0.09	1.68	3.40	1.68	50.49	4.78	70.75	0.05
New Mexico	0.24	0.27	0.17	3.06	3.88	2.04	23.52	5.20	68.71	0.00
New York	0.16	0.16	0.16	3.05	2.88	1.99	27.09	4.45	88.46	0.04
North Carolina	0.09	0.17	0.08	1.59	2.48	1.52	29.48	2.73	49.95	0.02
North Dakota	0.11	0.22	0.11	1.93	3.09	1.93	30.40	4.73	60.20	0.07
Ohio	0.12	0.20	0.10	2.28	3.15	2.07	34.21	3.56	64.96	0.04
Oklahoma	0.12	0.16	0.12	1.92	3.07	1.81	25.18	3.41	43.94	0.04
Oregon	0.13	0.18	0.19	2.37	2.79	1.88	33.00	4.69	91.79	0.04
Pennsylvania	0.15	0.38	0.13	3.01	4.63	2.47	31.54	4.21	88.08	0.64
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.07	-	0.07	1.66	-	1.61	34.29	2.19	46.48	0.39
South Dakota	0.25	0.03	0.27	2.84	0.91	3.23	15.84	3.55	56.26	0.14
Tennessee	0.08	0.20	0.07	1.42	3.18	1.22	44.49	3.57	67.74	0.03
Texas	0.09	0.17	0.09	1.77	3.05	1.70	34.71	3.83	73.99	0.03
Utah	0.18	0.20	0.15	2.64	3.12	2.07	14.97	3.24	82.61	0.00
Vermont	0.14	0.47	0.05	3.69	8.15	1.34	16.66	2.55	61.92	0.20
Virginia	0.17	0.20	0.18	3.03	3.74	2.18	18.53	3.22	58.38	0.02
Washington	0.09	0.08	0.08	1.89	1.97	1.63	47.86	5.63	116.74	0.01
West Virginia	0.16	0.23	0.09	2.79	4.01	1.41	23.37	3.79	55.51	0.05
Wisconsin	0.26	0.12	0.25	2.56	3.06	2.45	14.34	3.50	32.95	0.20
Wyoming	0.29	0.75	0.29	2.51	12.06	2.32	18.00	5.03	62.70	0.06

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2022

Table 52. Transit Agency Percentiles for Operating Statistics by State, 2022

	Number of Agencies	Ridership Percentile			Vehicle Revenue Miles Percentile			Vehicle Revenue Hours Percentile		
		25th	50th	75th	25th	50th	75th	25th	50th	75th
		thousands								
Alabama	22	7	11	18	66	111	182	3	5	9
Alaska	24	2	7	28	10	34	98	1	2	8
Arizona	25	6	16	44	64	138	257	4	10	13
Arkansas	8	15	64	128	141	526	2,039	10	35	85
California	57	8	25	64	35	124	307	3	7	18
Colorado	37	13	69	457	68	159	418	5	9	30
Connecticut	3	11	22	35	77	135	186	4	7	13
Delaware	0	-	-	-	-	-	-	-	-	-
Florida	20	15	31	57	271	357	639	11	17	29
Georgia	62	4	8	15	39	73	132	3	4	8
Hawaii	2	591	591	591	1,862	2,198	2,533	118	124	130
Idaho	9	13	25	131	72	208	245	5	8	16
Illinois	38	18	31	56	157	248	386	10	15	20
Indiana	40	13	26	32	74	144	224	6	10	16
Iowa	19	83	98	115	223	357	651	19	23	44
Kansas	74	3	6	15	17	42	78	1	2	5
Kentucky	23	15	53	102	304	684	1,218	20	46	83
Louisiana	33	4	7	10	67	94	146	4	5	8
Maine	12	4	29	65	21	101	527	3	9	29
Maryland	5	57	74	74	345	369	462	21	29	32
Massachusetts	4	65	157	366	258	446	689	23	30	39
Michigan	62	24	48	74	136	286	473	9	18	31
Minnesota	34	26	47	122	127	241	498	9	15	34
Mississippi	22	17	20	46	163	372	730	8	19	28
Missouri	22	6	14	17	25	38	173	2	4	8
Montana	42	4	10	16	36	67	117	2	4	7
Nebraska	54	2	6	11	14	32	100	1	2	5
Nevada	16	4	6	17	33	67	164	2	5	10
New Hampshire	5	22	25	32	76	124	231	3	7	17
New Jersey	4	17	29	49	200	316	428	10	16	26
New Mexico	17	10	12	40	45	101	154	3	5	10
New York	39	17	38	60	151	195	345	7	11	16
North Carolina	58	18	30	46	200	334	490	11	17	26
North Dakota	24	4	9	26	45	86	163	3	6	11
Ohio	38	23	40	68	172	350	540	12	19	30
Oklahoma	30	14	31	61	100	260	569	8	18	40
Oregon	30	21	32	75	157	269	488	8	14	25
Pennsylvania	23	28	56	103	254	405	597	10	18	34
Rhode Island	0	-	-	-	-	-	-	-	-	-
South Carolina	10	19	28	45	292	358	517	11	21	26
South Dakota	19	10	54	74	138	204	366	5	14	28
Tennessee	8	95	153	341	475	1,451	1,922	33	74	109
Texas	27	19	55	102	237	477	1,064	13	27	47
Utah	5	15	24	858	85	270	951	6	11	73
Vermont	8	132	283	416	572	1,206	2,487	40	63	94
Virginia	14	25	64	111	141	366	619	9	19	34
Washington	40	8	17	86	70	251	425	4	12	21
West Virginia	10	25	72	137	235	534	589	16	23	35
Wisconsin	54	16	30	56	68	124	287	6	10	21
Wyoming	19	8	11	22	36	44	167	3	4	10

Source: National Transit Database, 2022

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 is substantially higher in tribal areas (Table 53). Tribal areas also have a higher percentage of school-aged youth, and compared to other rural areas, a higher percentage of households do not have a vehicle. Table 53 shows demographic data for counties with a high concentration of Native American population, in comparison to metro and non-metro counties across the United States. In counties where 45% or more of the population is Native American, 29% of the population has income below the poverty level, and 16% of households do not have a vehicle.

Table 53. Demographic Data for Native American Areas, Compared to U.S. Average Metro and Non-Metro Counties

	Metro Counties	Non-Metro Counties	Counties with at Least 25% Native American Population	Counties with at Least 45% Native American Population
	----------Percentage----------			
Population Aged 5-17	16	16	19	22
Population Aged 65 or Older	16	20	16	14
Population with a Disability	12	17	17	15
Population Below the Poverty Level	12	15	23	29
Households with No Vehicle	9	6	9	16

Source: American Community Survey, 2022 5-year estimates

There is also significant geographic variation in reservations. Figure 19 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.

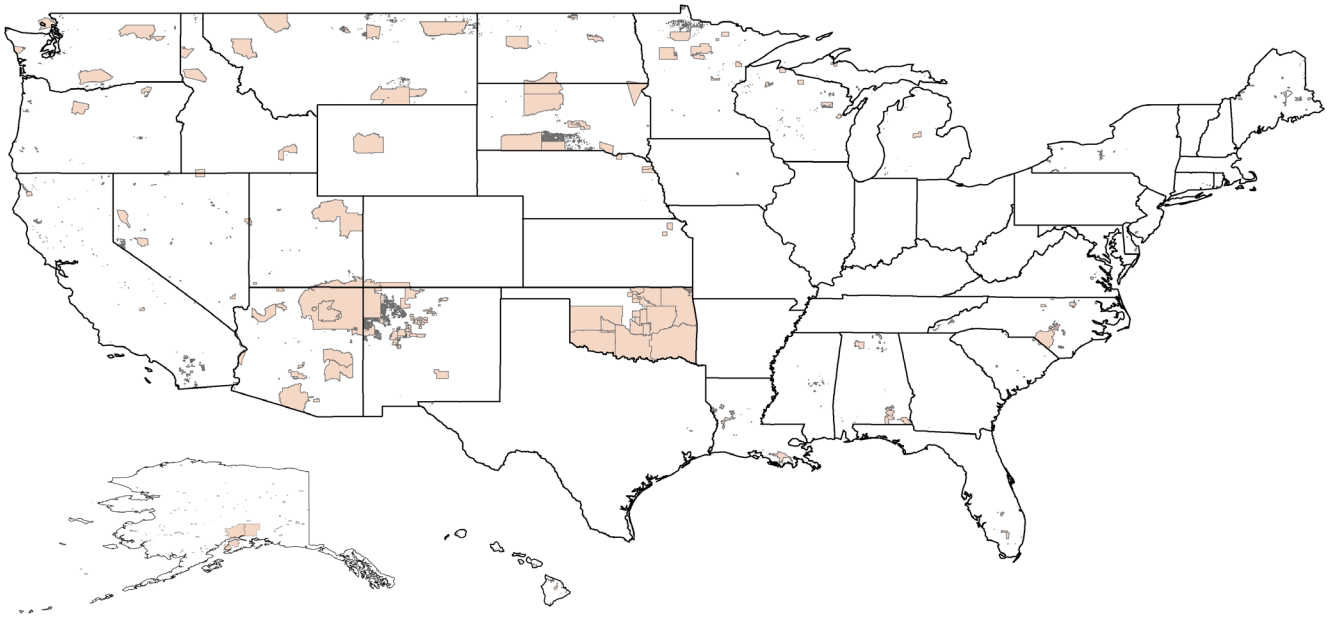


Figure 19. American Indian, Alaska Native, and Native Hawaiian Areas

The number of tribal transit providers grew significantly over the past two decades but has leveled off in the last few years. As shown in Table 54, there were 138 rural tribal transit agencies listed in the 2022 NTD. Of these, 114 reported operating data in 2022. These agencies provided a total of 1.9 million rides in 2022, an increase of 29% from 1.5 million in 2021. While ridership grew in 2022, it was still significantly below pre-pandemic levels. Tribal transit agencies provided 17.5 million vehicle miles of service and 789,000 vehicle hours of service, operating 1,097 vehicles in 2022.

Fleet statistics and performance measures are provided in Tables 55-56. Median agency values for performance measures, which are more useful for tribal transit systems for benchmarking purposes, are presented in Table 57. 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 54. Tribal Transit Operating Statistics, 2018-2022

	2018	2019	2020	2021	2022
Number of Agencies	134	125	133	137	138
Ridership (thousand rides)					
Fixed-Route	1,531	1,368	689	509	735
Demand-Response	1,153	1,007	616	561	745
Vanpool	13	24	13	7	9
Commuter Bus	196	205	81	45	93
Ferryboat	620	665	322	357	330
Total	*3,514*	*3,268*	*1,721*	*1,479*	*1,912*
Vehicle Revenue Miles (thousand miles)					
Fixed-Route	8,039	7,423	4,455	4,838	6,684
Demand-Response	11,415	10,662	7,370	7,730	9,603
Vanpool	84	238	99	46	67
Commuter Bus	1,282	1,284	756	724	1,065
Ferryboat	82	79	57	72	67
Total	*20,901*	*19,687*	*12,737*	*13,410*	*17,486*
Vehicle Revenue Hours (thousand hours)					
Fixed-Route	371	338	218	224	294
Demand-Response	547	504	365	373	448
Vanpool	2	7	5	2	3
Commuter Bus	38	40	23	21	31
Ferryboat	14	13	8	13	13
Total	*971*	*903*	*619*	*634*	*789*

Source: National Transit Database, 2018-2022

Table 55. Tribal Transit Fleet Statistics, 2022

	2022
Number of Vehicles	
Bus	106
Cutaway	411
Van	225
Minivan	265
Automobile	22
School Bus	9
Over-the-Road Bus	2
Sports Utility Vehicle	50
Other	0
Total	*1,097*
% Vehicle ADA	60%
Average Vehicle Age (years)	6.8
Average Vehicle Length (feet)	22.1
Average Vehicle Capacity	13.8
Trips per Vehicle	
Fixed-Route	2,071
Demand-Response	1,031
Total	*1,743*
Vehicle Revenue Miles per Vehicle	
Fixed-Route	18,829
Demand-Response	13,282
Total	*15,940*
Vehicle Revenue Hours per Vehicle	
Fixed-Route	828
Demand-Response	620
Total	*720*

Source: National Transit Database, 2022

Table 56. Tribal Transit Performance Measures, 2018-2022

	2018	2019	2020	2021	2022
Trips per Vehicle Revenue Mile					
Fixed-Route	0.19	0.18	0.15	0.11	0.11
Demand-Response	0.10	0.09	0.08	0.07	0.08
Total	*0.17*	*0.17*	*0.14*	*0.11*	*0.11*
Trips per Vehicle Hour					
Fixed-Route	4.1	4.0	3.2	2.3	2.5
Demand-Response	2.1	2.0	1.7	1.5	1.7
Total	*3.7*	*3.6*	*2.8*	*2.3*	*2.4*
Operating Expense Per Trip					
Fixed-Route	-	15.84	28.91	41.71	35.90
Demand-Response	-	31.32	51.85	65.27	54.02
Total	*17.93*	*18.39*	*33.17*	*42.83*	*38.56*
Operating Expense per Vehicle Revenue Mile					
Fixed-Route	-	2.92	4.47	4.39	3.95
Demand-Response	-	2.96	4.34	4.73	4.19
Total	*3.01*	*3.05*	*4.48*	*4.72*	*4.22*
Operating Expense per Vehicle Revenue Hour					
Fixed-Route	-	64.00	91.30	94.55	89.79
Demand-Response	-	62.60	87.55	98.05	89.77
Total	*65.65*	*66.57*	*92.21*	*99.85*	93.43
Farebox Recovery Ratio	0.03	0.05	0.04	0.02	0.04

Source: National Transit Database, 2018-2022

Table 57. Tribal Transit Performance Measures, Median Agency Values, 2022

Performance Measure	Median Value
Trips per Vehicle Revenue Mile	0.07
Trips per Vehicle Revenue Hour	1.63
Operating Expense per Trip	57.72
Operating Expense per Vehicle Revenue Mile	4.56
Operating Expense per Vehicle Revenue Hour	96.82
Farebox Recovery Ratio	0.00

REFERENCES

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