NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

Department Publication No. 330
June 2025

RURAL TRANSIT FACT BOOK 2025

(photo credit: Laurel Romero, NCRTD)

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Acknowledgements

Funds for this study were provided by the National Rural Transit Assistance Program (National RTAP). The Small Urban and Rural Center on Mobility within the Upper Great Plains Transportation Institute conducted the research.

Disclaimer

The content presented in this report is the sole responsibility of the Small Urban and Rural Center on Mobility, the Upper Great Plains Transportation Institute, and the authors.

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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 costs 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 policymaking, 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 2025 edition includes 2023 data from the NTD and 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 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 68 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 2023 ACS one-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 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 (16%) 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 have 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 (17%) 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 higher in urban areas, but a slightly 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)	335	267	68
Average Household Size	2.5	2.5	2.5
Gender (%)			
Male	49.6%	49.1%	50.9%
Female	50.4%	50.9%	49.1%
Age			
Median age	39.2	38.2	43.4
65 or older (%)	17.7%	16.9%	20.9%
85 or older (%)	1.8%	1.8%	1.7%
Population with a Disability (%)	13.6%	13.1%	15.5%
Race (%)[a]			
White	72.3%	68.3%	88.0%
Black or African American	14.4%	16.3%	7.1%
American Indian and Alaska Native	2.6%	2.4%	3.4%
Asian	7.4%	8.8%	1.8%
Hispanic or Latino	19.4%	22.2%	8.8%
Foreign Born (%)	14.3%	16.9%	4.2%
Highest Education Level Completed (%)[b]			
Did not complete high school	10.3%	10.2%	10.0%
High school	25.9%	24.0%	33.3%
Some college, no degree	18.9%	18.5%	20.3%
Associate's degree	8.8%	8.5%	10.2%
Bachelor's degree	21.8%	23.2%	16.6%
Graduate or professional degree	14.3%	15.6%	9.6%
Economic Characteristics			
Individuals below the poverty line (%)	12.5%	12.7%	11.5%
Median household income (dollars)	77,719	78,965	73,980

[a]Alone or in combination with another race
[b]Population 25 years or older
Source: American Community Survey, 2023 1-year estimates

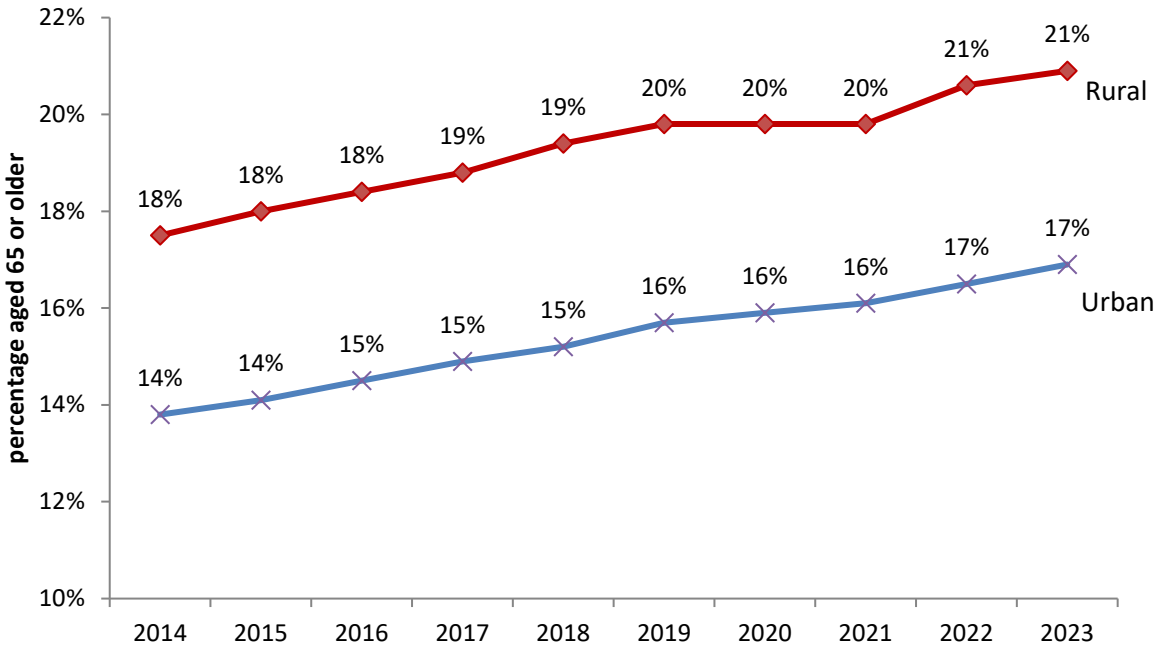


Figure 1. Percentage of Population Aged 65 or Older, 2014–2023
Source: American Community Survey 1-Year Estimates, 2014-2023

Table 2. Geographic Mobility

	United States	Urban	Rural
	----------Percentage----------		
Native population born in their state of residence	56.9	54.2	67.5
Lived in a different house 1 year ago	12.1	13.0	8.6
Lived in a different state or abroad 1 year ago	3.0	3.3	1.9

Source: American Community Survey, 2023 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 to 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 2019–2023 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.

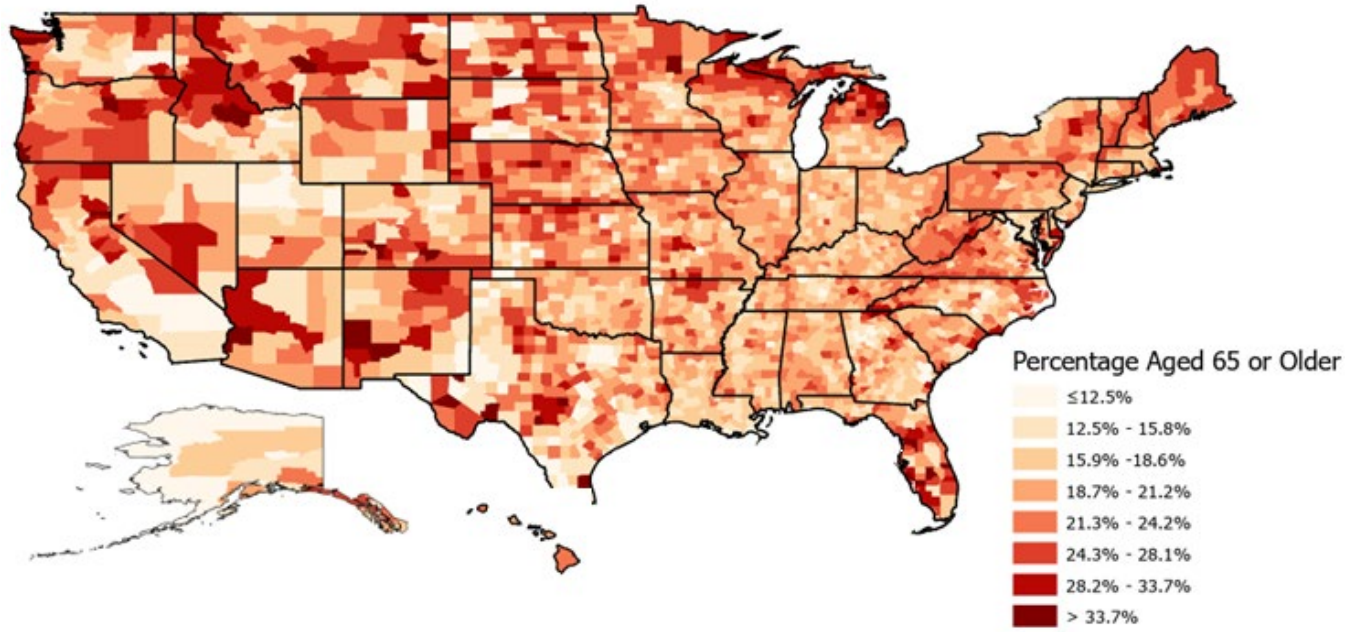


Figure 2. Percentage of Population Aged 65 or Older, by County
Source: American Community Survey, 2023 5-year estimates

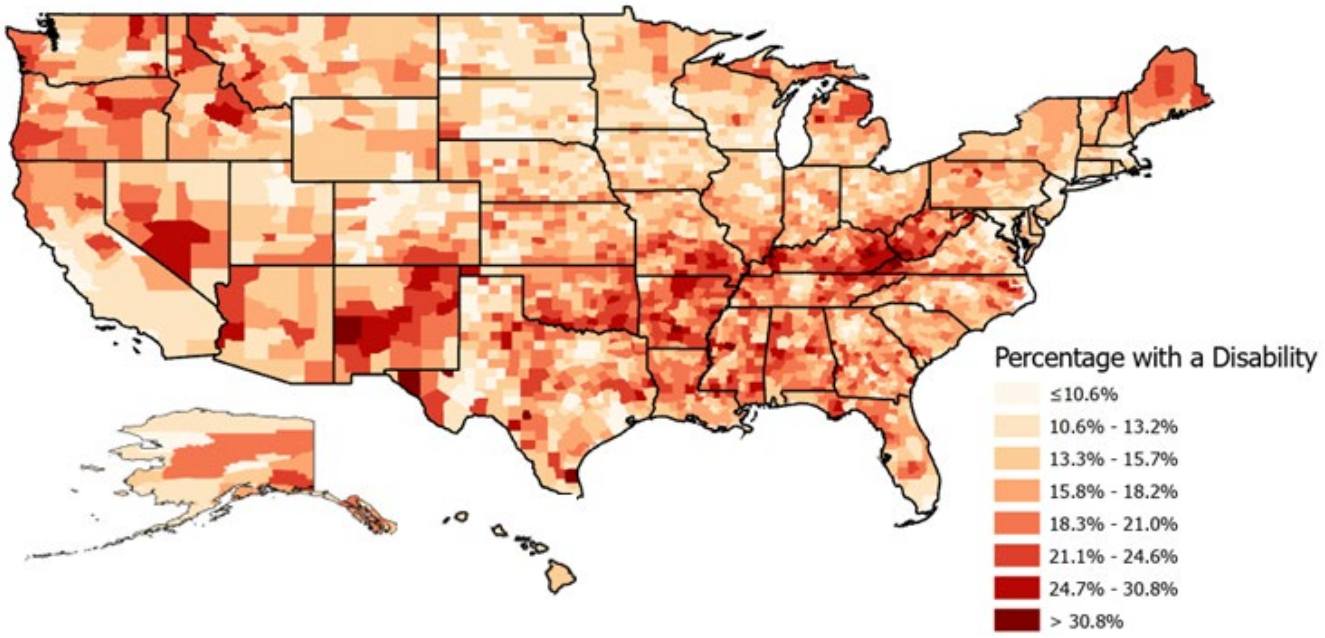


Figure 3. Percentage of Population with a Disability, by County
Source: American Community Survey, 2023 5-year estimates

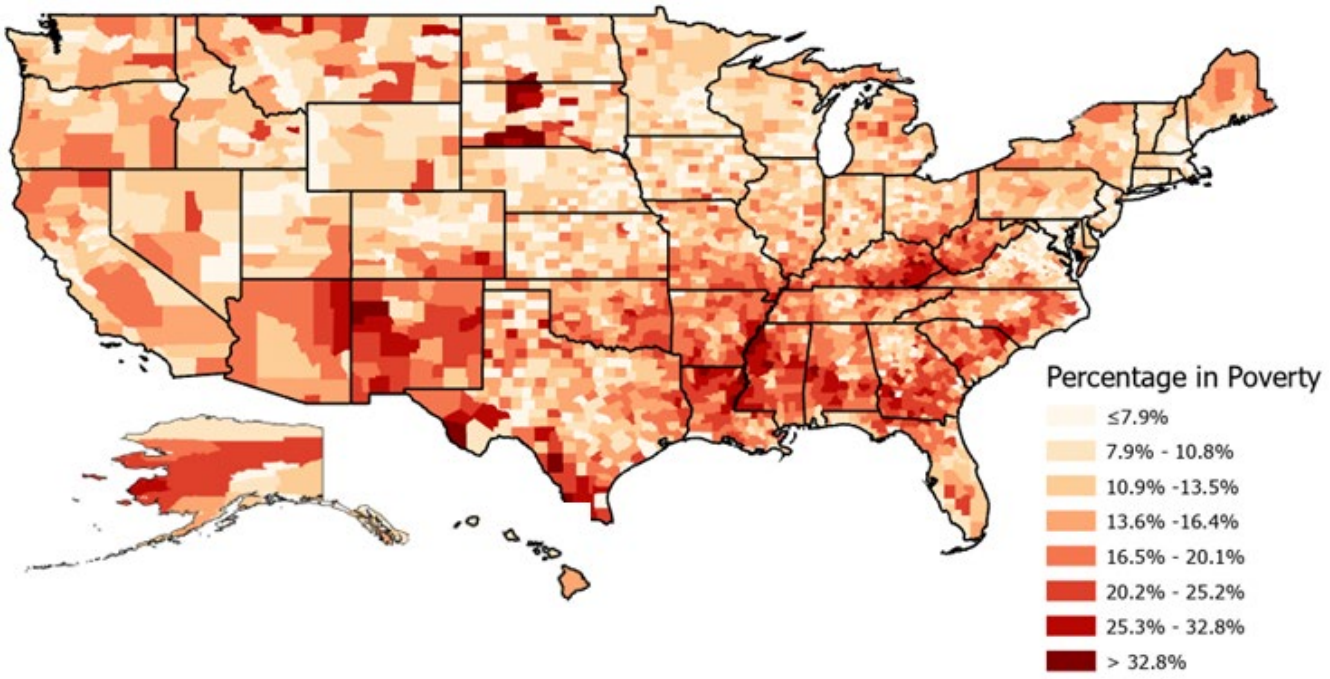


Figure 4. Percentage of Population in Poverty, by County
Source: American Community Survey, 2023 5-year estimates

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 2013 5-year estimates to the 2023 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, 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.

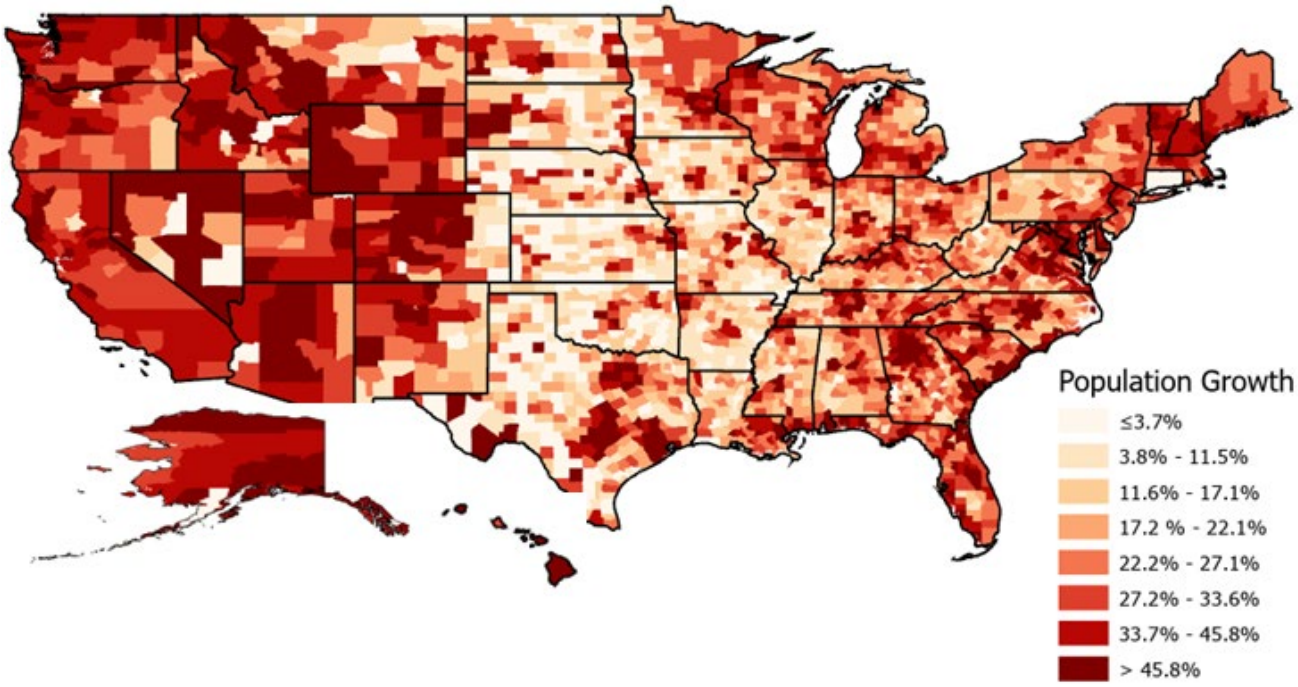


Figure 5. Growth in Population Aged 65 or Older, 2013–2023, by County
Source: American Community Survey, 2013 5-year estimates, 2023 5-year estimates

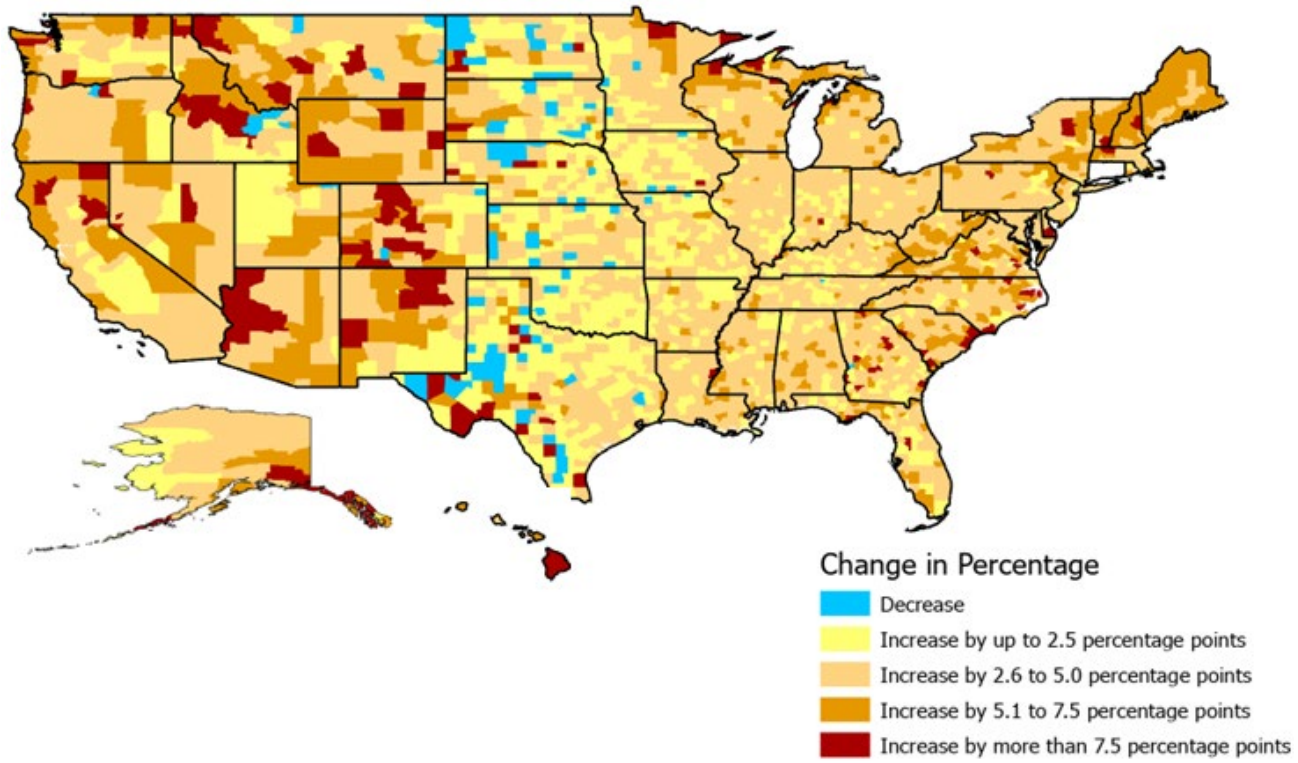


Figure 6. Change in Percentage of Population Aged 65 or Older, 2013–2023, by County
Source: American Community Survey, 2013 5-year estimates, 2023 5-year estimates

To show the demographic differences between urban and rural counties, both 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

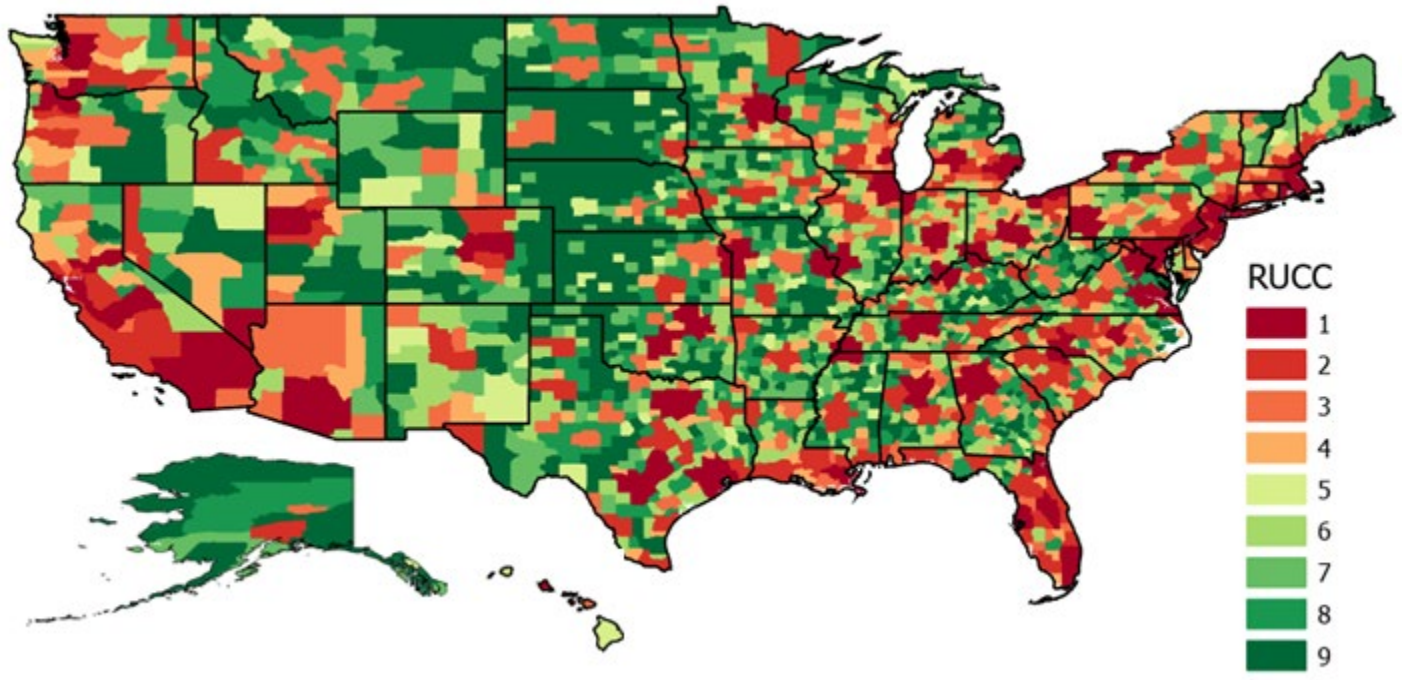


Figure 7. County-Level 2023 Rural-Urban Continuum Codes
Source: U.S. Department of Agriculture, Economic Research Service. Rural-Urban Continuum Codes. January 2024.

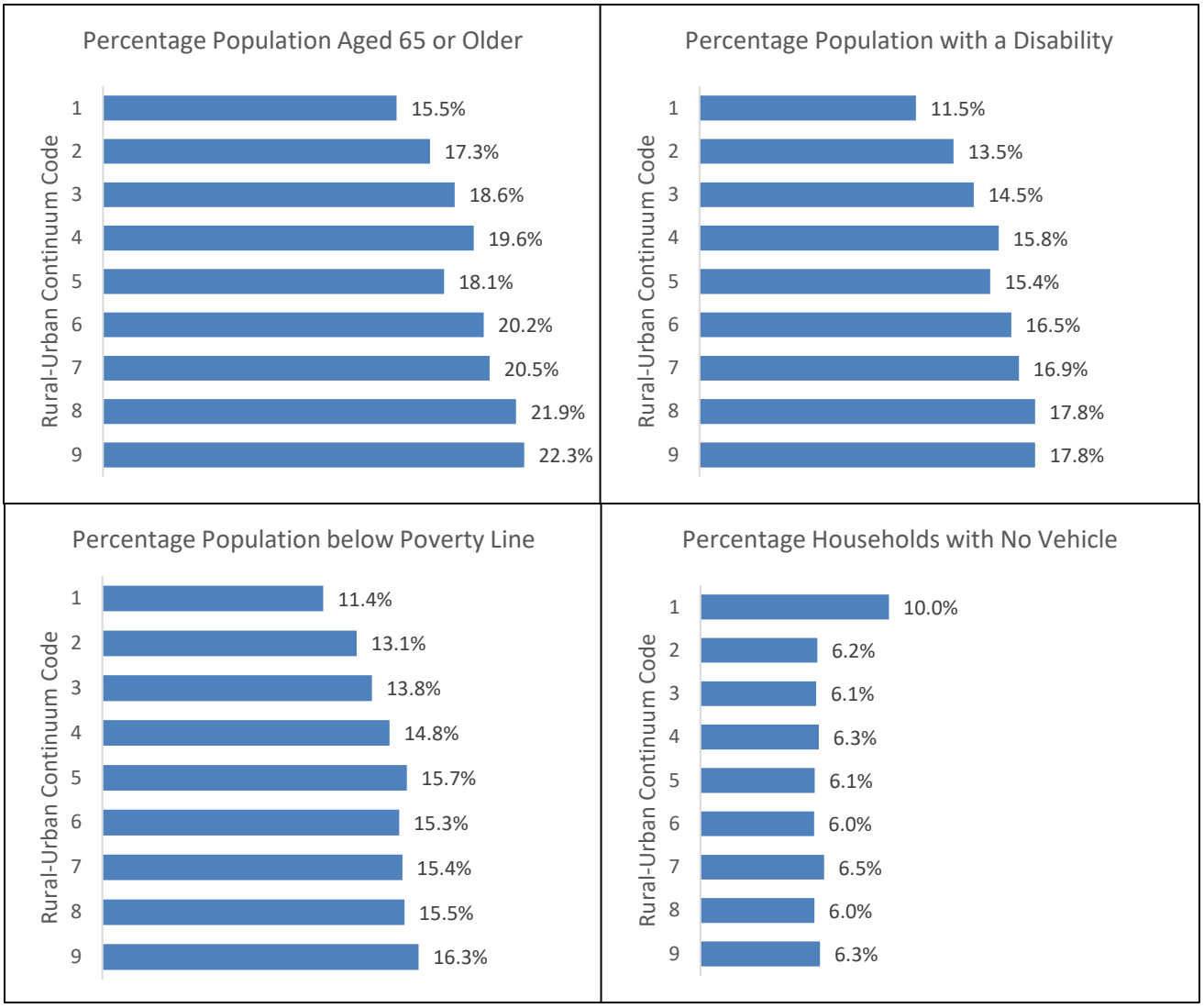


Figure 8. Percentage of Population Consisting of Transportation-Disadvantaged Populations, by Rural-Urban Continuum Code
Source: American Community Survey, 2023 5-year estimates

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 23%, the 10th percentile is 17%, and the 90th percentile is 29%. In other words, at least 23% of the population is aged 65 or older in half of these counties; and in 10% of these counties, 29% or more of the population is 65 or older. The data further show that in 10% of the most rural counties, at least 24% 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	17	13	21	13	9	17	10	5	17
2	18	14	23	15	11	21	13	8	19
3	19	14	24	15	11	20	13	8	20
4	19	14	24	16	12	21	14	9	22
5	17	13	22	15	11	21	14	9	22
6	20	16	24	17	12	21	15	9	23
7	20	15	26	17	12	23	14	9	23
8	22	17	28	18	13	24	14	8	23
9	23	17	29	17	11	24	14	8	25

Source: American Community Survey, 2023 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 counties in Florida or Nevada or rural counties elsewhere in the country. The counties with the highest proportions of disabilities are mostly 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
Loving County, Texas	9	74	Chattahoochee County, Georgia	2	3
Sumter County, Florida	3	58	Madison County, Idaho	4	5
Kenedy County, Texas	9	50	Kusilvak Census Area, Alaska	9	6
Catron County, New Mexico	9	45	Aleutians West Census Area, Alaska	9	6
La Paz County, Arizona	6	42	Oglala Lakota County, South Dakota	9	7
Charlotte County, Florida	3	40	Todd County, South Dakota	9	8
Lancaster County, Virginia	9	40	Utah County, Utah	2	8
Jefferson County, Washington	6	40	North Slope Borough, Alaska	9	8
Jeff Davis County, Texas	9	39	Bethel Census Area, Alaska	7	8
Storey County, Nevada	2	39	Jim Hogg County, Texas	8	8
Northumberland County, Virginia	9	38	Nome Census Area, Alaska	9	8
Ontonagon County, Michigan	9	38	Northwest Arctic Borough, Alaska	9	8
McCormick County, South Carolina	8	38	Geary County, Kansas	3	9
Sarasota County, Florida	2	37	Tooele County, Utah	1	9
Dolores County, Colorado	9	37	McKenzie County, North Dakota	7	9

Population With a Disability

Highest Percentages of Population			Lowest Percentages of Population		
County/State	RUCC Code	Percentage	County/State	RUCC Code	Percentage
Kenedy County, Texas	9	52	San Juan County, Colorado	9	3
Loving County, Texas	9	43	Summit County, Utah	4	6
Catron County, New Mexico	9	40	San Miguel County, Colorado	9	6
Lyon County, Kentucky	8	38	Teton County, Wyoming	7	6
Dickenson County, Virginia	9	38	Summit County, Colorado	5	6
Issaquena County, Mississippi	9	37	Eagle County, Colorado	5	7
Quitman County, Georgia	8	36	Crane County, Texas	8	7
Owsley County, Kentucky	9	36	Arlington County, Virginia	1	7
Buchanan County, Virginia	9	35	Loudoun County, Virginia	1	7
Holmes County, Mississippi	2	33	Sutton County, Texas	9	7
Real County, Texas	9	33	Colfax County, Nebraska	7	7
Wolfe County, Kentucky	9	33	Madison County, Idaho	4	7
Mingo County, West Virginia	8	33	Alexandria city, Virginia	1	7
Russell County, Virginia	8	32	Hamlin County, South Dakota	9	7
Crittenden County, Kentucky	8	32	Teton County, Idaho	9	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	53	Morgan County, Utah	2	2
Todd County, South Dakota	9	49	Stanley County, South Dakota	9	2
Mellette County, South Dakota	9	46	Sterling County, Texas	8	3
Corson County, South Dakota	9	45	Los Alamos County, New Mexico	6	3
Dimmit County, Texas	7	45	Nantucket County, Massachusetts	7	3
Sioux County, North Dakota	9	43	Douglas County, Colorado	1	3
Ziebach County, South Dakota	9	38	Crockett County, Texas	8	3
Wolfe County, Kentucky	9	38	Powhatan County, Virginia	1	3
Holmes County, Mississippi	2	38	Hemphill County, Texas	9	4
Jackson County, South Dakota	9	38	Falls Church city, Virginia	1	4
Zapata County, Texas	6	37	Hamilton County, Kansas	9	4
Knox County, Kentucky	7	37	Hunterdon County, New Jersey	1	4
Madison Parish, Louisiana	6	37	Goochland County, Virginia	1	4
Presidio County, Texas	9	36	Calvert County, Maryland	3	4
Coahoma County, Mississippi	6	36	Oldham County, Kentucky	1	4

Source: American Community Survey, 2023 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	8.4	9.5	4.1
1	33.3	35.7	24.1
2	36.5	36.0	38.6
3 or more	21.7	18.9	33.2

Source: American Community Survey, 2023 1-year estimates

Rural workers are more likely to drive to work alone and less likely to commute by public transportation than those in urban areas (Table 7). Only 0.4% of rural residents use public transportation to travel to work, compared with 4.3% 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 the COVID-19 pandemic decreased 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 with 2020. VMT has since continued to increase, surpassing pre-pandemic VMT in rural areas. In 2024, VMT on urban roadways was still slightly below 2019 levels. The VMT depicted in Figure 9 includes both personal and commercial travel and is total VMT, as opposed to per-capita VMT.

Table 7. Commuting to Work

	United States	Urban	Rural
Mode Used (%)			
Car, truck, or van – drove alone	69.2	67.4	76.7
Car, truck, or van – carpooled	9.0	9.0	8.9
Public transportation (excluding taxicab)	3.5	4.3	0.4
Walked	2.4	2.6	1.8
Bicycle	0.5	0.5	0.2
Other means	1.5	1.6	1.2
Worked from home	13.8	14.5	10.9
Mean travel time to work (minutes)	26.8	26.4	28.2

Source: American Community Survey, 2023 1-year estimates

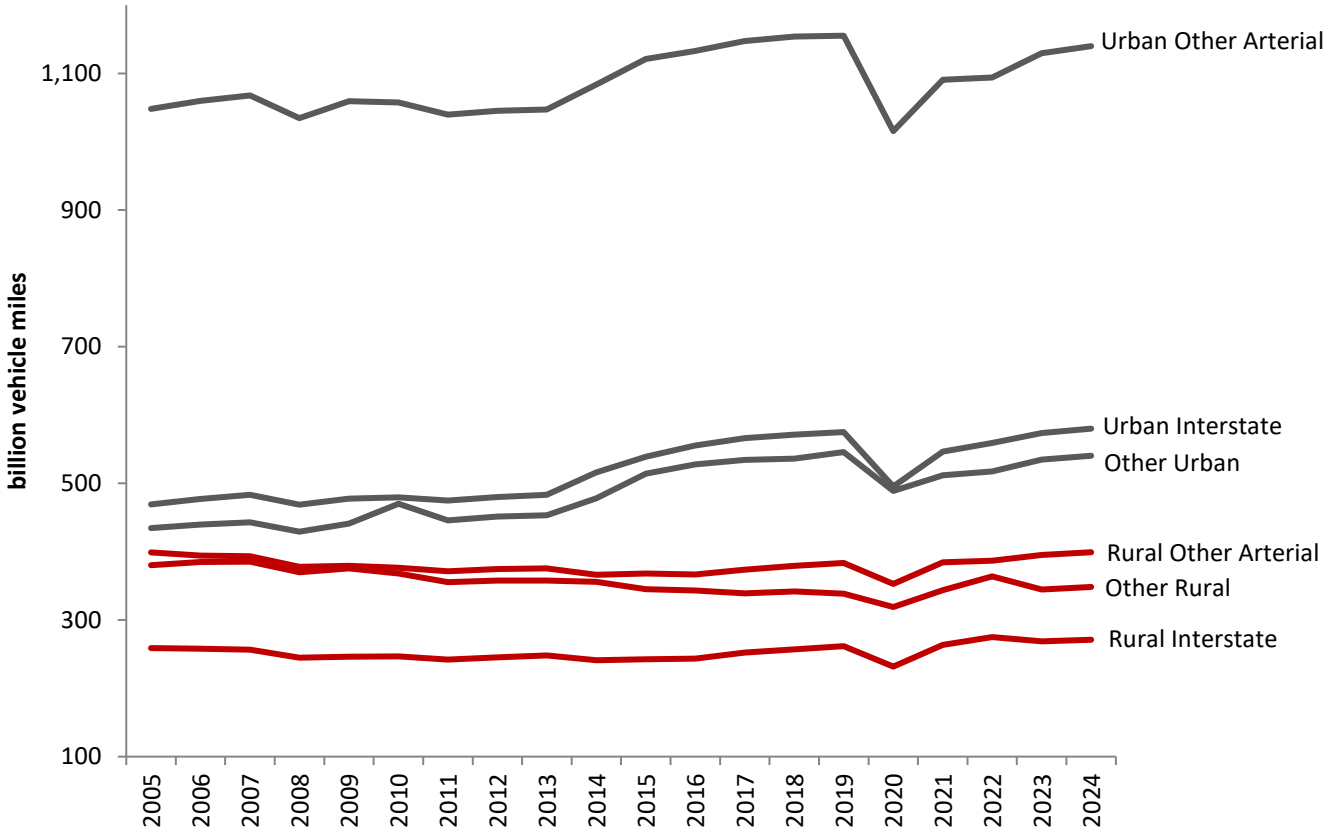


Figure 9. Vehicle Miles Traveled on Urban and Rural Roadways
Source: Federal Highway Administration

NATIONAL RURAL TRANSIT

Using data submitted to the NTD, this section describes the characteristics of rural transit systems receiving Section 5311 funding. Data for 2023 are the most recent available at the time of publication.

As reported in the NTD, 1,226 agencies provided service in 2023 (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 a strictly demand-response service. Some provide fixed-route, and a small number provide other modes such as commuter bus, vanpool, or ferryboat. In total, 1,091 rural operators provided a demand-response service and 427 provided fixed-route service in 2023, including either a traditional fixed-route or deviated fixed-route service.

Table 8. Number of Rural Transit Providers Nationwide

	2019	2020	2021	2022	2023
Type of Service Provided					
Fixed-Route	469	464	455	446	427
Demand-Response	1,114	1,136	1,141	1,121	1,091
Ferryboat	12	11	13	11	12
Commuter Bus	59	58	56	56	51
Vanpool	17	18	16	16	14
Other	2	2	2	2	2
Total Rural General Public Transit	***1,301***	***1,263***	***1,292***	***1,259***	***1,226***

Source: National Transit Database, 2019–2023

Nationwide, 84% of counties had some level of rural transit service in 2023, 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				
		2019	2020	2021	2022	2023
Alabama	67	51	51	51	51	51
Alaska	18	9	9	9	9	9
Arizona	15	14	14	14	14	14
Arkansas	75	67	67	67	67	67
California	58	57	57	57	57	58
Colorado	64	53	53	53	53	53
Connecticut	8	4	4	4	5	5
Delaware	3	1	1	1	1	1
Florida	67	62	60	60	60	60
Georgia	159	112	112	112	116	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	84	84	90	90
Kentucky	120	103	104	104	104	104
Louisiana	64	38	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	60	60	60
Missouri	115	114	114	114	114	114
Montana	56	38	38	39	39	39
Nebraska	93	84	86	88	89	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	95	95	95
North Dakota	53	53	53	53	53	53
Ohio	88	38	45	45	46	45
Oklahoma	77	76	76	77	77	77
Oregon	36	33	33	33	33	33
Pennsylvania	67	30	30	54	51	51
Rhode Island	5	2	2	2	2	2
South Carolina	46	40	40	40	40	40
South Dakota	66	59	60	60	66	66
Tennessee	95	95	95	95	95	95
Texas	254	246	246	246	246	246
Utah	29	7	7	7	6	10
Vermont	14	14	14	14	14	14
Virginia	95	58	58	58	67	67
Washington	39	29	28	28	28	27
West Virginia	55	25	26	26	26	26
Wisconsin	72	60	60	60	60	60
Wyoming	23	11	23	23	23	23
Total	3,091	2,530	2,553	2,583	2,607	2,610
Percentage of Counties served		82%	83%	84%	84%	84%

Source: National Transit Database, 2019–2023

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 started to rebound in 2022 and continued to rise in 2023, increasing by 10% from 91.2 million rides in 2022 to 99.9 million rides (Table 10). The growth spanned various transit modes, most notably fixed-route services, which saw ridership increase by 15%, and demand-response services, which grew by 3%. On the other hand, total vehicle revenue miles and vehicle revenue hours decreased 2% and 3%, respectively, to 401.8 million vehicle miles and 23.3 million vehicle hours of service. Data for intercity bus carriers receiving government support or urban systems providing service in rural areas are not included in Table 10. Figures 10 and 11 show trends in ridership, vehicle revenue miles, and vehicle revenue hours over the past 10 years.

Table 10. Rural Transit Operating Statistics

	2019	2020	2021	2022	2023	% Change 2022-2023
	----------millions----------					
Ridership						
Fixed-Route	67.7	48.6	32.5	46.9	54.1	15%
Demand-Response	45.6	34.9	28.0	33.6	34.6	3%
Commuter Bus	4.9	3.2	2.4	3.2	3.4	9%
Vanpool	0.8	0.6	0.5	0.5	0.4	-20%
Ferryboat	2.1	1.5	1.7	3.1	3.2	2%
Bus Rapid Transit	1.0	0.5	0.7	0.9	1.0	17%
Aerial Tramway	3.2	2.4	2.8	3.1	3.1	2%
Total	125.5	91.6	68.4	91.2	99.9	10%
Vehicle Revenue Miles						
Fixed-Route	109.6	94.7	89.3	101.2	101.6	-1%
Demand-Response	338.2	279.2	253.3	281.8	278.5	-1%
Commuter Bus	15.5	14.0	13.4	13.6	12.7	-7%
Vanpool	7.1	6.0	5.2	6.0	3.8	-36%
Ferryboat	0.3	0.3	0.3	0.5	0.5	0%
Bus Rapid Transit	2.0	1.5	2.0	1.8	1.7	-6%
Aerial Tramway	3.9	3.1	3.6	4.0	3.9	-2%
Total	478.0	398.9	367.1	408.9	401.8	-2%
Vehicle Revenue Hours						
Fixed-Route	6.3	5.5	5.3	6.0	5.9	-2%
Demand-Response	19.5	16.9	15.3	16.7	16.3	-2%
Commuter Bus	0.6	0.5	0.5	0.5	0.5	-10%
Vanpool	0.2	0.1	0.1	0.1	0.1	-26%
Ferryboat	0.1	0.0	0.1	0.1	0.1	3%
Bus Rapid Transit	0.1	0.0	0.1	0.1	0.1	-2%
Aerial Tramway	0.3	0.3	0.3	0.4	0.4	-2%
Total	27.1	23.4	21.6	23.9	23.3	-3%

Source: National Transit Database, 2019–2023

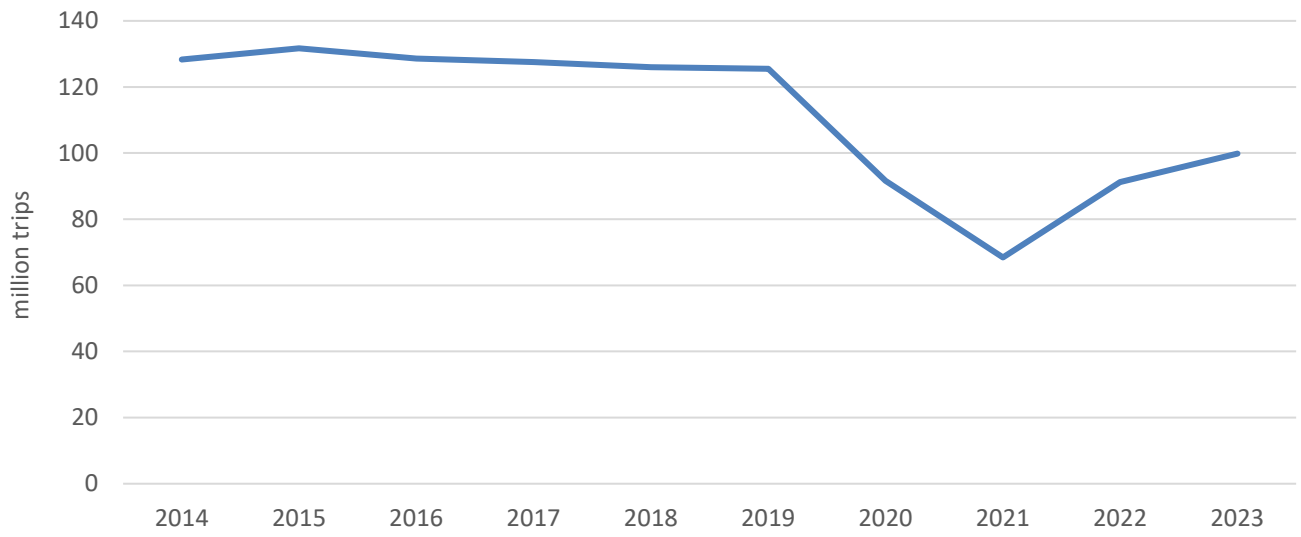


Figure 10. Rural Transit Ridership, 2014–2023

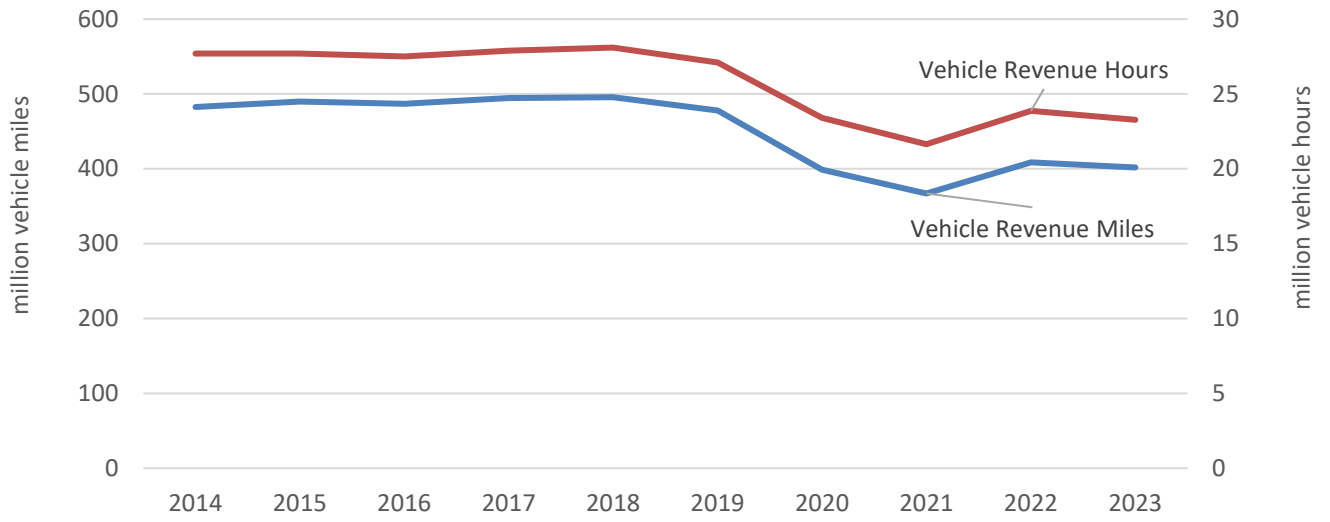


Figure 11. Rural Transit Vehicle Revenue Miles and Hours, 2014–2023

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 increases in 2022 and 2023. 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, and the median agency had a 21% increase in ridership. Ridership continued to grow in 2023, as 73% of agencies saw an increase in ridership (Table 11). Meanwhile, 68% also increased vehicle miles and 63% increased vehicle hours. The median change from 2022 to 2023 was a 5% increase in vehicle miles, a 4% increase in vehicle hours, and an 11% increase in trips provided. Despite these gains, ridership in 2023 was still below the 2019 levels for 77% of agencies. The median agency provided 22% fewer trips in 2023 compared with 2019.

Table 11. Agency Level Changes in Service Miles, Hours, and Trips, 2022–2023

	Vehicles Miles	Vehicle Hours	Total Trips
Median Change	5%	4%	11%
Percentage of Agencies with an Increase	68%	63%	73%
Percentage of Agencies with an Increase of:			
5% or more	50%	44%	62%
10% or more	38%	32%	52%
20% or more	21%	18%	31%
50% or more	6%	5%	8%
Percentage of Agencies with a Decrease of:			
5% or more	18%	19%	15%
10% or more	11%	13%	10%
20% or more	5%	6%	5%
50% or more	1%	1%	1%

Source: National Transit Database, 2023

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 2023, urban transit agencies provided 37.5 million rides, 126 million vehicle revenue miles, and 6.7 million vehicle revenue hours in non-urbanized areas. Combined, rural and urban transit agencies provided 137.4 million rides, 527.8 million vehicle revenue miles, and 30 million vehicle revenue hours in 2023 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, 2023

Mode	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Fixed-Route	18,790,427	36,717,427	2,158,054
Demand-Response	7,873,853	72,687,949	4,005,602
Commuter Bus	967,756	4,460,872	162,002
Vanpool	1,841,909	8,790,747	223,262
Ferryboat	6,031,880	417,041	46,685
Alaskan Railway	31,274	810,611	30,504
Publicos (Puerto Rico)	610,417	464,206	42,949
Other	1,421,551	1,709,068	52,767
Total	*37,569,067*	*126,057,921*	*6,721,825*

Source: National Transit Database, 2023

Table 13. Total Rural Service Provided by Rural and Urban Transit Agencies, 2023

	Ridership	Vehicle Revenue Miles	Vehicle Revenue Hours
Rural and Tribal Agencies	99,875,552	401,810,132	23,274,306
Urban Agencies	37,569,067	126,057,921	6,721,825
Total	*137,444,619*	*527,868,053*	*29,996,131*

Source: National Transit Database, 2023

Tables 14–16 show median and percentile rankings for ridership, vehicle revenue miles, and vehicle revenue hours per agency in 2023. Median ridership was 24,195 rides. Data for fixed-route and demand-response service include just those agencies that provide those modes. Median ridership was 16,314 trips for demand-response service and 28,834 trips for fixed-route. Table 14 also shows the variation and range in ridership. For example, 10% of agencies provided 144,306 rides or more, and 10% provided 3,435 rides or less. The median vehicle revenue miles provided was 172,846, and the median vehicle revenue hours was 10,539. Ten percent of the agencies provided 722,155 or more miles of service, and the smallest 10% provided 25,572 miles or less. For systems providing fixed-route service, the median fixed-route miles provided was 150,361, and the median fixed-route vehicle hours of service was 7,998. For demand-response operations, the median values were 121,895 vehicle miles and 7,780 vehicle hours.

Table 14. Ridership Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-Response	Total
	----------Unlinked passenger trips----------		
10th	3,183	2,618	3,435
20th	7,547	5,465	7,165
30th	11,673	8,517	11,220
40th	19,274	11,998	17,024
50th (Median)	28,834	16,314	24,195
60th	47,734	22,543	33,278
70th	78,704	30,423	50,996
80th	125,649	44,568	81,048
90th	333,973	74,998	144,306

Source: National Transit Database, 2023

Table 15. Vehicle Miles Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-Response	Total
	----------Vehicle revenue miles----------		
10th	25,803	18,053	25,572
20th	42,640	36,282	48,743
30th	64,896	56,580	78,575
40th	102,705	84,550	128,284
50th (Median)	150,361	121,895	172,846
60th	193,511	172,623	237,996
70th	272,708	239,671	332,368
80th	356,079	357,890	474,121
90th	548,460	603,956	722,155

Source: National Transit Database, 2023

Table 16. Vehicle Hours Percentile Rankings for Rural Transit Agencies

Percentile	Fixed-Route	Demand-Response	Total
	----------Vehicle revenue hours----------		
10th	1,822	1,480	1,765
20th	2,925	2,569	3,194
30th	4,153	4,009	5,320
40th	6,094	5,746	7,410
50th (Median)	7,998	7,780	10,539
60th	11,068	10,787	14,049
70th	15,009	14,781	19,120
80th	19,915	21,263	26,768
90th	32,528	32,973	42,613

Source: National Transit Database, 2023

FINANCIAL STATISTICS

In 2023, funding for both capital projects and 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 increased 98% from the previous year, while state and local contributions saw smaller increases. Overall, total capital funding increased by 77% compared with 2022.

On the operating side, federal assistance for operating costs declined 9% to $701 million in 2023. State and local funding and directly generated revenues decreased significantly during the pandemic, but experienced considerable increases in 2022 and 2023. State and local assistance for operations increased 9% and 29% from 2022 to 2023, and directly generated revenues, which includes fare revenue, contract revenue, advertising revenue, donations, and other direct sources, rose by 7%. Total operating funds increased by 5% from the previous year.

Table 17. Rural Transit Financial Statistics: Sources of Funding

	2019	2020	2021	2022	2023	% Change 2021-2022
	----------million dollars----------					
Capital Funding						
Federal	177.3	199.2	199.9	121.4	240.9	98%
State	52.7	48.3	54.0	52.2	57.0	9%
Local	46.0	60.6	52.7	49.7	92.1	85%
Directly Generated	1.9	6.3	2.1	2.0	8.9	345%
Total Capital	277.9	314.5	308.7	225.4	399.0	77%
Operating						
Federal Assistance	475.7	666.0	881.1	772.8	700.8	-9%
State Assistance	306.0	272.3	220.3	338.9	369.9	9%
Local Assistance	407.5	303.2	238.3	359.2	463.9	29%
Directly Generated	286.7	240.6	186.5	272.1	291.9	7%
Total Operating	1,475.9	1,482.1	1,526.3	1,742.9	1,826.6	5%

Source: National Transit Database, 2019–2023

FLEET STATISTICS

Table 18 presents the types and total number of active vehicles used across various modes of rural transit in 2023. In 2023, 16,927 vehicles were used for demand-response transit, while 3,722 vehicles were used for fixed-route services. Additionally, commuter buses accounted for 612 vehicles, and vanpools added another 300 to the fleet, for a total of 22,120 vehicles in rural transit fleets. The data highlight a significant dependence on cutaways for demand-response services, numbering 10,550 vehicles, and a substantial use of buses in fixed-route services, totaling 2,801 vehicles.

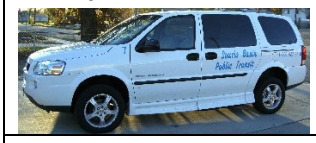
The classification of vehicles, as detailed in the National Transit Database (NTD), spans buses, cutaways, vans, minivans, sport utility vehicles (SUVs), school buses, over-the-road buses, articulated buses, and also unique categories like aerial tramways and ferryboats, based on definitions provided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

Table 18. Vehicles by Mode, 2023

	Demand-Response	Fixed-Route	Commuter Bus	Vanpool	Demand-Response Taxi	Total
Bus	738	1,698	278	4	4	2,801
Cutaway	8,305	1,796	271	48	48	10,550
Van	2,931	85	9	147	0	3,266
Minivan	4,307	78	7	74	3	4,534
Automobile	266	3	0	0	0	278
School Bus	20	5	0	0	0	25
Over-the-Road Bus	1	32	47	0	0	119
Sport Utility Vehicle	354	6	0	27	0	399
Aerial Tramway	0	0	0	0	0	71
Articulated Bus	0	10	0	0	0	10
Ferryboat	0	0	0	0	0	50
Other	5	9	0	0	0	17
Total	*16,927*	*3,722*	*612*	*300*	*55*	*22,120*

Source: National Transit Database, 2023

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 10,550 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 4,534 vehicles primarily serving demand-response routes. Vans follow closely with 3,266 vehicles, used for demand-response services. Buses, totaling 2,801, 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 7,800 vehicles, facilitating shared transportation for smaller groups.

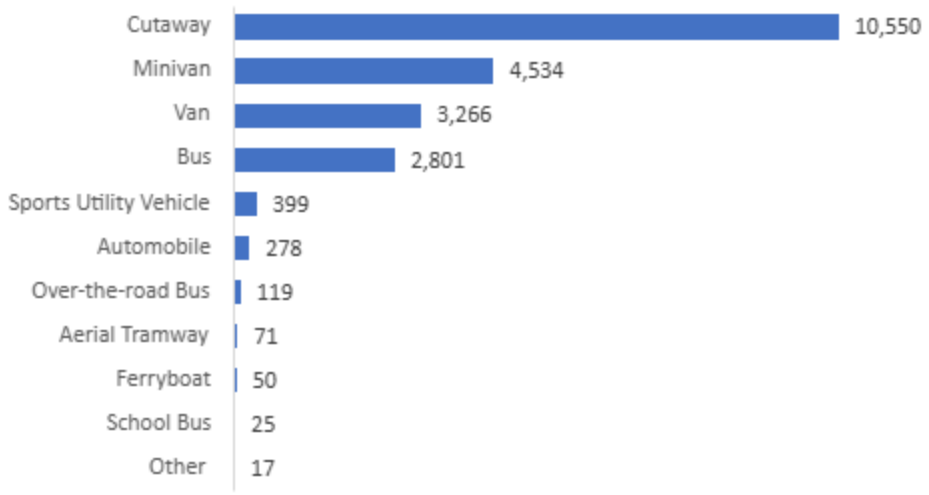


Figure 12. Total Rural Transit Vehicles, by Type, 2023

As shown in Table 20, the average fixed-route system operated 8.7 vehicles, and the average demand-response system operated 15.5 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 18.0 active vehicles; 84% of these vehicles were ADA accessible (Table 21). Most buses (93%) and cutaways (94%) were ADA accessible, whereas 75% of minivans and 71% of vans were ADA accessible in 2023. Less commonly used vehicles, such as automobiles and sport 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, 2023

Mode	Average Number of Vehicles per Agency
Demand-Response	15.5
Fixed-Route	8.7
Commuter Bus	12.0
Vanpool	21.4
Total	*18.0*

Source: National Transit Database, 2023

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

Vehicle Type	2019	2020	2021	2022	2023
	----------Percentage----------				
Bus	96	94	94	93	93
Cutaway	94	94	94	94	94
Van	64	66	67	69	71
Minivan	74	74	76	76	75
Automobile	20	20	21	26	27
School Bus	16	22	15	15	36
Over-the-Road Bus	95	95	97	97	100
Sport Utility Vehicle	23	20	16	12	11
Total	*84*	*84*	*84*	*84*	*84*

Source: National Transit Database, 2019-2023

The average age of the vehicles was 6.5 years in 2023 (Table 22). The average vehicle length was 22.9 feet with an average seating capacity of 14.1 (Tables 23–24). The average bus was 32.9 feet and had a seating capacity of 28.3, while the average cutaway was 24.1 feet with a seating capacity of 15.0.

Table 22. Average Vehicle Age

Vehicle Type	2019	2020	2021	2022	2023
	----------Years----------				
Bus	7.6	7.4	7.6	7.9	7.8
Cutaway	5.7	5.5	5.6	6.1	6.4
Van	5.4	5.4	5.5	5.7	5.9
Minivan	5.3	5.3	5.5	6.0	6.1
Automobile	8.0	7.6	7.1	7.7	7.6
School Bus	14.5	14.8	15.4	16.5	13.5
Over-the-Road Bus	7.0	8.3	8.7	9.8	10.0
Sport Utility Vehicle	5.4	5.4	5.0	5.5	5.2
Total	*5.9*	*5.8*	*5.9*	*6.4*	*6.5*

Source: National Transit Database, 2019–2023

Table 23. Average Vehicle Length

Vehicle Type	2019	2020	2021	2022	2023
	----------Feet----------				
Bus	32.5	32.6	32.8	32.8	32.9
Cutaway	24.1	24.0	24.0	24.0	24.1
Van	19.2	19.2	19.1	19.2	19.2
Minivan	16.5	16.5	16.5	16.5	16.4
Automobile	15.9	15.6	15.7	15.7	15.7
School Bus	36.7	36.5	37.7	34.7	36.2
Over-the-Road Bus	44.1	44.3	44.2	44.4	44.4
Sport Utility Vehicle	15.9	15.9	15.7	15.7	15.7
Total	*23.0*	*22.9*	*22.9*	*22.9*	*22.9*

Source: National Transit Database, 2019–2023

Table 24. Average Seating Capacity

Vehicle Type	2019	2020	2022	2022	2023
Bus	27.8	27.7	28.1	28.3	28.3
Cutaway	15.0	14.9	14.9	14.8	15.0
Van	9.9	9.8	9.7	9.6	9.5
Minivan	5.6	5.6	5.6	5.6	5.5
Automobile	4.2	4.2	4.1	4.0	4.1
School Bus	55.7	53.9	60.0	57.2	56.6
Over-the-Road Bus	51.8	52.5	53.6	53.9	53.0
Sport Utility Vehicle	5.3	5.4	5.6	5.6	5.6
Total	*14.3*	*14.1*	*14.0*	*14.1*	*14.1*

Source: National Transit Database, 2019–2023

In 2023, 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 82% 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, 2023

	Vehicle Type								
Ownership type	Bus	Cutaway	Van	Minivan	Auto	School bus	Over-the-road bus	Sport utility vehicle	Total
	Percentage								
Owned outright by public agency	82	80	77	67	69	64	64	79	77
Owned outright by private entity	8	13	18	26	27	20	29	17	16
True lease by public agency	0	1	1	1	1	0	0	0	1
Leased or borrowed from related parties by a public agency	6	2	2	2	0	16	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	3	2	1	2	1	0	5	2	2
Leased or borrowed from related parties by a private entity	0	2	0	2	0	0	2	0	2

Source: National Transit Database, 2023

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 7% of the vehicles. Other federal funds contributed 30% of vehicle financing, while non-federal public funds accounted for 14%. A smaller portion, 4%, was financed by private funds.

Table 26. Primary Funding Source for Vehicles, 2023

	Vehicle Type								
Funding source	Bus	Cutaway	Van	Minivan	Auto	School bus	Over-the-road bus	Sport utility vehicle	Total
	Percentage								
Rural Area Formula Program (5311)	42	51	41	42	25	20	16	40	46
Enhanced Mobility of Seniors & Individuals with Disabilities (5310)	2	8	7	8	5	0	0	4	7
Other Federal Funds	35	27	32	32	13	48	24	30	30
Non-Federal Public Funds	19	12	15	12	34	12	30	15	14
Non-Federal Private Funds	2	1	4	6	23	20	29	11	4

Source: National Transit Database, 2023

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 2023, the efficiency of rural transit services saw a noticeable improvement after pandemic-related decreases in 2020 through 2022. Trips per vehicle revenue mile and per vehicle revenue hour improved by 11% and 12%, 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 greatly 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 and 2023. Figure 13 shows trends in trips per VRM and VRH over the past 10 years.

Table 27. Trips per Mile and Trips per Hour

	2019	2020	2021	2022	2023	% Change 2022-2023
Trips per Vehicle Revenue Mile						
Fixed-Route	0.62	0.51	0.36	0.46	0.54	16%
Demand-Response	0.13	0.12	0.11	0.12	0.12	4%
Commuter Bus	0.31	0.23	0.18	0.23	0.27	17%
Vanpool	0.11	0.09	0.09	0.09	0.11	24%
Total	0.26	0.23	0.19	0.22	0.25	11%
Trips per Vehicle Revenue Hour						
Fixed-Route	10.7	8.9	6.2	7.8	9.2	18%
Demand-Response	2.3	2.1	1.8	2.0	2.1	5%
Commuter Bus	8.5	6.4	4.8	6.2	7.5	20%
Vanpool	4.6	4.0	4.0	4.1	4.4	8%
Total	4.6	3.9	3.2	3.8	4.3	12%

Source: National Transit Database, 2019–2023

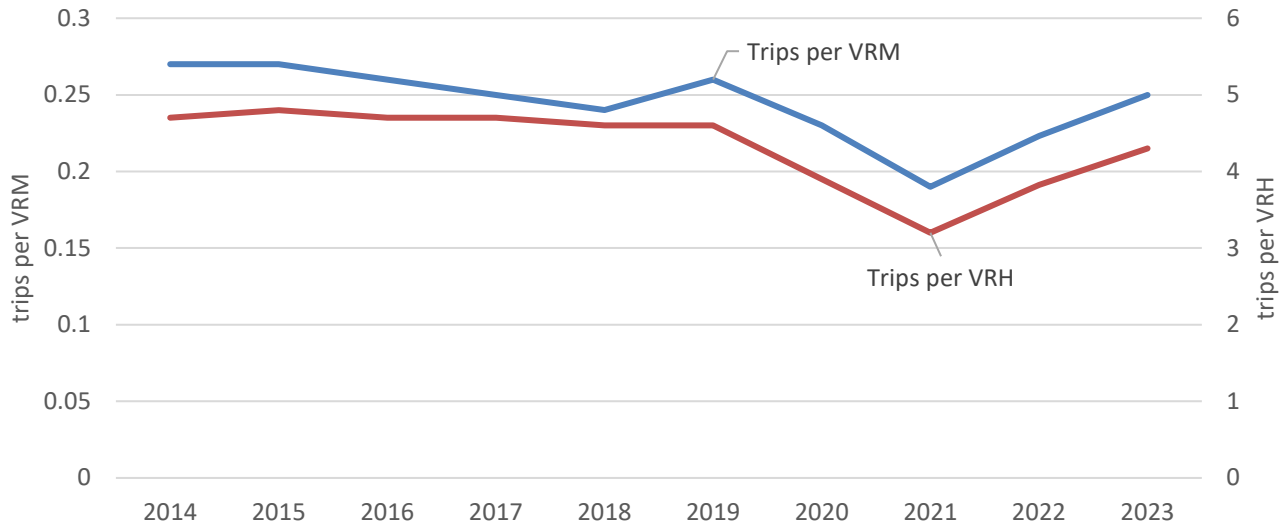


Figure 13. Trends in Trips per VRM and Trips per VRH, 2014–2023

Table 28 details the service provided per vehicle for rural transit systems in 2023. Fixed-route systems provided a higher level of service compared to demand-response services, with 14,531 trips per vehicle, 27,036 vehicle revenue miles and 1,578 vehicle revenue hours per vehicle. In comparison, demand-response services provided 2,045 trips, 16,455 vehicle revenue miles, and 965 vehicle revenue hours per vehicle.

Table 28. Trips, Miles, and Hours per Vehicle, 2023

	Fixed-Route	Demand-Response	Total
Trips per Vehicle	14,531	2,045	4,515
Vehicle Revenue Miles per Vehicle	27,036	16,455	18,165
Vehicle Revenue Hours per Vehicle	1,578	965	1,052

Source: National Transit Database, 2023

As ridership increased in 2023, operating cost per trip decreased. The average operating cost per trip declined 4.3% to $18.26 (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 3.5% to $11.44 per trip; for demand-response services, it decreased by 2.0% to $29.93 per trip. On the other hand, operating costs per vehicle mile and per vehicle hour increased 6.6% and 7.4%, respectively, in 2023. 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 2023 accounted for 9% of operating costs, similar to 2022 and pre-pandemic levels. Trends in operating costs are shown in Figures 14–16.

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

	2020	2021	2022	2023	% Change 2022-2023
Operating Expense per Trip					
Total	16.4	22.25	19.08	18.26	-4.3%
Fixed-Route	9.92	14.88	11.86	11.44	-3.5%
Demand-Response	25.68	33.32	30.56	29.93	-2.0%
Operating Expense per Vehicle Mile					
Total	3.71	4.15	4.26	4.54	6.6%
Fixed-Route	5.09	5.42	5.49	6.15	12.0%
Demand-Response	3.21	3.68	3.65	3.72	2.0%
Operating Expense per Vehicle Hour					
Total	63.28	70.35	72.94	78.37	7.4%
Fixed-Route	87.84	91.89	92.69	105.36	13.7%
Demand-Response	53.09	60.86	61.45	63.40	3.2%
Farebox Recovery Ratio					
Total	0.10	0.02	0.09	0.09	-4.8%

Source: National Transit Database, 2020–2023

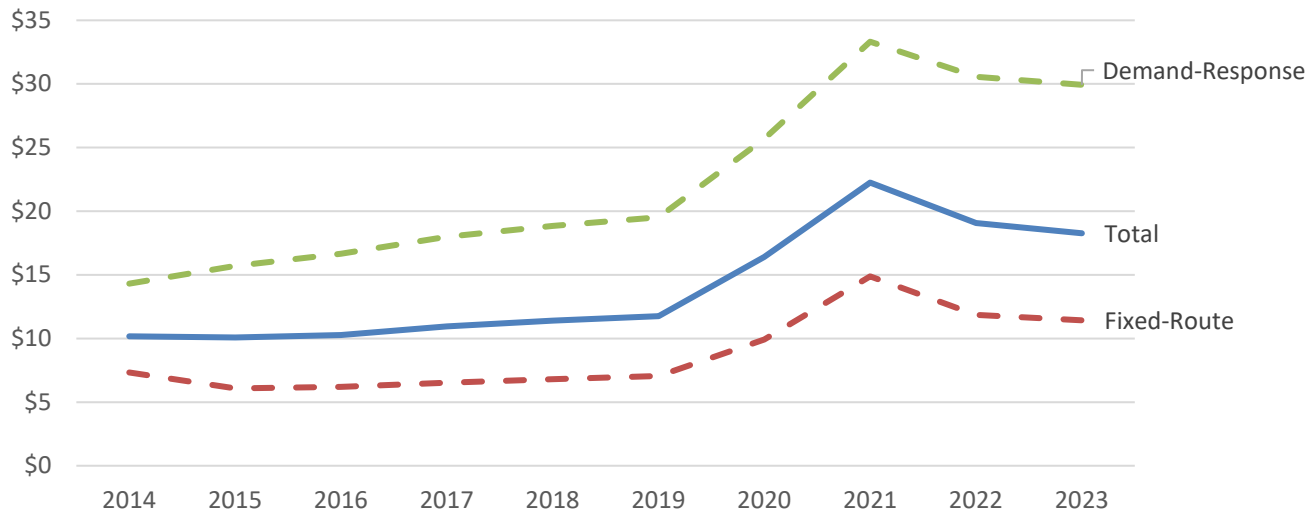


Figure 14. Trends in Operating Cost Per Trip, 2014–2023

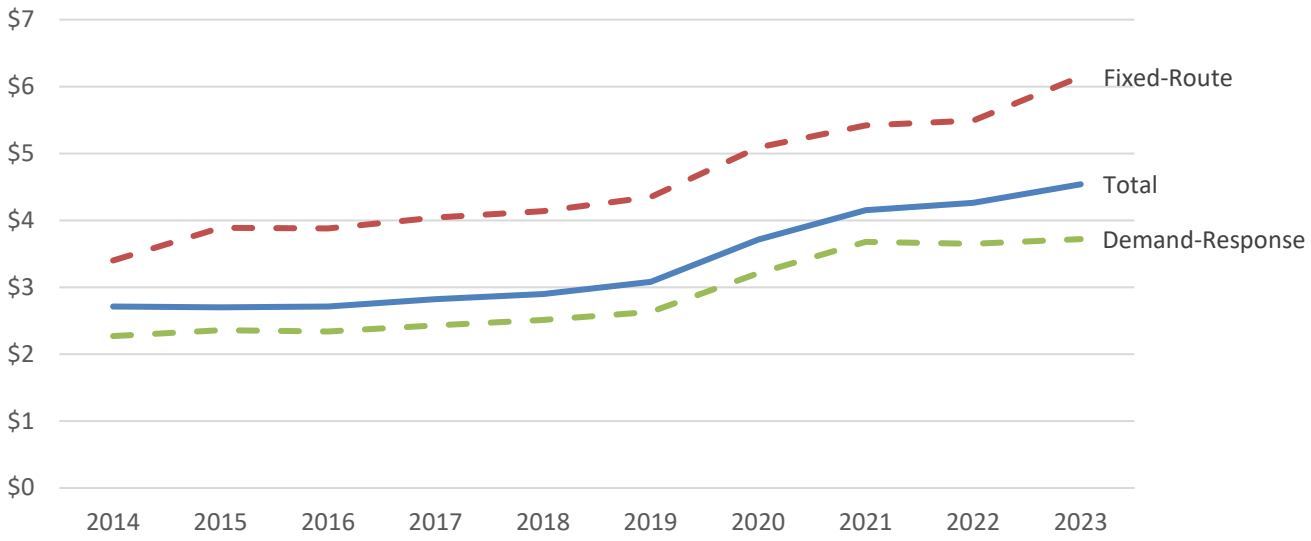


Figure 15. Trends in Operating Cost Per Vehicle Revenue Mile, 2014–2023

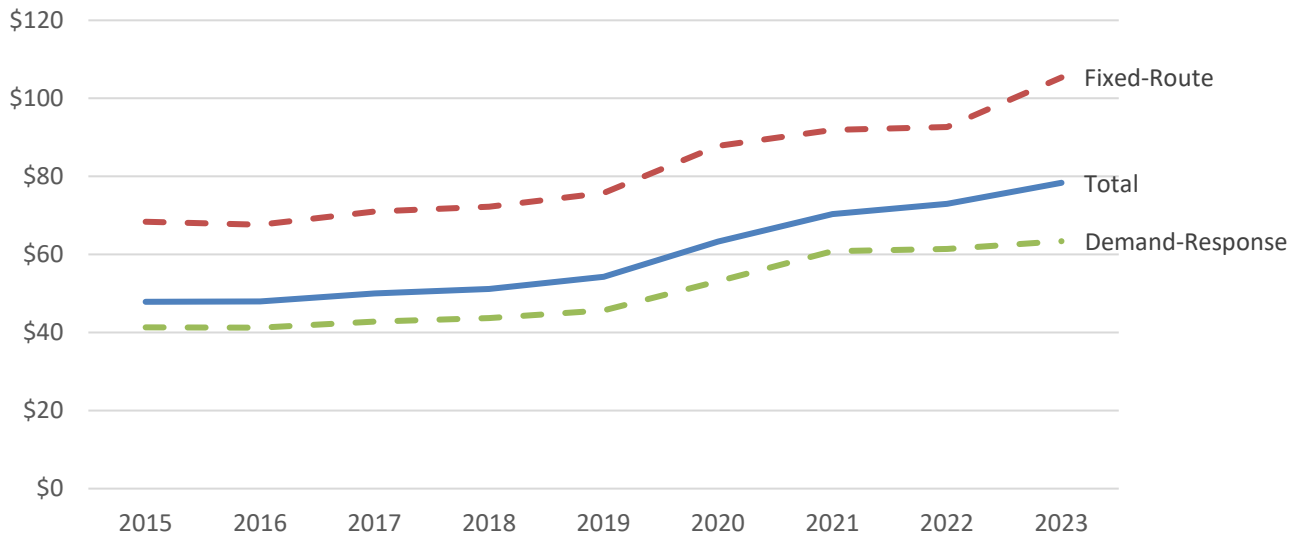


Figure 16. Trends in Operating Cost Per Vehicle Revenue Hour

While these tables and figures 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, 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 $10.74 or lower. At the median (50th percentile), half of the operators incur operating expenses per trip of $27.68 or below. The 90th percentile shows that 90% of operators have costs at or below $66.90 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 $6.94 or less, and by the 50th percentile, costs rise to $19.35. For demand-response services, the costs at the 10th percentile are slightly higher at $13.41 per trip, with the median (50th percentile) reaching $31.26 per trip, reflecting the generally higher costs associated with the flexibility and personalization of demand-response transit.

Table 30. Performance Measures Percentiles, 2023

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	10.74	2.24	36.62	0.05	1.08	0.00
25th	17.56	2.95	48.19	0.08	1.51	0.02
50th	27.68	4.16	67.07	0.15	2.35	0.05
75th	41.10	5.78	94.71	0.28	4.04	0.10
90th	66.90	8.48	134.01	0.52	6.78	0.21
Fixed-Route						
10th	6.94	2.36	41.62	0.06	1.24	0.00
25th	11.11	3.45	59.06	0.13	2.28	0.00
50th	19.35	4.94	84.20	0.24	4.13	0.02
75th	34.43	7.01	111.89	0.47	6.99	0.06
90th	58.76	9.66	161.55	0.90	13.18	0.12
Demand-Response						
10th	13.41	2.15	35.15	0.05	0.99	0.00
25th	20.34	2.88	46.47	0.08	1.35	0.02
50th	31.26	4.08	63.47	0.13	2.03	0.05
75th	47.20	5.74	86.18	0.24	3.06	0.11
90th	74.92	8.96	121.26	0.37	4.51	0.23

Source: National Transit Database, 2023

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 128,300 to 172,800 miles. These agencies were just below the median in miles of service. Among the systems in this group, average ridership was 32,900 trips, average vehicle miles was 151,800, average vehicle hours was 9,800, average trips per mile was 0.22, average cost per trip was $23.88, average cost per mile was $5.18, 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, 2023

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	25.6	5.2	13.9	1.4	0.38	3.68	22.05	8.31	81.09
11–20	25.6	48.7	10.4	36.2	3.0	0.29	3.41	23.45	6.72	79.98
21–30	48.7	78.6	15.2	62.0	4.3	0.24	3.56	19.94	4.88	71.06
31–40	78.6	128.3	22.6	101.2	6.8	0.22	3.33	21.22	4.75	70.68
41–50	128.3	172.8	32.9	151.8	9.8	0.22	3.37	23.88	5.18	80.41
51–60	172.8	238.0	44.8	205.5	12.6	0.22	3.56	19.22	4.19	68.52
61–70	238.0	332.4	64.2	284.0	17.2	0.23	3.73	24.98	5.65	93.09
71–80	332.4	474.1	106.7	394.8	22.1	0.27	4.83	16.32	4.41	78.82
81–90	474.1	722.2	145.0	583.9	33.9	0.25	4.28	17.83	4.43	76.32
>90	722.2	4,721.7	367.1	1,442.4	78.7	0.25	4.66	16.76	4.27	78.18
Total	0.0	4,721.7	81.5	328.0	19.0	0.25	4.29	18.26	4.54	78.37

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 32. Statistics for Agencies Ranked by Vehicle Revenue Hours of Service Provided, 2023

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	1.8	3.8	20.8	1.1	0.18	3.62	35.54	6.52	128.51
11–20	1.8	3.2	7.7	41.7	2.4	0.19	3.16	29.61	5.50	93.51
21–30	3.2	5.3	11.1	69.9	4.1	0.16	2.68	26.61	4.21	71.21
31–40	5.3	7.4	20.5	111.5	6.3	0.18	3.23	22.64	4.15	73.20
41–50	7.4	10.5	29.5	163.8	8.7	0.18	3.37	23.96	4.31	80.68
51–60	10.5	14.0	39.8	213.5	12.4	0.19	3.21	23.98	4.47	76.96
61–70	14.0	19.1	49.2	293.8	16.4	0.17	3.00	25.02	4.19	75.03
71–80	19.1	26.8	81.8	394.9	22.7	0.21	3.61	19.95	4.13	71.95
81–90	26.8	42.6	168.6	577.6	33.9	0.29	4.98	17.63	5.15	87.82
>90	42.6	356.0	402.2	1,388.4	81.7	0.29	4.92	15.55	4.50	76.56
Total	0.0	356.0	81.5	328.0	19.0	0.25	4.29	18.26	4.54	78.37

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 33. Statistics for Agencies Ranked by Ridership, 2023

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	3.4	2.0	33.2	1.7	0.06	1.14	72.24	4.28	82.23
11–20	3.4	7.2	5.3	55.4	3.1	0.10	1.71	37.91	3.62	64.79
21–30	7.2	11.2	9.2	103.7	5.5	0.09	1.66	39.10	3.47	64.84
31–40	11.2	17.0	13.9	130.6	7.1	0.11	1.95	33.45	3.55	65.16
41–50	17.0	24.2	20.3	194.7	10.8	0.10	1.88	35.38	3.70	66.59
51–60	24.2	33.3	28.3	243.7	13.2	0.12	2.14	32.71	3.79	69.84
61–70	33.3	51.0	41.6	297.8	18.4	0.14	2.26	28.70	4.01	64.95
71–80	51.0	81.0	64.4	471.5	25.5	0.14	2.53	26.41	3.61	66.73
81–90	81.0	144.3	109.3	641.8	37.6	0.17	2.91	23.54	4.01	68.44
>90	144.3	4,567.2	519.2	1,104.8	66.8	0.47	7.77	12.69	5.96	98.64
Total	0.0	4,567.2	81.5	328.0	19.0	0.25	4.29	18.26	4.54	78.37

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 34. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Miles, 2023

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	25.8	5.6	15.0	1.2	0.37	4.54	16.65	6.22	75.64
11–20	25.8	42.6	10.4	34.5	2.6	0.30	4.00	15.84	4.79	63.36
21–30	42.6	64.9	19.8	54.1	3.9	0.37	5.05	14.01	5.14	70.70
31–40	64.9	102.7	27.6	81.6	5.5	0.34	5.03	15.77	5.34	79.27
41–50	102.7	150.4	45.2	129.1	7.9	0.35	5.72	15.94	5.59	91.15
51–60	150.4	193.5	58.0	171.8	10.8	0.34	5.38	14.53	4.91	78.17
61–70	193.5	272.7	95.7	226.0	12.6	0.42	7.61	11.18	4.74	85.14
71–80	272.7	356.1	118.9	314.8	16.9	0.38	7.05	14.80	5.59	104.27
81–90	356.1	548.5	282.9	445.0	26.2	0.64	10.80	9.86	6.27	106.55
>90	548.5	3,081.9	598.4	881.8	49.8	0.68	12.03	10.53	7.15	126.66
Total	0.0	3,081.9	127.6	237.3	13.8	0.54	9.21	11.44	6.15	105.36

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 35. Statistics for Fixed-Route Service Ranked by Vehicle Revenue Hours, 2023

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	1.8	4.2	18.8	1.0	0.22	4.19	23.10	5.15	96.86
11–20	1.8	2.9	8.4	40.9	2.4	0.21	3.58	21.78	4.48	77.86
21–30	2.9	4.2	15.2	56.6	3.5	0.27	4.32	15.79	4.23	68.15
31–40	4.2	6.1	24.3	93.4	5.3	0.26	4.62	19.37	5.04	89.49
41–50	6.1	8.0	25.1	144.7	7.1	0.17	3.54	25.83	4.47	91.43
51–60	8.0	11.1	59.7	178.0	9.5	0.34	6.27	15.42	5.16	96.58
61–70	11.1	15.0	66.1	225.7	13.0	0.29	5.07	15.63	4.58	79.24
71–80	15.0	19.9	117.3	316.3	17.2	0.37	6.81	14.26	5.29	97.05
81–90	19.9	32.5	233.9	427.6	25.2	0.55	9.29	11.82	6.47	109.79
>90	32.5	167.8	708.5	852.2	53.2	0.83	13.33	9.08	7.55	121.03
Total	0.0	167.8	127.6	237.3	13.8	0.54	9.21	11.44	6.15	105.36

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 36. Statistics for Fixed-Route Service Ranked by Ridership, 2023

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	3.2	1.8	37.6	1.8	0.05	0.96	82.28	3.83	79.10
11–20	3.2	7.5	5.3	41.7	2.9	0.13	1.85	35.78	4.53	66.11
21–30	7.5	11.7	9.8	94.4	4.8	0.10	2.02	38.64	4.00	78.05
31–40	11.7	19.3	15.3	111.9	5.9	0.14	2.60	27.65	3.77	71.98
41–50	19.3	28.8	24.2	166.0	8.2	0.15	2.94	28.83	4.20	84.73
51–60	28.8	47.7	36.9	181.6	9.9	0.20	3.74	22.46	4.57	83.91
61–70	47.7	78.7	60.0	227.6	12.0	0.26	5.01	19.74	5.21	99.01
71–80	78.7	125.6	103.2	325.8	18.6	0.32	5.54	16.58	5.25	91.90
81–90	125.6	334.0	198.7	427.5	25.3	0.46	7.86	12.91	6.00	101.40
>90	334.0	2,582.7	806.3	742.7	48.1	1.09	16.77	7.87	8.54	131.96
Total	0.0	2,582.7	127.6	237.3	13.8	0.54	9.21	11.44	6.15	105.36

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 37. Statistics for Demand-Response Service Ranked by Vehicle Revenue Miles, 2023

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	18.1	3.4	10.6	1.2	0.33	2.87	26.05	8.49	74.83
11–20	18.1	36.3	7.4	27.2	2.3	0.27	3.16	22.83	6.20	72.12
21–30	36.3	56.6	10.0	47.1	3.8	0.21	2.61	25.95	5.53	67.78
31–40	56.6	84.6	13.6	69.4	5.1	0.20	2.65	28.19	5.54	74.77
41–50	84.6	121.9	17.1	102.3	7.2	0.17	2.38	28.74	4.80	68.30
51–60	121.9	172.6	24.5	147.7	9.8	0.17	2.51	25.52	4.23	63.93
61–70	172.6	239.7	27.7	205.5	12.6	0.14	2.20	31.04	4.19	68.30
71–80	239.7	357.9	37.0	296.7	17.6	0.12	2.10	30.63	3.82	64.43
81–90	357.9	604.0	58.0	465.7	26.9	0.12	2.16	29.48	3.67	63.59
>90	604.0	4,569.7	118.8	1,183.3	63.4	0.10	1.87	31.85	3.20	59.69
Total	0.0	4,569.7	31.8	255.8	15.0	0.12	2.12	29.93	3.72	63.40

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 38. Statistics for Demand-Response Service Ranked by Vehicle Revenue Hours, 2023

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	1.5	3.1	16.5	0.8	0.19	3.61	33.33	6.21	120.41
11–20	1.5	2.6	5.9	31.5	2.0	0.19	2.92	26.91	5.02	78.51
21–30	2.6	4.0	8.0	57.7	3.3	0.14	2.44	30.22	4.18	73.70
31–40	4.0	5.7	13.1	78.8	4.9	0.17	2.69	27.76	4.62	74.63
41–50	5.7	7.8	16.2	103.6	6.8	0.16	2.38	28.32	4.42	67.50
51–60	7.8	10.8	18.4	160.8	9.2	0.11	2.01	33.95	3.88	68.20
61–70	10.8	14.8	28.6	199.0	12.7	0.14	2.24	28.79	4.13	64.52
71–80	14.8	21.3	42.0	297.3	17.5	0.14	2.40	29.19	4.13	69.91
81–90	21.3	33.0	56.9	464.6	26.7	0.12	2.13	30.56	3.75	65.14
>90	33.0	326.6	125.5	1,145.6	66.0	0.11	1.90	30.04	3.29	57.13
Total	0.0	326.6	31.8	255.8	15.0	0.12	2.12	29.93	3.72	63.40

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 39. Statistics for Demand-Response Service Ranked by Ridership, 2023

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	2.6	1.5	27.5	1.5	0.05	1.02	81.70	4.45	83.35
11–20	2.6	5.5	4.0	46.4	2.5	0.09	1.60	45.45	3.96	72.63
21–30	5.5	8.5	7.0	70.0	4.2	0.10	1.65	37.76	3.76	62.28
31–40	8.5	12.0	10.1	103.9	6.1	0.10	1.66	37.39	3.63	62.23
41–50	12.0	16.3	13.9	128.2	7.8	0.11	1.78	38.98	4.24	69.47
51–60	16.3	22.5	19.0	163.0	9.7	0.12	1.96	32.22	3.75	63.21
61–70	22.5	30.4	26.4	221.5	13.2	0.12	2.00	30.93	3.69	61.90
71–80	30.4	44.6	36.9	310.2	18.4	0.12	2.00	30.99	3.68	62.12
81–90	44.6	75.0	59.3	483.7	27.5	0.12	2.16	30.08	3.69	64.88
>90	75.0	573.0	139.5	1,001.0	59.1	0.14	2.36	26.25	3.66	61.98
Total	0.0	573.0	31.8	255.8	15.0	0.12	2.12	29.93	3.72	63.40

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

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 a 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
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 17.

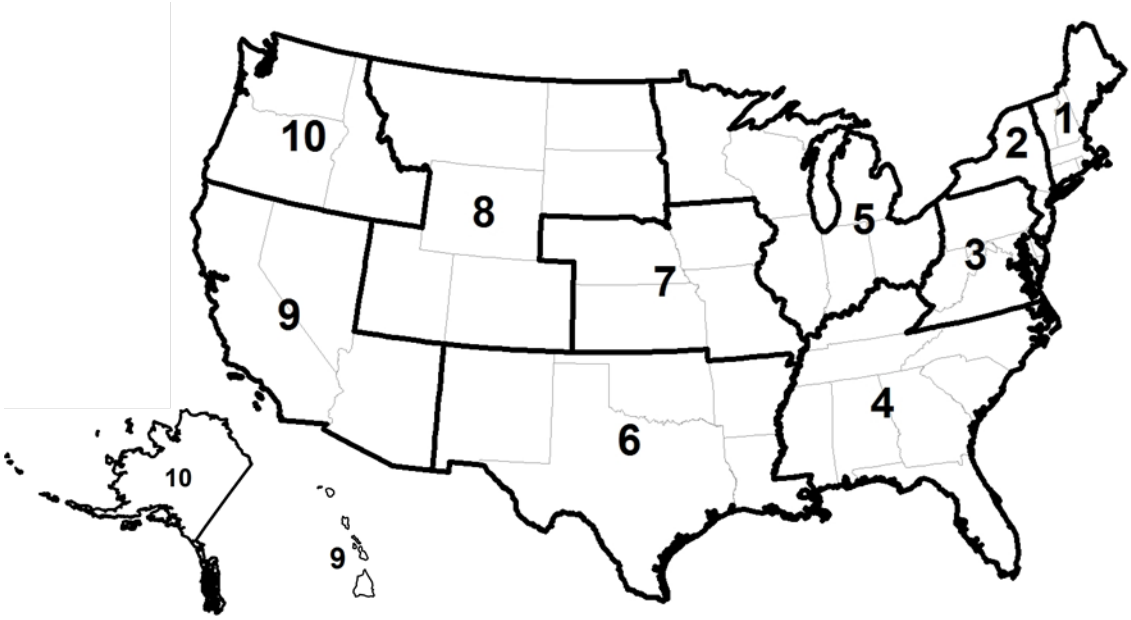


Figure 17. FTA Regions

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, 2023

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Fixed-Route	22	39	36	46	71	21	19	48	59	66
Demand-Response	25	16	43	211	256	107	166	122	68	77
Commuter Bus	4	4	1	1	1	3	0	8	11	18
Vanpool	0	0	1	2	0	0	0	2	1	8
Ferryboat	3	0	0	1	1	0	1	0	3	3
Bus Rapid Transit	0	0	0	0	0	0	0	1	0	0
Aerial Tramway	0	0	0	0	0	0	0	1	0	0
Total	*31*	*42*	*51*	*224*	*265*	*111*	*172*	*140*	*93*	*97*

Source: National Transit Database, 2023

Annual ridership in 2023 was highest in regions 8 (27.1 million rides), 5 (17.1 million rides), and 4 (15.0 million rides) (Table 41). Region 4 provided the highest level of service with 94.3 million vehicle miles and 5.5 million vehicle hours of service, most of those being demand-response. Region 4 also had the greatest number of vehicles in service, 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 $3.35 in region 6 to $6.48 in region 9.

Table 41. Operating Statistics by Region, 2023

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Ridership	----------million trips----------									
Fixed-Route	4.2	2.1	4.4	6.2	4.4	1.5	1.2	17.7	5.2	7.2
Demand-Response	0.7	0.2	1.6	7.2	11.8	3.9	3.9	3.2	1.0	1.0
Commuter Bus	0.1	0.0	0.0	0.0	0.0	0.1	0.0	2.1	0.7	0.4
Vanpool	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.2
Ferryboat	0.5	0.0	0.0	1.4	0.9	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	1.0	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	*5.5*	*2.4*	*6.1*	*15.0*	*17.1*	*5.5*	*5.1*	*27.1*	*7.2*	*9.0*
Vehicle Revenue Miles	----------million miles----------									
Fixed-Route	6.4	10.1	10.9	7.3	15.0	3.1	3.0	14.0	14.0	16.7
Demand-Response	12.3	1.5	13.6	85.4	71.2	40.7	24.3	15.4	6.4	7.6
Commuter Bus	1.0	0.3	0.2	0.2	0.1	0.7	0.0	3.7	3.5	3.1
Vanpool	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.4	0.5	1.8
Ferryboat	0.2	0.0	0.0	0.2	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	1.7	0.0	0.0
Aerial Tramway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Total	*19.9*	*11.9*	*24.7*	*94.3*	*86.3*	*44.5*	*27.3*	*39.2*	*24.4*	*29.3*
Vehicle Revenue Hours	----------thousand hours----------									
Fixed-Route	412	502	678	515	874	195	215	930	735	816
Demand-Response	492	99	713	4,875	4,411	2,281	1,469	1,080	439	484
Commuter Bus	32	7	8	15	3	26	0	151	115	103
Vanpool	0	0	1	23	0	0	0	9	10	55
Ferryboat	15	0	0	36	21	0	0	0	7	8
Bus Rapid Transit	0	0	0	0	0	0	0	61	0	0
Aerial Tramway	0	0	0	0	0	0	0	353	0	0
Total	*951*	*609*	*1,399*	*5,463*	*5,310*	*2,502*	*1,684*	*2,583*	*1,306*	*1,467*

Source: National Transit Database, 2023

Table 42. Fleet Statistics by Region, 2023

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Number of Vehicles										
Bus	216	187	284	315	539	103	100	528	185	344
Cutaway	321	321	815	2,193	2,574	1,162	1,038	690	763	673
Van	107	5	239	1,258	341	573	167	173	153	250
Minivan	62	6	156	902	1,057	877	639	522	112	201
Automobile	10	0	9	26	49	73	44	13	19	35
School Bus	0	0	0	2	13	1	0	4	0	5
Over-the-Road Bus	0	1	0	0	0	10	0	61	41	6
Sport Utility Vehicle	8	0	13	217	42	50	18	30	13	8
Other	12	0	11	33	4	2	1	73	7	5
Total	*736*	*520*	*1,527*	*4,946*	*4,619*	*2,851*	*2,007*	*2,094*	*1,293*	*1,527*
Vehicles ADA Accessible	88%	92%	88%	76%	92%	89%	83%	78%	85%	77%

Source: National Transit Database, 2023

Table 43. Performance Measures by Region, 2023

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM										
Fixed-Route	0.65	0.21	0.40	0.85	0.29	0.50	0.40	1.26	0.37	0.43
Demand-Response	0.06	0.15	0.12	0.08	0.17	0.10	0.16	0.21	0.16	0.14
Total	*0.28*	*0.20*	*0.25*	*0.16*	*0.20*	*0.12*	*0.19*	*0.69*	*0.29*	*0.31*
Trips per VRH										
Fixed-Route	10.1	4.3	6.5	12.1	5.0	7.9	5.7	19.0	7.0	8.8
Demand-Response	1.4	2.3	2.3	1.5	2.7	1.7	2.7	3.0	2.4	2.1
Total	*5.8*	*3.9*	*4.3*	*2.7*	*3.2*	*2.2*	*3.0*	*10.5*	*5.5*	*6.1*
Trips per Vehicle	7,441	4,597	3,974	3,024	3,696	1,923	2,556	12,957	5,540	5,898
VRM per Vehicle	27,026	22,858	16,196	19,060	18,684	15,600	13,627	18,714	18,907	19,168
VRH per Vehicle	1,292	1,170	916	1,105	1,149	878	839	1,233	1,010	960
Operating Expense per Trip										
Fixed-Route	10.26	21.03	13.61	5.41	17.53	11.81	10.47	7.42	17.34	15.22
Demand-Response	53.44	33.54	32.40	35.96	25.26	33.18	22.99	21.62	43.55	46.67
Total	*17.93*	*22.43*	*18.84*	*22.70*	*22.26*	*27.16*	*20.02*	*9.16*	*22.12*	*19.96*
Operating Expense per VRM										
Fixed-Route	6.67	4.46	5.48	4.61	5.12	5.91	4.23	9.34	6.39	6.50
Demand-Response	3.08	4.89	3.94	3.02	4.20	3.15	3.69	4.47	7.07	6.31
Total	4.94	4.51	4.62	3.60	4.40	3.35	3.75	6.34	6.48	6.14
Operating Expense per VRH										
Fixed-Route	103.94	89.59	88.16	65.54	87.94	93.29	59.56	141.17	121.65	133.43
Demand-Response	77.38	75.75	74.99	52.82	67.72	56.27	61.12	63.89	103.81	99.49
Total	*103.27*	*88.10*	*81.68*	*62.13*	*71.58*	*59.49*	*60.97*	*96.25*	*121.31*	*122.60*
Farebox Recovery Ratio	0.19	0.04	0.24	0.05	0.08	0.07	0.15	0.06	0.06	0.06

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2023

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, 2023

	FTA Region									
	1	2	3	4	5	6	7	8	9	10
Trips per VRM	0.17	0.18	0.20	0.09	0.18	0.10	0.20	0.21	0.19	0.17
Trips per VRH	4.08	3.35	3.51	1.64	2.55	1.69	2.76	2.63	3.41	2.81
Operating Expense per Trip	24.31	27.30	23.65	33.97	25.59	30.25	21.74	19.47	34.99	34.29
Operating Expense per VRM	4.67	4.66	3.85	3.13	4.30	3.58	4.15	4.57	6.09	5.96
Operating Expense per VRH	86.52	93.77	74.89	55.80	64.88	56.55	61.41	68.73	101.23	102.31
Farebox Recovery	0.04	0.03	0.11	0.03	0.07	0.04	0.09	0.05	0.04	0.02

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours
Source: National Transit Database, 2023

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 2023, 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, Washington, and California (Figure 18). As noted previously, Colorado has a few large agencies serving popular resort areas. The greatest amount of demand-response transit ridership is in Michigan. Michigan, North Carolina, and Kentucky provided the most vehicle revenue miles and hours of service in 2023, mostly for demand-response transit (Figures 19 and 20).

Figure 21 shows the change in ridership in each state from 2019 to 2023. This compares pre-pandemic ridership with 2023 levels. In most states, ridership remains below pre-pandemic levels, although a few states have experienced increases beyond 2019 levels. Changes in vehicle revenue miles from 2019 to 2023 are shown in Figure 22. Data for Missouri were excluded from these two figures because of changes in how the data were reported. Previously, OATS Transit had reported as a rural agency, but the agency reported data to the NTD in 2023 as an urban reporter. OATS is a large agency providing about a million rides per year throughout Missouri. Even though the agency still provides rural transportation, the data were re-classified, which misleadingly shows a large decrease in rural ridership.

Tables 46 and 47 provide data on ridership and vehicle revenue miles for 2020–2023 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 number of services 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 23–24. 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, 2023

	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	23	76%	580	-	580	3,459	-	3,459	221	-	221
Alaska	23	50%	1,406	1,223	121	2,098	1,231	835	135	78	55
Arizona	24	93%	769	613	78	4,780	3,124	1,179	226	156	56
Arkansas	7	89%	496	126	370	7,383	120	7,263	332	9	323
California	49	100%	4,401	3,453	646	11,735	8,024	2,775	664	399	228
Colorado	36	83%	19,074	12,503	328	18,947	7,477	2,115	1,265	555	145
Connecticut	3	63%	141	128	13	523	415	108	35	26	9
Delaware	0	33%	-	-	-	-	-	-	-	-	-
Florida	17	90%	941	407	437	8,700	1,483	6,047	417	93	301
Georgia	60	73%	1,041	-	1,041	10,921	-	10,921	632	-	632
Hawaii	2	60%	1,695	964	154	5,923	2,372	971	290	152	57
Idaho	9	98%	1,227	1,136	46	2,603	2,021	201	122	101	15
Illinois	40	91%	3,146	1,640	1,506	16,868	6,026	10,842	912	317	595
Indiana	40	73%	1,320	293	1,027	7,816	602	7,214	541	42	498
Iowa	23	100%	2,791	778	2,013	11,150	1,292	9,859	754	110	644
Kansas	72	86%	1,175	399	775	6,631	1,236	5,395	382	82	300
Kentucky	23	87%	1,796	353	1,444	21,843	1,127	20,716	1,547	87	1,460
Louisiana	34	59%	380	-	380	4,493	-	4,493	274	-	274
Maine	12	100%	1,217	484	224	4,256	733	3,263	219	52	149
Maryland	5	71%	1,618	1,458	160	1,958	1,237	721	172	125	47
Massachusetts	4	43%	1,291	1,238	53	2,154	1,702	451	134	107	28
Michigan	59	89%	4,953	396	3,699	23,032	1,269	21,732	1,336	75	1,240
Minnesota	34	99%	3,084	781	2,300	13,340	3,578	9,694	897	212	683
Mississippi	22	73%	1,738	975	763	11,069	1,708	9,361	556	107	449
Missouri	21	99%	525	12	511	4,326	59	4,265	289	5	284
Montana	40	70%	946	481	446	4,406	1,503	2,552	252	60	184
Nebraska	56	96%	639	32	607	5,242	436	4,806	259	17	242
Nevada	15	71%	250	128	121	1,397	478	906	87	28	58
New Hampshire	5	70%	214	158	56	780	400	380	50	19	31
New Jersey	3	71%	126	59	67	1,245	359	886	71	15	56
New Mexico	17	88%	738	491	247	2,294	1,258	1,036	160	79	81
New York	39	73%	2,264	2,081	157	10,641	9,724	647	538	487	43
North Carolina	59	95%	5,178	1,652	2,108	24,625	1,810	22,569	1,373	133	1,204
North Dakota	22	100%	380	-	380	2,873	-	2,873	178	-	178
Ohio	37	51%	2,139	462	1,677	14,661	1,091	13,570	821	88	732
Oklahoma	29	100%	2,011	317	1,694	16,025	667	15,358	1,031	40	991
Oregon	29	92%	1,820	1,041	387	9,040	3,771	2,385	474	205	171
Pennsylvania	21	76%	2,362	1,422	914	11,494	3,563	7,655	603	224	370
Rhode Island	0	40%	-	-	-	-	-	-	-	-	-
South Carolina	10	87%	338	10	285	4,567	44	4,351	216	4	198
South Dakota	18	100%	1,252	16	1,236	5,562	425	5,137	374	13	361
Tennessee	7	100%	3,411	2,900	511	9,131	1,185	7,947	507	95	413
Texas	24	97%	1,857	610	1,177	14,282	1,042	12,554	705	67	612
Utah	5	34%	3,138	2,835	303	3,718	2,455	1,262	243	165	78
Vermont	7	100%	2,613	2,166	366	12,178	3,168	8,139	512	207	276
Virginia	14	71%	1,175	805	370	6,202	3,255	2,947	337	175	162
Washington	36	69%	4,554	3,754	478	15,529	9,720	4,216	736	432	243
West Virginia	10	47%	906	701	205	5,068	2,837	2,231	287	153	134
Wisconsin	54	83%	2,359	751	1,608	10,425	2,314	8,111	788	129	659
Wyoming	19	100%	2,343	1,846	498	3,682	2,186	1,496	271	136	134

Source: National Transit Database, 2023

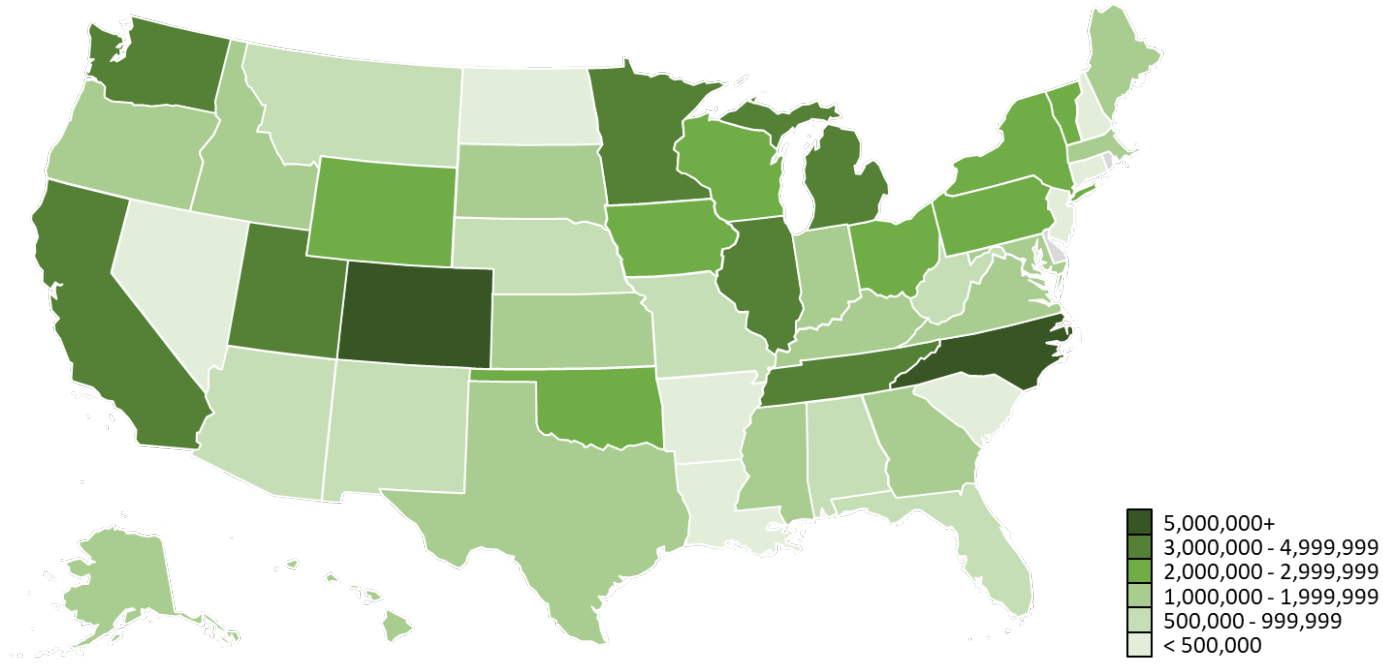


Figure 18. Total Trips Provided by State, 2023

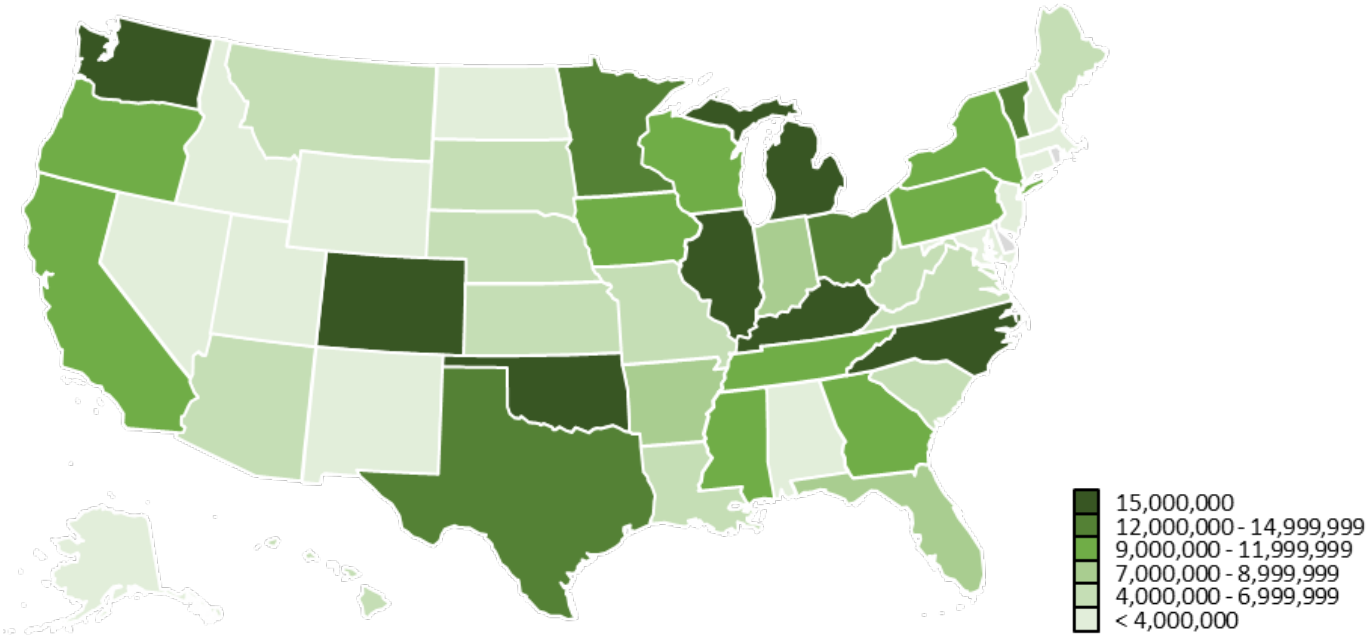


Figure 19. Vehicle Revenue Miles by State, 2023

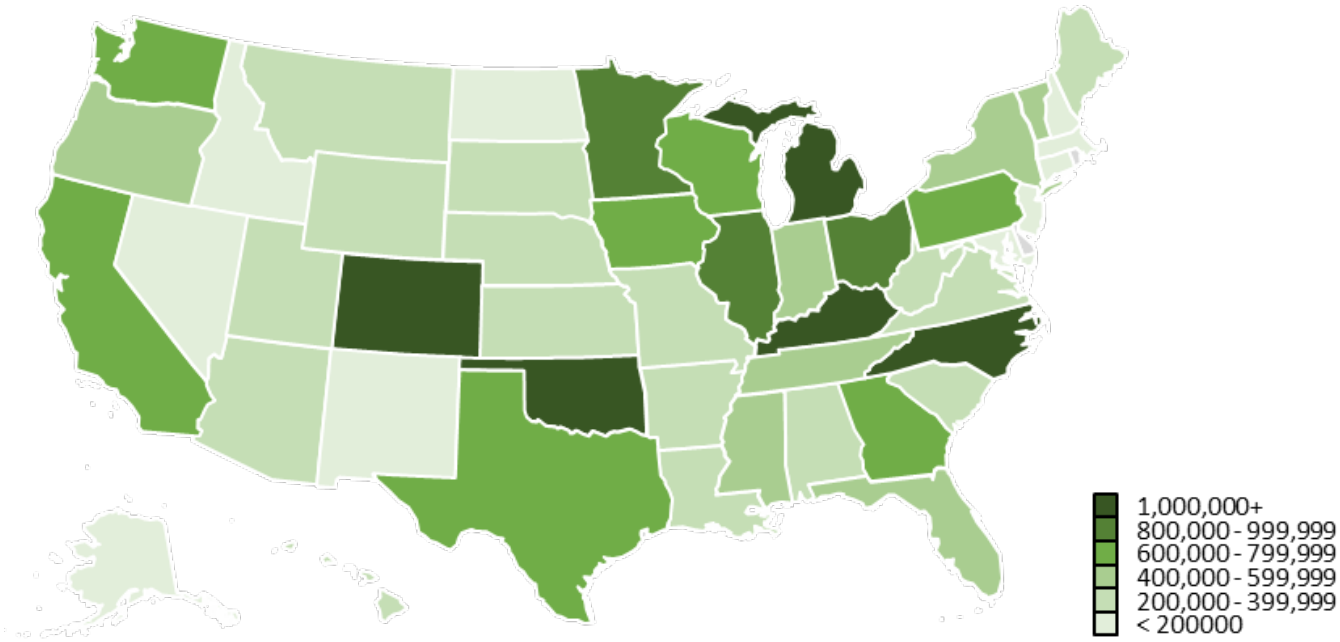


Figure 20. Vehicle Revenue Hours by State, 2023

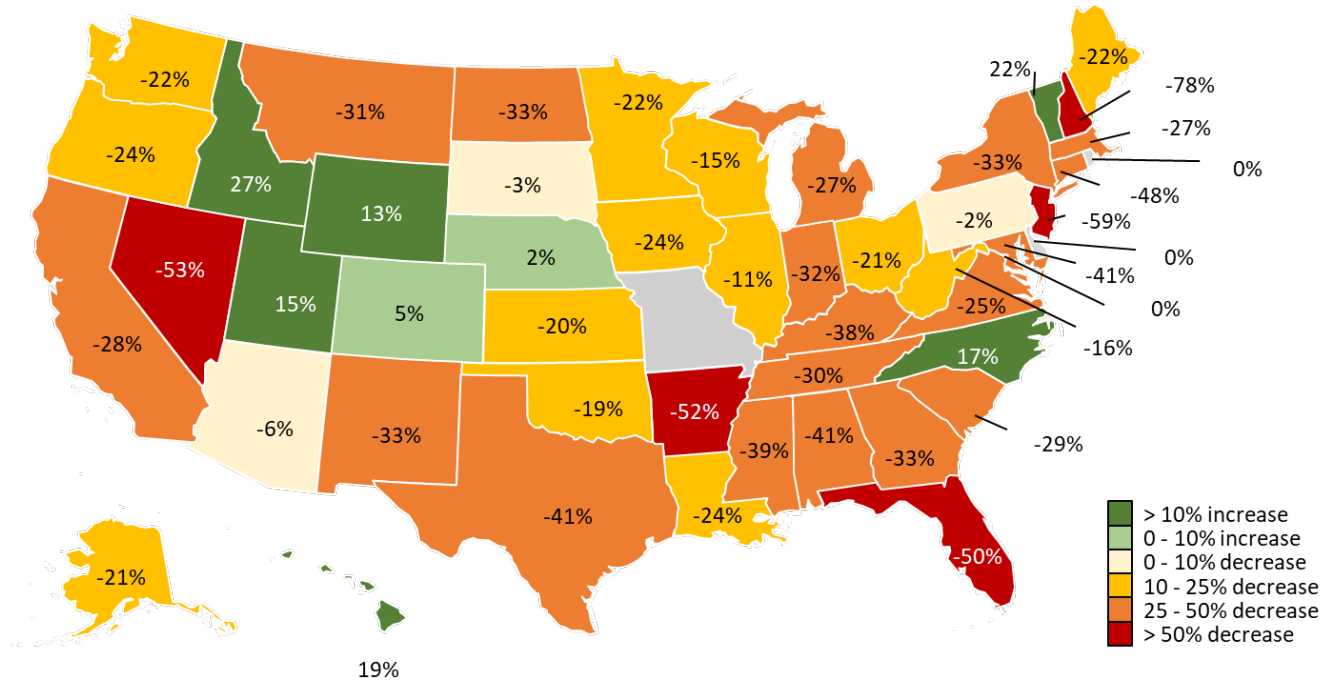


Figure 21. State-Level Changes in Ridership from 2019 to 2023

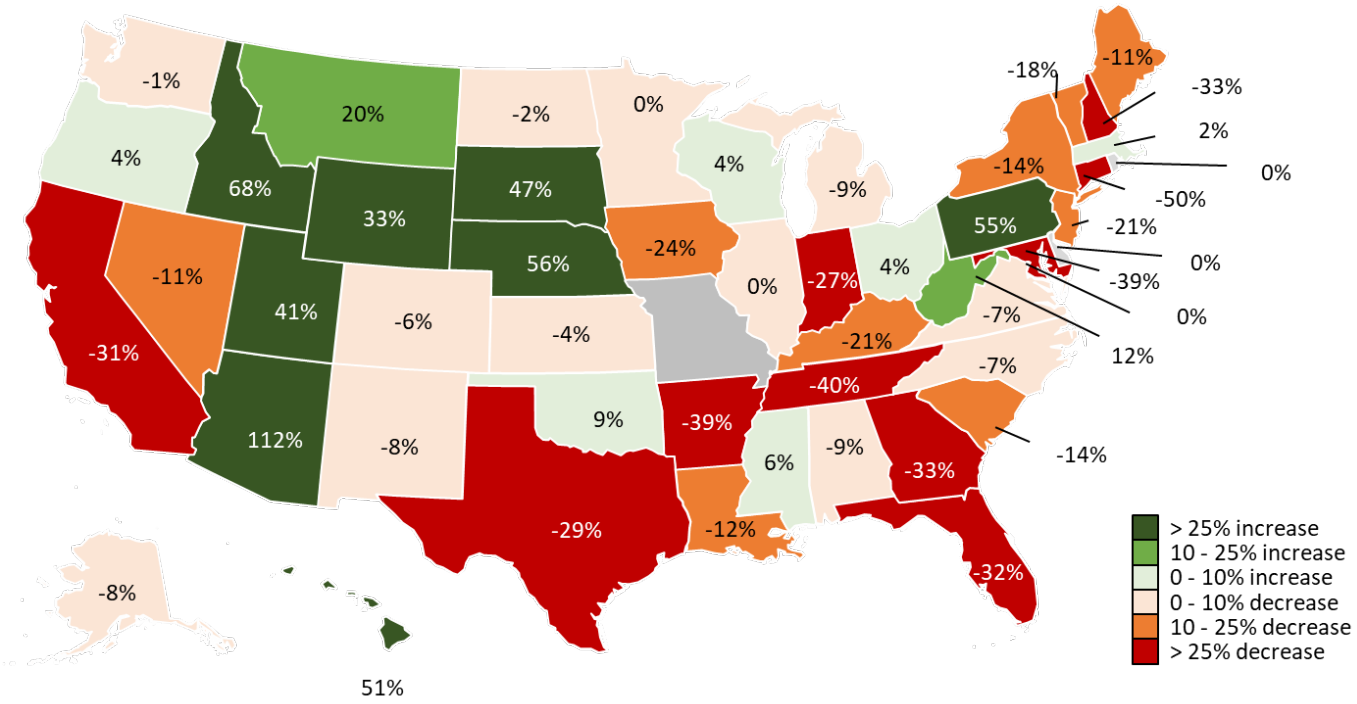


Figure 22. State-Level Changes in Vehicle Revenue Miles from 2019 to 2023

Table 46. Rural Transit Ridership by State, 2020–2023 (million trips)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2020	2021	2022	2023	2020	2021	2022	2023	2020	2021	2022	2023	2020	2021	2022	2023
Alabama	0.58	0.51	0.58	0.58	0.00	-	-	-	0.57	0.51	0.58	0.58	-	-	-	-
Alaska	1.46	0.84	1.08	1.41	1.32	0.70	0.90	1.22	0.10	0.09	0.12	0.12	0.04	0.05	0.06	0.06
Arizona	0.89	0.64	0.79	0.77	0.77	0.59	0.66	0.61	0.07	0.05	0.08	0.08	0.05	0.01	0.04	0.08
Arkansas	0.82	0.75	0.79	0.50	0.10	0.09	0.11	0.13	0.72	0.66	0.68	0.37	-	-	-	-
California	5.17	2.67	4.01	4.40	3.62	1.69	2.90	3.45	0.87	0.56	0.64	0.65	0.68	0.43	0.48	0.30
Colorado	12.28	13.08	17.07	19.07	8.09	8.12	11.05	12.50	0.20	0.20	0.27	0.33	3.99	4.75	5.75	6.24
Connecticut	0.38	0.06	0.07	0.14	0.33	0.06	0.06	0.13	0.03	0.00	0.01	0.01	0.02	-	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	1.19	0.83	0.90	0.94	0.52	0.31	0.31	0.41	0.61	0.47	0.52	0.44	0.06	0.05	0.07	0.10
Georgia	1.14	0.70	0.92	1.04	-	-	-	-	1.14	0.70	0.92	1.04	-	-	-	-
Hawaii	1.21	0.73	1.18	1.69	0.59	0.46	0.76	0.96	0.20	0.10	0.16	0.15	0.42	0.18	0.26	0.58
Idaho	1.03	0.78	0.96	1.23	0.93	0.71	0.88	1.14	0.06	0.04	0.05	0.05	0.04	0.02	0.03	0.05
Illinois	2.62	1.64	2.13	3.15	1.06	0.68	0.76	1.64	1.56	0.96	1.36	1.51	-	-	-	-
Indiana	1.09	1.17	1.27	1.32	0.25	0.26	0.29	0.29	0.85	0.91	0.98	1.03	-	-	-	-
Iowa	2.88	1.71	2.38	2.79	0.88	0.56	0.69	0.78	1.98	1.16	1.69	2.01	0.02	-	-	-
Kansas	1.22	0.97	1.06	1.17	0.44	0.33	0.32	0.40	0.78	0.64	0.74	0.78	-	-	-	-
Kentucky	2.17	1.25	1.63	1.80	0.47	0.25	0.32	0.35	1.70	1.00	1.31	1.44	-	-	-	-
Louisiana	0.38	0.21	0.29	0.38	-	-	-	-	0.38	0.21	0.29	0.38	-	-	-	-
Maine	1.41	0.64	1.04	1.22	0.72	0.04	0.35	0.48	0.25	0.18	0.21	0.22	0.44	0.42	0.48	0.51
Maryland	1.90	0.87	1.38	1.62	1.72	0.76	1.23	1.46	0.18	0.11	0.15	0.16	-	-	-	-
Massachusetts	1.25	0.74	1.10	1.29	1.22	0.72	1.06	1.24	0.03	0.02	0.04	0.05	-	-	-	-
Michigan	4.53	4.12	4.71	4.95	0.69	0.37	0.42	0.40	3.09	2.91	3.47	3.70	0.76	0.84	0.82	0.86
Minnesota	3.16	2.28	2.90	3.08	1.13	0.53	0.81	0.78	2.03	1.75	2.09	2.30	0.00	0.00	0.00	0.00
Mississippi	1.74	1.02	1.62	1.74	1.10	0.51	0.99	0.98	0.63	0.50	0.63	0.76	-	-	-	-
Missouri	1.83	1.34	1.47	0.53	0.01	0.01	0.01	0.01	1.82	1.33	1.46	0.51	-	0.01	0.01	0.00
Montana	1.17	0.74	0.93	0.95	0.72	0.38	0.48	0.48	0.43	0.34	0.43	0.45	0.02	0.01	0.01	0.02
Nebraska	0.55	0.48	0.60	0.64	0.03	0.02	0.03	0.03	0.52	0.46	0.57	0.61	-	-	-	-
Nevada	0.38	0.35	0.40	0.25	0.25	0.24	0.27	0.13	0.13	0.11	0.13	0.12	0.01	0.00	0.01	0.00
New Hampshire	0.16	0.13	0.18	0.21	0.12	0.10	0.12	0.16	0.04	0.02	0.05	0.06	-	-	-	-
New Jersey	0.22	0.14	0.15	0.13	0.11	0.05	0.06	0.06	0.11	0.08	0.09	0.07	-	-	-	-
New Mexico	0.59	0.35	0.63	0.74	0.40	0.21	0.44	0.49	0.19	0.14	0.19	0.25	-	-	-	-
New York	2.03	1.48	1.95	2.26	1.91	1.33	1.80	2.08	0.08	0.11	0.12	0.16	0.04	0.04	0.04	0.03
North Carolina	3.91	2.01	4.72	5.18	1.90	0.55	1.43	1.65	1.99	1.44	1.85	2.11	0.02	0.01	1.43	1.42
North Dakota	0.50	0.40	0.49	0.38	0.08	0.05	0.06	-	0.42	0.35	0.43	0.38	-	-	-	-
Ohio	1.63	1.90	2.36	2.14	0.47	0.51	0.79	0.46	1.16	1.38	1.56	1.68	-	-	-	-
Oklahoma	2.10	1.75	1.88	2.01	0.36	0.22	0.27	0.32	1.74	1.53	1.61	1.69	-	-	-	-
Oregon	2.14	1.56	1.70	1.82	1.19	0.93	0.93	1.04	0.48	0.34	0.41	0.39	0.48	0.29	0.36	0.39
Pennsylvania	2.68	1.79	2.03	2.36	1.54	1.02	1.09	1.42	1.06	0.75	0.92	0.91	0.08	0.01	0.02	0.03
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	0.36	0.28	0.31	0.34	-	-	-	0.01	0.32	0.25	0.27	0.29	0.05	0.03	0.04	0.04
South Dakota	0.86	0.96	1.18	1.25	0.01	0.00	0.01	0.02	0.85	0.96	1.17	1.24	-	-	-	-
Tennessee	3.73	2.92	3.62	3.41	2.98	2.31	3.00	2.90	0.75	0.61	0.62	0.51	-	-	-	-
Texas	2.30	1.76	2.22	1.86	0.46	0.35	0.50	0.61	1.38	1.05	1.26	1.18	0.46	0.37	0.46	0.07
Utah	2.45	1.23	2.45	3.14	2.43	1.22	2.27	2.84	0.02	0.02	0.18	0.30	-	-	-	-
Vermont	2.30	1.21	2.12	2.61	1.65	0.83	1.70	2.17	0.44	0.28	0.35	0.37	0.21	0.11	0.06	0.08
Virginia	1.23	0.95	1.06	1.18	0.84	0.62	0.66	0.80	0.39	0.32	0.40	0.37	-	-	-	-
Washington	3.02	2.86	3.90	4.55	2.31	2.18	3.16	3.75	0.36	0.38	0.44	0.48	0.35	0.30	0.30	0.32
West Virginia	0.89	0.67	0.81	0.91	0.73	0.53	0.63	0.70	0.16	0.14	0.18	0.21	-	0.00	-	-
Wisconsin	2.56	1.95	2.22	2.36	0.88	0.48	0.68	0.75	1.68	1.46	1.53	1.61	-	-	-	-
Wyoming	1.39	0.89	1.92	2.34	1.12	0.61	1.54	1.85	0.27	0.28	0.38	0.50	-	-	-	-

Source: National Transit Database, 2020–2023

Table 47. Rural Transit Vehicle Revenue Miles of Service by State, 2020–2023 (million miles)

	Total				Fixed-Route Service				Demand-Response Service				Other Service			
	2020	2021	2022	2023	2020	2021	2022	2023	2020	2021	2022	2023	2020	2021	2022	2023
Alabama	2.6	2.2	3.2	3.5	.0	-	-	-	2.6	2.2	3.2	3.5	-	-	-	-
Alaska	2.6	2.4	2.5	2.1	1.7	1.5	1.5	1.2	.8	.9	.9	.8	.0	.0	.0	.0
Arizona	3.2	3.1	4.5	4.8	2.4	2.4	3.2	3.1	.5	.5	.9	1.2	.3	.1	.5	.5
Arkansas	11.2	10.0	10.7	7.4	.2	.2	.1	.1	11.0	9.8	10.6	7.3	-	-	-	-
California	15.6	12.9	14.6	11.7	10.8	8.6	9.9	8.0	3.0	2.6	2.9	2.8	1.8	1.7	1.8	.9
Colorado	15.4	18.2	18.3	18.9	6.5	7.7	7.3	7.5	1.5	1.6	1.8	2.1	7.4	8.9	9.3	9.4
Connecticut	1.0	.3	.4	.5	.6	.3	.3	.4	.3	.0	.1	.1	.1	-	-	-
Delaware	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Florida	9.1	8.2	9.1	8.7	1.6	1.5	1.5	1.5	6.9	6.2	6.8	6.0	.7	.5	.7	1.2
Georgia	12.8	8.5	9.8	10.9	-	-	-	-	12.8	8.5	9.8	10.9	-	-	-	-
Hawaii	3.8	3.3	4.4	5.9	1.0	1.6	2.2	2.4	1.0	.5	.8	1.0	1.8	1.2	1.4	2.6
Idaho	2.3	2.4	2.5	2.6	1.8	2.0	2.0	2.0	.2	.2	.2	.2	.3	.2	.3	.4
Illinois	14.7	11.6	12.5	16.9	3.6	2.4	2.6	6.0	11.0	9.2	9.9	10.8	-	-	-	-
Indiana	7.3	7.6	7.3	7.8	.6	.7	.6	.6	6.7	6.9	6.7	7.2	-	-	-	-
Iowa	12.1	9.4	10.5	11.2	1.6	1.2	1.3	1.3	10.3	8.1	9.2	9.9	.2	-	-	-
Kansas	6.0	5.6	6.6	6.6	1.2	1.2	1.3	1.2	4.8	4.4	5.3	5.4	-	-	-	-
Kentucky	21.9	16.9	20.1	21.8	1.1	1.1	1.1	1.1	20.8	15.8	19.0	20.7	-	-	-	-
Louisiana	4.2	3.2	3.8	4.5	-	-	-	-	4.2	3.2	3.8	4.5	-	-	-	-
Maine	4.2	3.0	3.7	4.3	.9	.4	.7	.7	3.0	2.3	2.8	3.3	.3	.3	.3	.3
Maryland	2.6	1.7	2.2	2.0	1.5	.9	1.3	1.2	1.1	.7	.9	.7	-	-	-	-
Massachusetts	1.7	1.5	2.0	2.2	1.4	1.3	1.6	1.7	.3	.2	.4	.5	-	-	-	-
Michigan	19.9	20.3	23.2	23.0	2.7	1.8	1.9	1.3	17.2	18.5	21.3	21.7	.0	.0	.0	.0
Minnesota	12.2	11.5	13.1	13.3	4.5	3.4	4.0	3.6	7.7	8.0	9.0	9.7	.1	.0	.1	.1
Mississippi	8.8	9.2	10.2	11.1	1.3	1.3	1.4	1.7	7.5	7.9	8.8	9.4	-	-	-	-
Missouri	14.9	14.5	12.5	4.3	.0	.0	.0	.1	14.8	14.5	12.4	4.3	-	.0	.0	.0
Montana	3.9	3.7	4.5	4.4	1.6	1.4	1.6	1.5	2.0	2.0	2.6	2.6	.4	.3	.3	.4
Nebraska	3.3	3.6	4.8	5.2	.3	.3	.4	.4	3.1	3.3	4.4	4.8	-	-	-	-
Nevada	1.4	1.6	1.8	1.4	.5	.6	.7	.5	.9	.9	1.0	.9	.1	.1	.1	.0
New Hampshire	.6	.5	.7	.8	.3	.3	.4	.4	.2	.2	.3	.4	-	-	-	-
New Jersey	1.4	1.1	1.2	1.2	.3	.3	.3	.4	1.0	.9	1.0	.9	-	-	-	-
New Mexico	1.9	1.7	2.2	2.3	1.1	1.0	1.3	1.3	.8	.7	.9	1.0	-	-	-	-
New York	10.1	9.7	10.5	10.6	9.3	8.8	9.6	9.7	.4	.5	.5	.6	.4	.4	.4	.3
North Carolina	23.9	20.0	23.2	24.6	1.9	1.6	1.7	1.8	22.0	18.4	21.2	22.6	.0	.0	.3	.2
North Dakota	2.9	3.0	3.3	2.9	.2	.2	.2	-	2.7	2.8	3.1	2.9	-	-	-	-
Ohio	11.1	14.5	16.1	14.7	1.3	1.6	1.9	1.1	9.8	12.9	14.2	13.6	-	-	-	-
Oklahoma	14.5	13.9	15.2	16.0	.6	.7	.7	.7	13.9	13.1	14.6	15.4	-	-	-	-
Oregon	9.2	9.4	9.6	9.0	3.7	4.2	4.1	3.8	2.9	2.4	2.7	2.4	2.6	2.8	2.8	2.9
Pennsylvania	12.8	10.3	11.3	11.5	3.3	3.2	3.2	3.6	9.1	7.0	7.9	7.7	.4	.2	.2	.3
Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Carolina	5.0	4.2	4.4	4.6	-	-	-	.0	4.6	4.0	4.2	4.4	.4	.2	.2	.2
South Dakota	3.5	4.3	5.4	5.6	.2	.3	.4	.4	3.3	4.1	4.9	5.1	-	-	-	-
Tennessee	12.8	10.5	10.6	9.1	1.3	1.6	1.6	1.2	11.4	8.9	9.0	7.9	-	-	-	-
Texas	17.7	17.5	19.6	14.3	.9	.9	.8	1.0	11.8	11.8	13.6	12.6	5.0	4.8	5.1	.7
Utah	2.3	1.7	4.5	3.7	2.2	1.6	3.6	2.5	.1	.1	.8	1.3	-	-	-	-
Vermont	13.8	10.8	12.2	12.2	2.1	2.0	3.1	3.2	10.6	7.6	8.3	8.1	1.1	1.2	.8	.9
Virginia	6.0	5.8	6.0	6.2	2.8	2.8	2.8	3.3	3.3	3.0	3.2	2.9	-	-	-	-
Washington	12.3	13.9	15.0	15.5	7.2	8.3	9.2	9.7	3.6	4.2	4.4	4.2	1.5	1.4	1.4	1.6
West Virginia	4.3	4.1	4.5	5.1	2.7	2.2	2.6	2.8	1.7	1.9	1.9	2.2	-	.0	-	-
Wisconsin	10.7	10.1	10.2	10.4	2.6	2.4	2.6	2.3	8.1	7.6	7.6	8.1	-	-	-	-
Wyoming	2.3	2.6	3.4	3.7	1.1	1.2	2.1	2.2	1.2	1.4	1.3	1.5	-	-	-	-

Source: National Transit Database, 2020–2023

Table 48. State Financial Statistics, 2023

	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	0.7	4.4		7.0	12.0		0.6	0.0	2.6	3.2
Alaska	5.4	6.2	0.3	11.3	23.1	0.1	1.5		3.0	4.7
Arizona	0.8	5.1	0.3	13.5	19.6		0.0		0.6	0.7
Arkansas	1.8	5.2	0.9	9.8	17.8		0.5		3.7	4.2
California	11.6	26.9	13.4	34.0	85.9	0.1	4.6	5.3	7.1	17.1
Colorado	24.3	98.8	2.1	11.8	137.0	0.1	49.2	2.2	44.3	95.9
Connecticut	0.0	0.3	0.7	1.3	2.3					0.0
Delaware					0.0					0.0
Florida	5.0	2.9	10.2	13.3	31.3	0.0	0.1	0.4	0.9	1.5
Georgia	10.3	6.2		18.0	34.5			1.0	5.4	6.4
Hawaii	1.3	39.0		2.9	43.3	0.2	1.7		2.2	4.2
Idaho	0.2	1.8		8.7	10.7	0.0			0.1	0.1
Illinois	7.3	5.6	47.0	20.5	80.3	0.0	0.1	0.2	0.7	1.0
Indiana	2.3	8.0	5.8	15.6	31.7		1.1	0.5	5.6	7.2
Iowa	12.6	3.2	7.7	20.3	43.8	0.0	1.2	0.1	2.0	3.3
Kansas	2.8	5.6	3.3	11.0	22.7	0.0	0.1	0.2	0.4	0.7
Kentucky	1.8	46.5		25.3	73.6		0.9	0.4	10.7	12.0
Louisiana	1.1	2.5		9.7	13.3	0.0	0.1	0.0	0.3	0.4
Maine	20.7	1.1	6.9	7.3	36.0	0.0	0.2	3.5	5.0	8.8
Maryland	2.6	1.4	1.0	8.8	13.8		0.3	0.0	1.3	1.7
Massachusetts	3.0	2.4	3.7	7.5	16.7		0.4	12.2	6.3	18.9
Michigan	10.9	19.3	34.5	33.7	98.3		0.5	3.0	13.7	17.2
Minnesota	8.7	1.7	32.2	28.1	70.7		0.6	0.9	2.6	4.1
Mississippi	5.4	6.5	0.4	17.9	30.2	0.2	0.9	0.7	6.1	7.9
Missouri	0.6	2.7	0.6	9.5	13.4				0.5	0.5
Montana	1.6	3.0	1.5	11.8	17.9		0.0		3.0	3.1
Nebraska	3.3	3.1	2.9	13.4	22.7		0.0	0.0	1.9	2.0
Nevada	0.4	1.4	0.3	4.0	6.1	0.0	0.0		0.5	0.5
New Hampshire	0.5	0.6	0.3	2.2	3.6					0.0
New Jersey	0.4	0.8	2.2	1.5	4.9			0.5	0.2	0.7
New Mexico	2.3	4.0	0.1	6.6	12.9	0.0	0.2	0.1	1.0	1.3
New York	8.5	9.2	20.1	10.9	48.7	0.0	1.0	0.9	2.9	4.9
North Carolina	19.5	11.5	59.7	23.5	114.3	0.0	1.3	2.8	5.3	9.4
North Dakota	1.3	0.9	1.5	6.7	10.4	0.0	0.1	0.3	1.2	1.5
Ohio	20.7	5.2	5.9	29.5	61.3	0.0	0.9	0.1	3.6	4.5
Oklahoma	2.5	6.3	6.9	34.1	49.7	0.2	0.4		5.8	6.4
Oregon	4.9	7.0	14.9	18.4	45.2	0.2	0.4	2.8	3.5	6.9
Pennsylvania	22.8	2.0	20.0	14.9	59.8	0.0	0.3	9.2	19.7	29.2
Rhode Island					0.0					0.0
South Carolina	4.3	1.5	0.6	4.0	10.4		0.1	0.0	0.5	0.7
South Dakota	4.1	2.9	1.0	13.6	21.6		1.0	0.1	4.5	5.6
Tennessee	6.4	5.7	7.4	14.6	34.2	0.2	0.2	0.7	1.7	2.7
Texas	9.3	1.9	15.4	29.6	56.1	0.1	0.5	1.9	12.2	14.8
Utah	5.6	22.4		10.7	38.7	6.5	2.2		14.7	23.5
Vermont	10.9	3.4	1.0	24.4	39.6	0.6	0.5	0.9	10.2	12.2
Virginia	0.8	3.6	6.8	11.7	22.9		0.1	0.9	2.0	3.0
Washington	7.2	43.1	23.4	27.1	100.8	0.2	13.8	4.8	4.5	23.4
West Virginia	4.0	4.6	1.7	7.4	17.8		1.2	0.2	3.0	4.5
Wisconsin	7.4	7.8	5.4	16.2	36.8		0.7		2.8	3.5
Wyoming	1.3	7.9		13.8	23.0		2.3	0.0	8.9	11.3

Source: National Transit Database, 2023

Table 49. State Fleet Statistics, 2023

	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	267	72%	7.4	20.9	14.9	2,171	12,957	828
Alaska	153	63%	7.1	28.1	18.4	9,189	13,714	881
Arizona	286	81%	6.3	24.6	16.8	2,690	16,714	790
Arkansas	270	69%	6.1	20.5	9.9	1,836	27,343	1,231
California	697	87%	7.9	26.9	19.2	6,314	16,837	952
Colorado	802	86%	9.2	28.4	22.6	23,783	23,625	1,578
Connecticut	40	80%	6.5	23.3	15.1	3,535	13,080	875
Delaware	0	-	-	-	-	-	-	-
Florida	462	80%	5.9	21.5	11.5	2,037	18,832	903
Georgia	442	88%	4.9	22.1	11.2	2,354	24,708	1,430
Hawaii	177	81%	7.7	28.9	25.2	9,575	33,464	1,640
Idaho	119	82%	7.7	27.6	20.8	10,312	21,872	1,025
Illinois	1,082	94%	8.5	23.3	14.8	2,908	15,589	843
Indiana	596	95%	6.1	19.5	9.2	2,216	13,114	907
Iowa	883	87%	6.7	23.7	13.8	3,161	12,628	854
Kansas	437	88%	7.4	19.5	11.5	2,688	15,174	874
Kentucky	1,354	75%	5.7	19.6	9.7	1,327	16,132	1,143
Louisiana	250	79%	5.9	20.8	9.7	1,521	17,973	1,094
Maine	258	76%	8.2	27.2	22.0	4,718	16,495	850
Maryland	141	99%	6.8	31.0	21.6	11,477	13,888	1,218
Massachusetts	112	93%	7.0	27.4	18.6	11,525	19,231	1,200
Michigan	1,094	92%	5.5	25.2	16.5	4,528	21,053	1,221
Minnesota	650	90%	6.8	25.6	19.6	4,744	20,523	1,381
Mississippi	625	59%	7.3	20.7	15.8	2,781	17,711	889
Missouri	298	86%	7.8	20.9	9.8	1,763	14,516	969
Montana	309	65%	7.1	21.8	12.4	3,060	14,259	816
Nebraska	389	65%	7.1	18.9	9.3	1,644	13,476	666
Nevada	110	82%	7.4	21.7	13.1	2,271	12,699	787
New Hampshire	41	100%	4.7	27.7	14.6	5,220	19,022	1,231
New Jersey	57	96%	6.5	25.8	16.2	2,213	21,838	1,239
New Mexico	160	91%	8.3	23.2	14.5	4,613	14,335	1,000
New York	463	92%	4.6	27.9	19.4	4,890	22,983	1,162
North Carolina	1,098	76%	6.1	21.8	13.5	4,716	22,428	1,251
North Dakota	193	84%	5.6	19.8	9.8	1,968	14,884	921
Ohio	712	94%	5.2	20.4	8.7	3,005	20,591	1,152
Oklahoma	1,121	89%	6.1	19.8	9.3	1,794	14,296	920
Oregon	439	94%	7.6	25.9	17.4	4,146	20,591	1,080
Pennsylvania	748	83%	4.9	23.3	13.7	3,158	15,366	806
Rhode Island	0	-	-	-	-	-	-	-
South Carolina	205	78%	6.5	21.7	12.7	1,649	22,277	1,054
South Dakota	404	69%	6.3	22.2	11.7	3,099	13,767	925
Tennessee	481	93%	6.3	22.6	12.7	7,092	18,984	1,055
Texas	1,050	98%	6.0	20.7	10.9	1,768	13,602	672
Utah	144	58%	7.7	27.7	17.7	21,789	25,818	1,688
Vermont	285	96%	5.8	28.3	20.4	9,169	42,731	1,797
Virginia	355	99%	4.9	23.6	14.4	3,311	17,471	949
Washington	816	71%	7.1	24.3	16.9	5,580	19,030	901
West Virginia	278	81%	6.4	20.8	14.1	3,260	18,229	1,032
Wisconsin	477	82%	6.6	21.2	11.6	4,945	21,856	1,653
Wyoming	242	86%	7.5	26.6	21.2	9,683	15,214	1,118

Source: National Transit Database, 2023

Table 50. State Performance Measures, Averages, 2023

	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	0.17	-	0.17	2.62	-	2.62	20.69	3.47	54.29	0.05
Alaska	0.67	0.99	0.15	10.43	15.72	2.22	16.47	11.03	171.73	0.16
Arizona	0.16	0.20	0.07	3.41	3.92	1.40	24.06	3.87	81.96	0.04
Arkansas	0.07	1.05	0.05	1.49	13.51	1.15	35.82	2.41	53.41	0.10
California	0.37	0.43	0.23	6.63	8.65	2.83	19.52	7.32	129.37	0.08
Colorado	1.01	1.67	0.16	15.07	22.52	2.26	7.18	7.23	108.30	0.07
Connecticut	0.27	0.31	0.12	4.04	4.84	1.55	16.29	4.40	65.79	0.02
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.11	0.27	0.07	2.26	4.37	1.45	33.28	3.60	75.05	0.13
Georgia	0.10	-	0.10	1.65	-	1.65	33.17	3.16	54.60	0.03
Hawaii	0.29	0.41	0.16	5.84	6.34	2.70	25.54	7.31	149.13	0.04
Idaho	0.47	0.56	0.23	10.06	11.26	3.04	8.74	4.12	87.94	0.02
Illinois	0.19	0.27	0.14	3.45	5.18	2.53	25.53	4.76	88.06	0.04
Indiana	0.17	0.49	0.14	2.44	6.94	2.06	23.98	4.05	58.58	0.06
Iowa	0.25	0.60	0.20	3.70	7.09	3.12	15.69	3.93	58.06	0.25
Kansas	0.18	0.32	0.14	3.07	4.84	2.59	19.37	3.43	59.53	0.11
Kentucky	0.08	0.31	0.07	1.16	4.05	0.99	40.97	3.37	47.57	0.02
Louisiana	0.08	-	0.08	1.39	-	1.39	35.02	2.96	48.68	0.09
Maine	0.29	0.66	0.07	5.55	9.28	1.50	29.60	8.47	164.37	0.20
Maryland	0.83	1.18	0.22	9.42	11.67	3.43	8.56	7.07	80.64	0.19
Massachusetts	0.60	0.73	0.12	9.60	11.61	1.91	12.91	7.74	123.94	0.14
Michigan	0.22	0.31	0.17	3.71	5.27	2.98	19.82	4.26	73.47	0.09
Minnesota	0.23	0.22	0.24	3.44	3.68	3.37	22.93	5.30	78.77	0.12
Mississippi	0.16	0.57	0.08	3.13	9.13	1.70	17.36	2.73	54.28	0.07
Missouri	0.12	0.20	0.12	1.82	2.32	1.80	25.53	3.10	46.44	0.03
Montana	0.21	0.32	0.17	3.75	8.03	2.43	18.88	4.05	70.76	0.04
Nebraska	0.12	0.07	0.13	2.47	1.85	2.51	35.57	4.34	87.72	0.09
Nevada	0.18	0.27	0.13	2.88	4.58	2.08	24.37	4.36	70.29	0.03
New Hampshire	0.27	0.39	0.15	4.24	8.15	1.80	16.70	4.58	70.84	0.02
New Jersey	0.10	0.17	0.08	1.79	3.95	1.20	39.14	3.97	69.92	0.07
New Mexico	0.32	0.39	0.24	4.61	6.22	3.05	17.51	5.63	80.78	0.03
New York	0.21	0.21	0.24	4.21	4.27	3.61	21.50	4.58	90.48	0.04
North Carolina	0.21	0.91	0.09	3.77	12.44	1.75	22.07	4.64	83.21	0.02
North Dakota	0.13	-	0.13	2.14	-	2.14	27.26	3.60	58.28	0.09
Ohio	0.15	0.42	0.12	2.61	5.24	2.29	28.63	4.18	74.66	0.03
Oklahoma	0.13	0.48	0.11	1.95	7.86	1.71	24.25	3.04	47.28	0.04
Oregon	0.20	0.28	0.16	3.84	5.07	2.26	24.86	5.01	95.40	0.06
Pennsylvania	0.21	0.40	0.12	3.92	6.33	2.47	25.30	5.20	99.12	0.36
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.07	0.24	0.07	1.57	2.66	1.44	30.71	2.27	48.08	0.40
South Dakota	0.23	0.04	0.24	3.35	1.24	3.43	17.26	3.89	57.81	0.12
Tennessee	0.37	2.45	0.06	6.72	30.69	1.24	10.01	3.74	67.33	0.03
Texas	0.13	0.59	0.09	2.63	9.13	1.92	30.22	3.93	79.56	0.10
Utah	0.84	1.15	0.24	12.91	17.19	3.87	12.34	10.41	159.23	0.00
Vermont	0.21	0.68	0.04	5.10	10.44	1.33	15.17	3.26	77.43	0.23
Virginia	0.19	0.25	0.13	3.49	4.60	2.29	19.45	3.69	67.84	0.03
Washington	0.29	0.39	0.11	6.19	8.69	1.96	22.11	6.48	136.87	0.04
West Virginia	0.18	0.25	0.09	3.16	4.59	1.53	19.59	3.50	61.90	0.12
Wisconsin	0.23	0.32	0.20	2.99	5.80	2.44	15.55	3.52	46.52	0.20
Wyoming	0.64	0.84	0.33	8.66	13.55	3.70	9.83	6.26	85.12	0.06

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

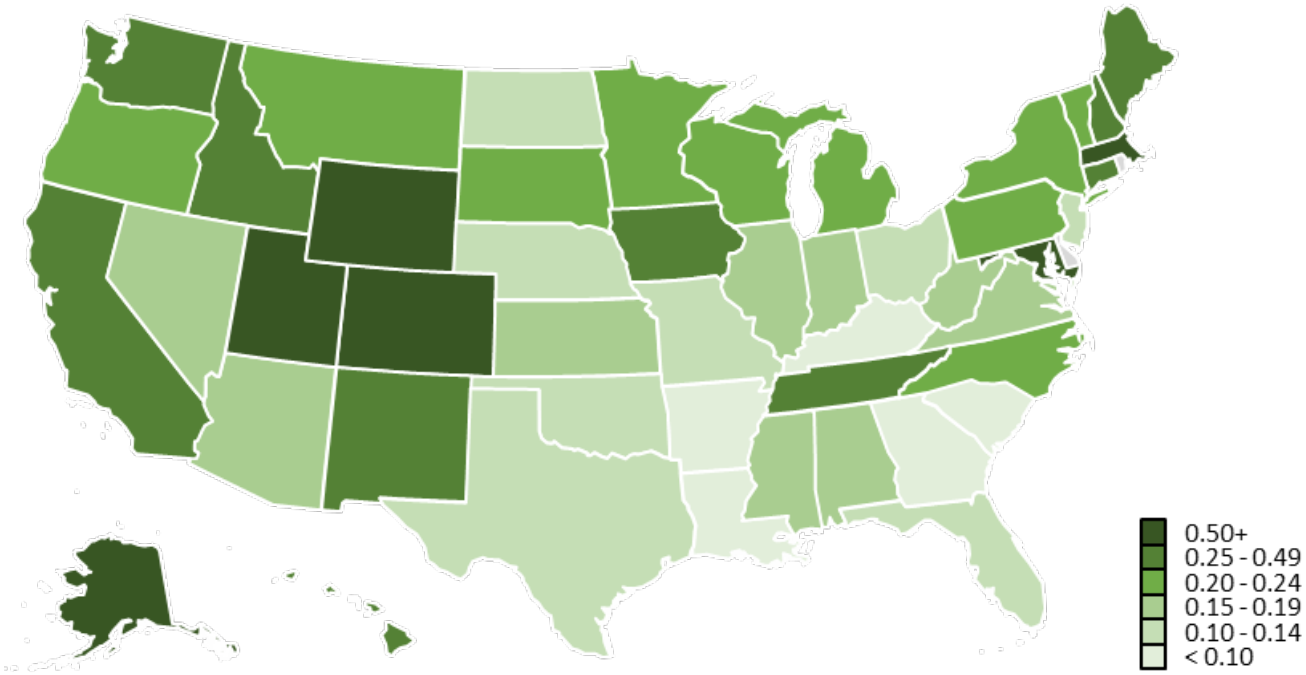


Figure 23. Trips per Vehicle Revenue Mile by State, 2023

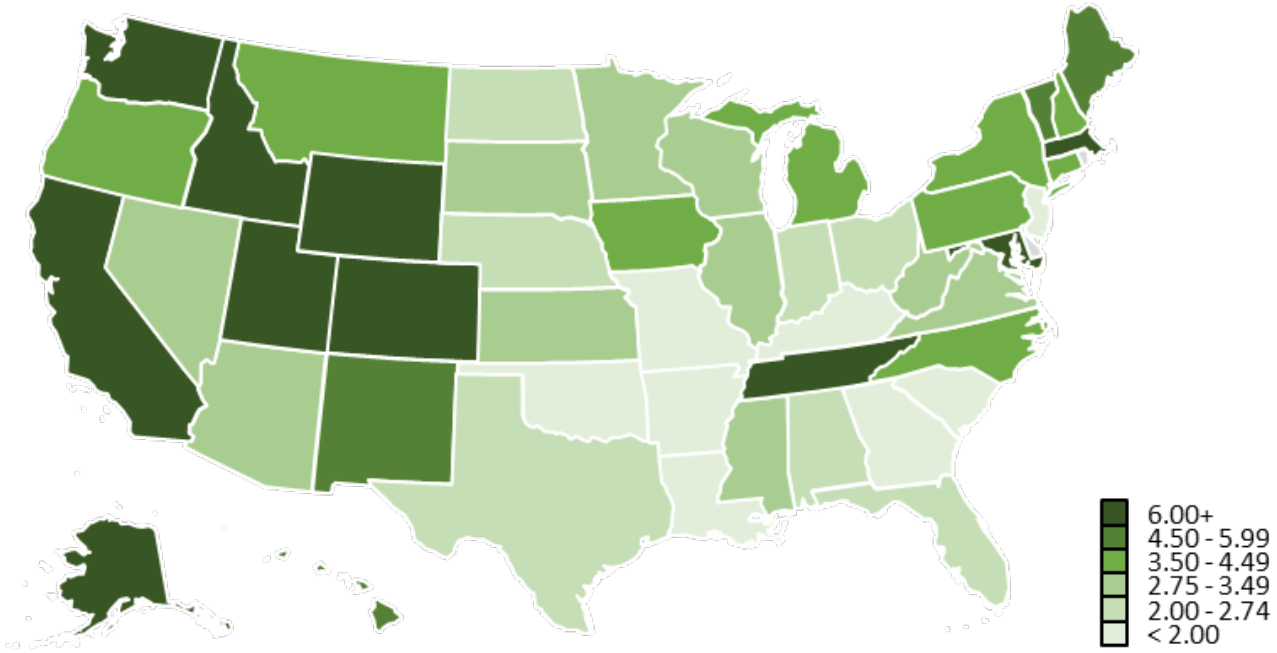


Figure 24. Trips per Vehicle Revenue Hour by State, 2023

Table 51. State Performance Measures, Median Agency Values, 2023

	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	0.11	-	0.11	2.16	-	2.16	29.46	3.87	73.21	0.05
Alaska	0.32	0.32	0.16	2.97	4.52	1.99	40.43	9.99	119.31	0.02
Arizona	0.15	0.17	0.12	2.30	2.78	1.93	35.74	4.15	75.56	0.02
Arkansas	0.05	1.05	0.05	1.14	13.51	1.14	51.47	2.46	58.95	0.07
California	0.25	0.26	0.23	4.20	4.95	2.49	34.99	7.49	138.78	0.05
Colorado	0.70	1.24	0.14	8.11	16.71	2.28	11.42	5.56	93.63	0.02
Connecticut	0.13	0.13	0.10	2.88	3.01	1.39	24.31	5.33	70.06	0.01
Delaware	-	-	-	-	-	-	-	-	-	-
Florida	0.07	0.12	0.06	1.73	2.53	1.34	40.88	3.30	77.10	0.09
Georgia	0.11	-	0.11	1.58	-	1.58	36.90	3.38	54.71	0.03
Hawaii	0.31	0.40	0.16	5.77	6.45	2.66	24.29	7.21	142.44	0.05
Idaho	0.28	0.30	0.15	6.59	7.56	2.29	13.13	4.03	90.10	0.01
Illinois	0.13	0.21	0.12	2.62	3.93	2.28	28.64	4.33	71.44	0.04
Indiana	0.14	0.35	0.14	2.21	5.39	2.12	30.11	4.29	59.36	0.05
Iowa	0.27	0.65	0.20	3.71	6.40	2.60	17.88	4.50	57.29	0.18
Kansas	0.22	0.31	0.21	2.93	4.62	2.65	18.36	3.69	55.29	0.08
Kentucky	0.08	0.27	0.06	1.14	3.01	0.96	41.11	3.44	49.58	0.02
Louisiana	0.08	-	0.08	1.39	-	1.39	39.91	3.24	53.09	0.04
Maine	0.09	0.21	0.06	2.02	2.61	1.31	33.98	4.86	111.19	0.04
Maryland	0.22	0.31	0.22	4.20	5.28	2.33	25.85	6.31	76.84	0.09
Massachusetts	0.48	0.79	0.13	6.13	8.73	1.87	24.87	7.13	122.55	0.10
Michigan	0.17	0.36	0.16	2.68	3.41	2.53	26.63	4.50	68.42	0.06
Minnesota	0.26	0.23	0.27	3.52	3.16	3.50	23.72	5.41	73.78	0.11
Mississippi	0.09	0.62	0.09	1.81	9.13	1.73	31.09	2.74	56.92	0.02
Missouri	0.24	0.20	0.24	2.33	2.32	2.33	23.55	4.08	50.67	0.07
Montana	0.14	0.14	0.17	2.17	4.46	2.00	21.06	3.51	54.59	0.04
Nebraska	0.15	0.06	0.18	2.60	1.54	2.74	31.18	4.27	77.36	0.08
Nevada	0.12	0.11	0.14	1.98	1.98	2.23	31.76	4.61	63.79	0.02
New Hampshire	0.20	0.27	0.22	4.33	7.93	2.77	22.51	4.41	82.18	0.03
New Jersey	0.06	0.15	0.06	1.71	3.64	1.71	41.42	3.98	70.64	0.05
New Mexico	0.25	0.31	0.20	3.32	4.69	2.55	20.65	4.78	66.50	0.03
New York	0.18	0.18	0.19	3.38	3.34	2.22	26.91	4.70	94.36	0.03
North Carolina	0.10	0.19	0.09	1.76	2.75	1.56	28.96	2.64	50.64	0.02
North Dakota	0.11	-	0.11	1.95	-	1.95	29.44	4.99	61.58	0.08
Ohio	0.12	0.29	0.10	2.02	3.51	1.93	33.53	4.17	65.35	0.03
Oklahoma	0.12	0.22	0.11	1.83	3.48	1.70	25.12	3.45	43.04	0.04
Oregon	0.16	0.24	0.17	2.88	3.86	2.10	30.21	5.09	96.08	0.04
Pennsylvania	0.19	0.41	0.14	3.36	5.54	2.40	26.39	4.11	92.28	0.50
Rhode Island	-	-	-	-	-	-	-	-	-	-
South Carolina	0.08	0.24	0.06	1.61	2.66	1.53	31.85	2.14	44.30	0.43
South Dakota	0.27	0.04	0.30	3.41	1.22	3.69	16.00	4.07	59.44	0.11
Tennessee	0.07	1.69	0.07	1.53	18.47	1.24	51.80	3.47	81.28	0.02
Texas	0.10	0.21	0.09	1.90	3.16	1.86	32.33	3.83	71.62	0.04
Utah	0.17	0.18	0.15	2.60	2.86	2.30	18.52	7.51	153.45	0.00
Vermont	0.17	0.57	0.06	4.36	10.89	1.38	15.26	2.96	72.88	0.23
Virginia	0.20	0.20	0.17	3.47	3.77	2.57	17.23	3.45	63.22	0.03
Washington	0.13	0.16	0.09	2.66	2.60	1.59	36.83	6.08	117.97	0.01
West Virginia	0.17	0.14	0.09	2.64	3.70	1.53	22.45	3.55	64.15	0.06
Wisconsin	0.25	0.15	0.25	2.52	3.46	2.33	14.72	3.44	35.53	0.21
Wyoming	0.30	0.86	0.30	2.66	12.14	2.47	16.31	4.92	63.55	0.06

Note: VRM = Vehicle Revenue Miles, VRH = Vehicle Revenue Hours; Source: National Transit Database, 2023

Table 52. Transit Agency Percentiles for Operating Statistics by State, 2023

	Number of Agencies	Ridership Percentile			Vehicle Revenue Miles Percentile			Vehicle Revenue Hours Percentile		
		25th	50th	75th	25th	50th	75th	25th	50th	75th
		thousands								
Alabama	23	8	12	19	84	115	168	4	6	9
Alaska	23	2	7	22	10	36	93	1	2	6
Arizona	24	6	21	53	55	163	302	4	9	14
Arkansas	7	14	67	106	148	490	989	9	13	61
California	49	11	32	72	45	134	371	3	8	17
Colorado	36	11	84	483	72	187	491	5	11	32
Connecticut	3	16	31	70	130	245	254	6	11	17
Delaware	0	-	-	-	-	-	-	-	-	-
Florida	17	15	28	63	226	365	665	12	21	31
Georgia	60	3	7	16	39	68	140	3	4	8
Hawaii	2	748	847	947	2,362	2,962	3,561	133	145	157
Idaho	9	10	25	161	73	246	274	4	8	16
Illinois	40	19	39	67	186	287	427	11	16	22
Indiana	40	13	27	33	93	160	222	7	12	15
Iowa	23	61	102	119	187	323	525	17	22	31
Kansas	72	4	7	18	19	40	81	1	2	5
Kentucky	23	12	56	117	115	706	1,498	9	54	93
Louisiana	34	7	9	11	67	108	170	5	6	9
Maine	12	5	27	73	34	107	563	2	8	26
Maryland	5	82	83	107	375	402	437	21	21	32
Massachusetts	4	101	189	410	254	507	792	22	32	43
Michigan	59	27	53	87	162	313	531	10	20	31
Minnesota	34	27	52	140	114	255	538	9	14	37
Mississippi	22	18	31	67	189	413	626	9	19	35
Missouri	21	8	14	17	23	36	144	2	4	7
Montana	40	4	12	22	40	66	134	2	4	7
Nebraska	56	2	6	12	14	32	105	1	2	6
Nevada	15	5	8	16	35	65	149	2	4	9
New Hampshire	5	28	28	31	86	157	239	4	6	18
New Jersey	3	20	22	54	350	433	489	17	24	30
New Mexico	17	9	15	49	47	108	169	4	6	12
New York	39	21	43	72	147	197	364	7	11	16
North Carolina	59	20	36	57	230	359	521	13	18	28
North Dakota	22	5	8	23	43	76	159	2	5	8
Ohio	37	22	36	68	165	329	484	12	18	28
Oklahoma	29	12	36	54	95	304	631	8	24	39
Oregon	29	20	40	80	153	249	426	9	14	19
Pennsylvania	21	33	51	184	264	424	879	11	16	39
Rhode Island	0	-	-	-	-	-	-	-	-	-
South Carolina	10	22	35	41	364	405	450	12	22	28
South Dakota	18	13	54	82	141	228	401	6	15	29
Tennessee	7	94	113	487	573	1,168	1,805	32	61	87
Texas	24	18	46	103	240	453	1,117	13	23	50
Utah	5	15	26	1,181	90	268	1,053	6	10	83
Vermont	7	170	501	522	749	1,643	2,566	49	84	88
Virginia	14	27	76	129	143	365	650	9	19	34
Washington	36	11	21	135	121	253	468	5	13	26
West Virginia	10	24	85	155	243	503	608	16	26	41
Wisconsin	54	14	33	54	72	127	303	7	11	22
Wyoming	19	8	13	24	37	47	186	4	4	10

Source: National Transit Database, 2023

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. Table 53 shows demographic data for counties with a high concentration of Native American population compared with metro and non-metro counties across the United States. In counties where 45% or more of the population is Native American, 26% of the population has income below the poverty level.

Table 53. Demographic Data for Native American Areas, Compared with 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	18	23
Population Aged 65 or Older	16	20	15	11
Population with a Disability	12	17	12	13
Population Below the Poverty Level	12	15	19	26
Households with No Vehicle	9	6	8	6

Source: American Community Survey, 2023 5-year estimates

There is also significant geographic variation in reservations. Figure 17 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.

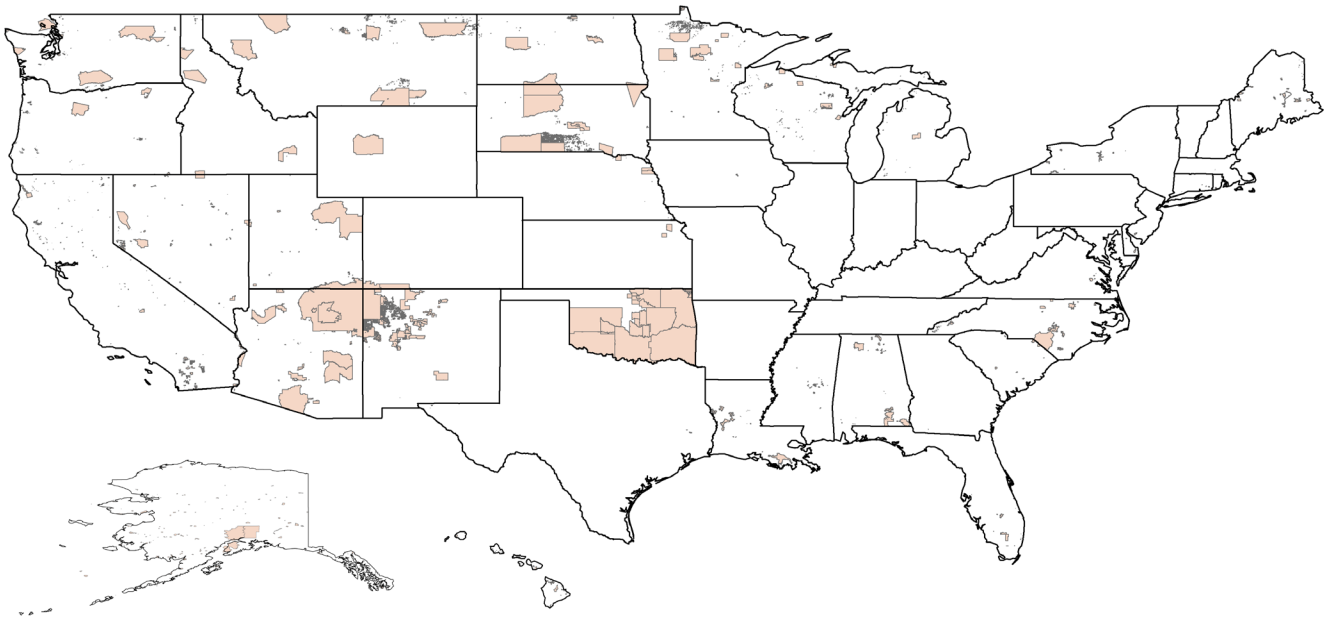


Figure 25. American Indian, Alaska Native, and Native Hawaiian Areas

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 136 rural tribal transit agencies listed in the 2023 NTD. Of these, 114 reported operating data in 2023. These agencies provided a total of 2.3 million rides in 2023, an increase of 21% from 1.9 million in 2022. While ridership grew in 2023, it was still significantly below pre-pandemic levels. Tribal transit agencies provided 19.3 million vehicle miles of service and 845,000 vehicle hours of service, operating 1,148 vehicles in 2023.

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, 2019–2023

	2019	2020	2021	2022	2023
Number of Agencies	125	133	137	138	136
Ridership (thousand rides)					
Fixed-Route	1,368	689	509	735	898
Demand-Response	1,007	616	561	745	915
Vanpool	24	13	7	9	7
Commuter Bus	205	81	45	93	133
Ferryboat	665	322	357	330	348
Total	*3,268*	*1,721*	*1,479*	*1,912*	*2,301*
Vehicle Revenue Miles (thousand miles)					
Fixed-Route	7,423	4,455	4,838	6,684	7,042
Demand-Response	10,662	7,370	7,730	9,603	11,089
Vanpool	238	99	46	67	59
Commuter Bus	1,284	756	724	1,065	1,083
Ferryboat	79	57	72	67	67
Total	*19,687*	*12,737*	*13,410*	*17,486*	*19,339*
Vehicle Revenue Hours (thousand hours)					
Fixed-Route	338	218	224	294	301
Demand-Response	504	365	373	448	497
Vanpool	7	5	2	3	2
Commuter Bus	40	23	21	31	33
Ferryboat	13	8	13	13	12
Total	*903*	*619*	*634*	*789*	*845*

Source: National Transit Database, 2019–2023

Table 55. Tribal Transit Fleet Statistics, 2023

Number of Vehicles	
Bus	102
Cutaway	411
Van	265
Minivan	270
Automobile	20
School Bus	13
Over-the-Road Bus	2
Sport Utility Vehicle	57
Other	0
Total	1,148
% Vehicle ADA	60%
Average Vehicle Age (years)	5.8
Average Vehicle Length (feet)	22.1
Average Vehicle Capacity	13.6
Trips per Vehicle	
Fixed-Route	3,106
Demand-Response	1,182
Total	2,004
Vehicle Revenue Miles per Vehicle	
Fixed-Route	24,365
Demand-Response	14,327
Total	16,846
Vehicle Revenue Hours per Vehicle	
Fixed-Route	1,041
Demand-Response	642
Total	736

Source: National Transit Database, 2023

Table 56. Tribal Transit Performance Measures, 2019–2023

	2019	2020	2021	2022	2023
Trips per Vehicle Revenue Mile					
Fixed-Route	0.18	0.15	0.11	0.11	0.13
Demand-Response	0.09	0.08	0.07	0.08	0.08
Total	*0.17*	*0.14*	*0.11*	*0.11*	0.12
Trips per Vehicle Hour					
Fixed-Route	4.0	3.2	2.3	2.5	3.0
Demand-Response	2.0	1.7	1.5	1.7	1.8
Total	*3.6*	*2.8*	*2.3*	*2.4*	2.7
Operating Expense Per Trip					
Fixed-Route	15.84	28.91	41.71	35.90	30.14
Demand-Response	31.32	51.85	65.27	54.02	48.63
Total	*18.39*	*33.17*	*42.83*	*38.56*	35.01
Operating Expense per Vehicle Revenue Mile					
Fixed-Route	2.92	4.47	4.39	3.95	3.84
Demand-Response	2.96	4.34	4.73	4.19	4.01
Total	*3.05*	*4.48*	*4.72*	*4.22*	4.16
Operating Expense per Vehicle Revenue Hour					
Fixed-Route	64.00	91.30	94.55	89.79	89.91
Demand-Response	62.60	87.55	98.05	89.77	89.60
Total	*66.57*	*92.21*	*99.85*	93.43	95.34
Farebox Recovery Ratio	0.05	0.04	0.02	0.04	0.04

Source: National Transit Database, 2019–2023

Table 57. Tribal Transit Performance Measures, Median Agency Values, 2023

Performance Measure	Median Value
Trips per Vehicle Revenue Mile	0.09
Trips per Vehicle Revenue Hour	1.92
Operating Expense per Trip	41.87
Operating Expense per Vehicle Revenue Mile	3.98
Operating Expense per Vehicle Revenue Hour	92.16
Farebox Recovery Ratio	0.00

Source: National Transit Database, 2023

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