



Fourth Quarter 2025

eNEWSLETTER

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The Rural Transit Assistance Program (RTAP) was initiated in 1986 by the Federal Transit Administration (FTA) to provide resources, training and technical assistance to rural transit providers. The Missouri RTAP Center is located at Missouri University of Science and Technology (Missouri S&T) in Rolla. Since April 2012, Missouri S&T has been contracted by MoDOT to manage the RTAP program.

**National
RTAP**
Rural Transit Assistance Program



National RTAP is a program of the Federal Transit Administration dedicated to creating rural transit solutions through technical assistance, partner collaboration and FREE training.

LETTER FROM THE MANAGER



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DEAR TRANSIT FRIENDS,

Season's Greetings from Missouri RTAP!. As we look back on 2025, we experienced staff changes while continuing to expand services. We were sad to see Pat leave in April when she relocated to Columbus, OH. She recently stopped by the office while visiting her sister, who works at Missouri S&T. Pat is doing well and misses all the agencies we serve but has been busy developing a startup business. Tina took over RTAP training and reimbursements while continuing to assist Nicole Annis with the development of the new RTAP data repository, which is currently being tested by a few transit agencies and should be deployed by spring. The new system will streamline the reporting process for 5311 providers. It functions as part of our new learning management system (LMS) that includes an integrated website and online training options.

We also tried hosting in-person regional meetings throughout the State; however, after a very small turnout in the southeast, we have decided to take another approach to meeting with the agencies we serve. We are going to participate in MoDOT's quarterly online meetings in 2026. These sessions will provide an opportunity for us to gather feedback and provide updates on new developments as well as introduce new programs. One such program is a possible virtual orientation workshop for new directors to allow new transit managers a forum to ask questions, become engaged in information sharing, and hear about available resources. We plan to incorporate National RTAP resources available for new directors as part of the [Transit Managers Toolkit](#). Additionally, we are still interested in starting a mentor program for new managers and other staff to pair individuals with someone in the same or a similar position in another agency. The mentor could provide suggestions and share lessons-learned through an informal collaboration. We will use the National Local Technical Assistance Program Association (NLTAPA) [peer-to-peer mentor program](#) as a model. Please let us know if you would benefit from these programs.

As I write this letter, I'm attending the National RTAP Conference in Austin, TX. I'm proud to report strong representation from Missouri. The conference is proving an excellent opportunity to gather ideas and network with other states. For the agencies who attended, please submit your reimbursement request as quickly as possible or be patient as our office will be closed from Christmas to New Years during the Winter Break when campus closes. If you haven't done so, please send your 2026 training requests to Tina. Keep the office closure in mind when contacting Tina. We are looking forward to our time away to recharge for a busy and productive 2026. Everyone with Missouri RTAP wants to wish all our transit friends a very safe and happy holiday season.

Seasons Greetings

A handwritten signature in black ink that reads "Heath Pickerill". The signature is fluid and cursive, with the first name being more prominent.

Heath Pickerill,
Missouri RTAP Manager



Photos by Sam O'Keefe

Supporting OATS TRANSIT

Public transportation in rural Missouri brings independence, opportunity, and connection to communities that might otherwise be isolated.

OATS Transit embodies that mission every day—providing safe, respectful, and reliable rides for people of all ages and abilities. OATS continues to serve a significant portion of the state and has recently featured some highlights and achievements for FY 2025 in their monthly newsletter:

- OATS Transit partnered with over 150 federal, state, and local entities to provide 847,674 trips in 87 counties in Missouri.
- OATS completed a comprehensive job classification and compensation study to assure OATS Transit's wages and benefits are not only competitive but also appropriate for a non-profit of our size and budget.
- OATS began installation of a real-time camera system on their fleet as part of OATS Transit's ongoing effort to focus on and improve the safety of their riders and drivers.

Missouri RTAP provided support for OATS and all 5311 providers during the past year. The Scholarship Reimbursement Program funded training development, class offerings, workshop materials, and instructor resources. Scholarship resources also ensured Missouri rural transit was well represented at conferences. Missouri RTAP remains committed to the professional development and program growth of the agencies we serve.

Boone County driver Dana Meuret with one of their regular riders.





TRANSIT BENEFIT STATISTICS

National RTAP has compiled a list of compelling statistics from diverse national sources that your organization can add to presentations, brochures, handouts, and advertisements to help demonstrate the many benefits and lasting value of public transit. By using powerful data in your marketing materials, you can influence stakeholders to foster policies and improve funding mechanisms that invest in and expand the reach of transit. Statistics in this toolkit can also be used in direct consumer marketing materials to attract and retain current and future riders.

The data on this page cover a host of substantial transit benefits and assets, including economic prosperity, expanded job opportunities, enhanced access to vital community resources, and improvements to the environment and public health and individual well-being.

Sources and links to original research and reports are provided next to the data.

American Association of Retired Persons (AARP)

- 2021 - 52% of people say it's extremely or very important to have safe public transportation. *2021 AARP Home and Community Preferences Survey*

American Bus Association (ABA)

- 2024 - The motorcoach industry provided jobs to 75,859 people in 2024. *Motorcoach Census Research*
- 2019 - Motorcoaches release the least amount of CO2 emissions (36.7) compared to other modes of travel, such as a car with one person (355.7), transportation network company (374.4), and domestic air travel. (181.5). *Updated Comparison of Energy Use & Emissions from Different Transportation Modes*

American Public Transportation Association (APTA)

- 2025 - There are 1,224 rural public transit systems in the United States with a ridership of 120.3 million trips. *2025 Public Transportation Factbook*
- 2025 - Public transit employs about 437,000 people. *2025 Public Transportation Factbook*

- 2025 - 87% of trips on public transit have a direct impact on the local economy. *2025 Public Transportation Factbook*
- 2024 - Ridership rebounded to 85% of pre-pandemic levels in 2024. *APTA Public Transportation Ridership Update*
- 2024 - Transit riders took 7.7 billion trips on public transportation in 2024, 491 million more trips, a 7 percent increase over 2023. *APTA Public Transportation Ridership Update*
- 2024 - National public transit ridership increased 25 percent since 2022. In 2023 and 2024, bus ridership grew by 17 percentage points. *APTA Public Transportation Ridership Update*
- 2023 - If you can live with one less vehicle in your household, you would save \$6,624 in car ownership cost. *Fuel Savings Calculator*
- 2022 - 80% of Transit Ballot Initiatives passed in 2022. *Voters Across the Country Support Public Transportation at the Ballot Box*
- 2021 - Public transportation provides nearly 10 billion commuter, leisure, non-emergency medical and specialized trips each year. *2021 Public Transportation Factbook*
- 2021 - 99% of fixed route and 96% of demand response services are accessible. *2021 Public Transportation Factbook*

Arizona State University

- 2024 - Using a car for over 50% of out-of-home activities lowers life satisfaction. *Does Car Dependence Make People Unsatisfied With Life? Evidence From a U.S. National Survey*

Bureau of Transportation Statistics (BTS)

- 2024 - Transportation employs over 16 million people. *Transportation Statistics Annual Report*
- 2023 - Vehicles cost consumers 31.7-48.2% of their income, while public transportation trips cost 4.1-9.9% of their income. *Types of Transportation by Income Quintile*
- 2023 - The average total cost of car ownership per 15,000 miles rose from \$10,729 in 2022 to \$12,182 in 2023. *Average Cost of Owning and Operating an Automobile*

- 2023 - U.S. household expenses on transportation was \$13,174 per household. *Pocket Guide to Transportation 2025*
- 2022 - Transportation contributed \$1.7 trillion (6.7%) to the economy in 2022. *Contribution of Transportation to the Economy*
- 2022 - There were 340 transit fatalities in 2022, compared to 42,514 highway fatalities. *Pocket Guide to Transportation 2025*

HNTB

- 2020 - 78% of Americans believe that national transportation infrastructure policy is important. *America THINKS: The Imperative for a National Transportation Policy*
- 2019 - 73% of American's believe that high quality national transportation systems are important to economic prosperity and quality of life. *America THINKS: The Imperative for a National Transportation Policy*

International Association of Public Transport (UITP)

- 2023 - According to the European Environmental Agency, public transport by bus is twice as efficient and by rail four times more efficient than cars. *Public Transport Benefits*
- 2023 - Investment in public transport creates 25% more jobs in the wider economy than the same level of investment in roads or highways would produce. *Public Transport Benefits*
- 2023 - Public transit costs 1/16 of what people pay for owning a personal car. *Public Transport Benefits*
- 2021 - Approximately 60% of transit agencies in the U.S. are contracting all or part of their operations. *Contracting In Transit: The Value and Benefits of Private Contracting in North America and Internationally to Meet Passenger Needs*

McKinsey & Company

- 2023 - 46% of car owners are open to replacing their private vehicles with other modes of transport in the coming decade. *The Future of Mobility*

National Association of Realtors

- 2023 - 69% of people feel that having public transit nearby is a very important or important factor in deciding where to live. *National Community and Transportation Preferences Survey*

Small Urban and Rural Center on Mobility (SURCOM)

- 2023 - 6% of people surveyed reported that they had missed or delayed a health care trip during the past 12 months because of a lack of transportation. The study found that the odds of missing a health care trip due to lack of transportation were 7.13 times higher for those without access to a car. *Impacts of Transit on Health in Rural and Small Urban Areas*
- 2023 - Rural transit agencies provided 401.8 million vehicle miles of service and 23.3 million vehicle hours of service. *Rural Transit Fact Book*
- 2023 - Tribal transit agencies provided 19.3 million vehicle miles of service and 845,000 vehicle hours of service, operating 1,148 vehicles. *Rural Transit Fact Book*
- 2021 - 3 to 10 trips per month could be provided to an isolated individual at a lower cost than the extra medical costs due to isolation. *Research Report – An Analysis of the Costs and Benefits of Providing Increased Mobility to Reduce Social Isolation Among America's Aging Population*

U.S. Travel Association

- 2024 - Travelers in the United States directly spent \$1.3 trillion, which produced an economic footprint of \$2.9 trillion and supported more than 15 million American jobs. *Economic Impact of the U.S. Travel Industry*
- 2024 - Travel strengthens communities and generated \$89 billion in state and local tax revenue. *Economic Impact of the U.S. Travel Industry*
- 2024 - Travel spending alleviates an average of \$1,270 in taxes per U.S. household. *Economic Impact of the U.S. Travel Industry*

University of Illinois Chicago

- 2025 - Investments in rural transit generate \$4 for every \$1 spent. *Return on Investment for Rural Demand-Response Transit in Illinois*

Victoria Transport Policy Institute (VTPI)

- 2024 - A particular transit route might attract 6,000 more riders if more employers offered subsidized transit passes; 7,000 if a local college has a U-Pass program; 8,000 if service quality improves; 9,000 if Park & Ride, pedestrian and bicycle access improved; and 10,000 if parking prices increase. *Evaluating Public Transit Benefits and Costs*
- 2024 - About 12% of U.S. residents use transit at least once during a two month period. *Evaluating Public Transit Benefits and Costs*

Way

- 2025 - The average annual cost of owning a car in the U.S. has reached approximately \$12,297, or about \$1,025 per month. The cost includes fuel, insurance, maintenance, repairs, depreciation, financing charges, taxes, and fees. *Real Cost of Car Ownership in the USA 2025: A Breakdown*

nationalrtap.org/Toolkits/Marketing-Toolkit/Other-Resources/transit-benefits-statistics

Download full Marketing Toolkit

irp.cdn-website.com/270961f6/files/uploaded/Marketing-Toolkit.pdf





Photo by Sam O'Keefe



Volunteer Driver Program Toolkit

Introduction

Welcome to the National RTAP Volunteer Driver Program Toolkit! This Toolkit was developed to assist organizations that provide passenger transportation services to persons with transportation needs and help them with developing and maintaining volunteer driver programs. The Toolkit is a guide that provides the framework for developing and maintaining volunteer driver programs.

Volunteer driver programs are a critical component of many public transportation systems as well as human services transportation, offering specialized or expanded services beyond those typically available through general public transit services and providing a more personal and one-to-one transportation service for customers who may require additional assistance.

The original Volunteer Drivers Guide was developed with broad input from model programs currently operating in Washington State and in other parts of the United States. The Community Transportation Association of the Northwest (CTANW) was contracted by the Washington State Department of Transportation (WSDOT) to review and update the Guide in 2011-2013. In 2024 National RTAP contracted with KFH Group, Inc. for the purpose of updating the 2013 version of the Guide by broadening its scope to the national level and developing an online Toolkit. A Stakeholder Workgroup made up of representatives from National RTAP, WSDOT, and the Colorado Association of Transit Agencies (CASTA) served as an advisory group to the project, providing input and feedback through the guidebook update and toolkit production process. Please see the Acknowledgements Section for more background information.

This Toolkit contains recommendations, examples, and sample forms as well as informational online links, attachments, and resources. It also contains information and resources to help organizations navigate through complex requirements imposed by federal and state laws and various funding organizations. The goal is to strengthen existing programs and to serve as a guide for the development of new programs.

The Toolkit contains the following sections:

- Table of Contents
- Welcome
- Volunteer Driver Programs
- Important Information about Riders
- Establishing and Managing a Volunteer Driver Pool
- Day-to-Day Operations
- Volunteer Driver Program Records
- Case Studies with Appendix
- Model Forms (Templates), Policies, and Procedures
- Glossary

To view the topics included in each section, see the table of contents or visit the online Toolkit and click on any of the sections in the left toolbar to expand your navigation options. A "How to Use This Toolkit" chart was also developed to help the reader explore topics from the perspective of a "Beginner, Intermediate, or Advanced" volunteer driver program.

Acknowledgements

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- Luke Haddon, KFH Group

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- Lori Hamilton, Space Coast Area Transit/Volunteers In

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- Octavio Hinojosa, Chariot, TX
- Kristen Kendall, WexExpress New Freedom Volunteer Driver Program, MI
- Katie Myska, Ride Connection, OR
- Jenna Robinson, Senior Alternatives in Transportation (SAINT) Volunteer Transportation, CO
- Molly Walt, Nevada Rural Counties RSVP Program, Inc., NV

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nationalrtap.org/Toolkits/Volunteer-Drivers-Toolkit/Welcome

How to Use This Toolkit

Skill Level	Section 2- Volunteer Driver Programs	Section 3 – Important Information About Riders	Section 4 – Establishing and Managing a Volunteer Driver Pool	Section 5 – Day-to-Day Operations	Section 6 – Program Records	Section 7 – Case Studies	Section 7 - Appendix	Section 8- Model Forms (Templates), Policies, and Procedures
Beginner For brand new to programs (or those considering starting a volunteer driver program).	<ul style="list-style-type: none"> • Volunteer Driver Programs and Sponsoring Organizations • Mission Statements, Goals, and Objectives • Rider Eligibility • Limiting Financial Exposure Related to Risk • Insurance • Risk Management • Community Relations • Policies and Procedures • Funding • Subcontracted Services • Operating Across Boundaries 	<ul style="list-style-type: none"> • Rider Eligibility • Communication with Riders • Children • Rider Surveys • Rider Grievances 	<ul style="list-style-type: none"> • Volunteer Drivers • Recruiting • Drivers • Qualifications • Driving History • Requirements • Driver Selection • Retaining • Drivers • Driver Duties • Driver Performance • Driver Conduct • Training Volunteer Drivers 	<ul style="list-style-type: none"> • Scheduling • Vehicles, Equipment, and Maintenance • Trip Plans • Inclement Weather • Incidents, Accidents, and Collisions 	<ul style="list-style-type: none"> • Driver Records • Vehicle Records • Agency Owned • Vehicles • Privately Owned • Vehicles (POVs) • Rider Records 	Part One – Individual Case Studies: <ul style="list-style-type: none"> • Senior Alternatives in Transportation (SAINT) • Space Coast Transit/Volunteers in Motion • WexExpress New Freedom • Nevada Rural Counties Retired and Senior Volunteer Program (Nevada RSVP) • Ride Connection • Chariot • King County Metro Community Van • New Freedom 	<ul style="list-style-type: none"> • Recruitment Materials • Handbooks and Guides for Volunteers • Handbooks and Guides for Riders • Insurance Resources • Policy and Procedure Resources • Transportation Plans and Trip Logs • Training materials 	<ul style="list-style-type: none"> • Policies and Procedures – Examples • Model Forms (Templates) and Examples
Intermediate For programs that have been in operation for a few years. (Also, for seasoned programs.)	<ul style="list-style-type: none"> • Community Relations • Marketing • Branding • Funding • Coordination and Planning • Operating Across Boundaries • Mobility • Management 	<ul style="list-style-type: none"> • Communication with Riders • Information • Accessibility 	<ul style="list-style-type: none"> • Volunteer Drivers • Recruiting Drivers • Retaining Drivers • Driver Performance • Driver Review Process • Performance Evaluations 	<ul style="list-style-type: none"> • Scheduling • Technology 	<ul style="list-style-type: none"> • Performance Metrics • How to Record • Trip • Information 	Part Two – Common Themes: <ul style="list-style-type: none"> • Driver • Incentives • Training • Strategies • Risk • Management • Strategies • Software • Considerations • Medical • Considerations 		
Advanced For Volunteer Driver Programs ready to offer "next level" services.	<ul style="list-style-type: none"> • Risk Management • Post Sedation • Transportation 					Part Three – Lessons Learned: <ul style="list-style-type: none"> • Volunteer • Recruitment and Retention • Communication with Volunteers and Riders Program • Sustainability and Funding Volunteer Drivers • Clarity and Expectations • Technology and • Software • Utilization Liability and Safety Concerns • Volunteer Appreciation and • Recognition • Service Scope and 		

For an enlarged chart please visit, nationalrtap.org/Toolkits/Volunteer-Drivers-Toolkit/Welcome



Funding Focused Transit Manager Peer Roundtable Summary

We held a Rural Transit Peer Roundtable on Funding on October 1, 2025. Participants discussed funding strategies, challenges, and opportunities in rural transit. This roundtable explored innovative approaches and exchanged practical solutions for sustaining and expanding rural transportation services.

Participants: Julie Sweeney (North Fork Area Transit – Norfolk, NE), Amanda Nava Estill (Southwest Georgia Regional Commission), Doreen Abrahamsen (Director of the Essex County Public Transportation), Crystal Gauthier (City of Brainerd and Crowing County Public Transit), Becky Carten-Crandell (Director of Interurban Transit Authority), Lyn McCarthy (Hope Link), Robin Phillips (National RTAP), Jeremy Bell (National RTAP), Julia Castillo (HIRT), Jonnie Kusek (Director of Transportation for Open Points Transit), Cheryl Paquette (City of Carnation), Tracy Jones (SMTS), Debbie Elders (Southeast Missouri Transportation Company) and other rural transit professionals.

Discussion Overview

This Transit Manager Peer Roundtable brought together transit and mobility professionals to share

experiences, identify new funding streams, and discuss ways to strengthen rural transportation and healthcare coordination. Facilitated by Enjoli Dixon, the conversation explored innovative partnerships, sustainable grant strategies, and the use of technology to improve service delivery and access across rural communities.

Participants represented a broad range of transit systems and perspectives—from operations and coordination to funding and innovation. Julie Sweeney opened the conversation by sharing that North Fork Area Transit operates under the FTA 5311 Rural Formula Grant Program, setting the stage for a discussion around key federal and community-based funding sources.

Funding and Grant Opportunities

Participants discussed numerous funding opportunities available to rural transit providers, organized by type and source:

Federal Programs:

- Formula Grants for Rural Areas (5311): Julie Sweeney confirmed that her agency participates in this foundational program supporting rural mobility.
- Highly Rural Transportation Grants (HRTG): Introduced

by Robin Phillips and expanded upon by Enjoli Dixon, this program enhances transportation access for veterans in remote areas.

- Rural Health Transformation Program: Robin Phillips shared details about this Health and Human Services (HHS) initiative supporting innovative technology use, cybersecurity, and digital health integration—linking directly to rural transit coordination efforts.
- Rural Opportunities to Use Transportation for Economic Success (ROUTES): Enjoli Dixon highlighted this U.S. DOT initiative addressing infrastructure investment barriers in rural regions.

Health and Community Foundations:

Enjoli Dixon shared several health-related and charitable funding opportunities including:

- Health Forward Foundation
- American Kidney Fund Safety Net Grants
- Hearst Foundations
- Labcorp Charitable Foundation
- American Society of Nephrology Grants & Funding
- US ACT on Health Equity: Community Engagement and Investments

Local and Private Resources:

Participants discussed local-level resources and private partnerships:

- Local Infrastructure Hub – recommended by Enjoli Dixon, with a reminder to check each state’s hub for eligibility.
- MileOneCares Funding Portal – shared by Enjoli Dixon as an emerging platform for community-based funding.
- Rural Community Development Initiative Grants (USDA) – identified as a strong opportunity for small, capacity-building rural programs.
- Company giving and corporate social responsibility funds were also mentioned as valuable supplemental sources for smaller systems. Example: JB Hunt.

During the conversation, Crystal Gauthier noted she had not previously heard of several of these opportunities, reflecting the value of the peer exchange. Becky Carten-Crandell expressed appreciation for the shared information before leaving the session, stating she looked forward to reviewing the notes.

Collaboration and Innovation

A key theme of the roundtable was the power of cross-sector collaboration, especially between healthcare and transit agencies.

Robin Phillips initiated a discussion on HHS Access to Healthcare Grants, which led to dialogue around aligning transportation with healthcare services. She also suggested coordination with One Call/One Click systems and

“transportation at the point of appointment reservations,” noting that the regionalization of health services under HHS underscores the need for regional transit coordination.

Participants explored how technology could bridge rural healthcare and mobility needs, such as through shared scheduling platforms, data integration, and remote service coordination. These innovations were seen as essential tools to improve efficiency, rider experience, and access to care in sparsely populated areas.

Upcoming Opportunities

Enjoli Dixon reminded participants about the upcoming National RTAP 2025 Conference in Austin, TX, highlighting it as a continued space for learning, networking, and cross-agency collaboration.

Closing Reflections

As the session wrapped up, Lyn McCarthy, Crystal Gauthier, Doreen Abrahamsen, and Amanda Nava Estill thanked the group for their insights. Amanda Nava Estill closed with:

“Thank you! Great conversation. Looking forward to the next one.”

Participants expressed interest in future sessions focused on joint funding applications, regional partnerships, and integrated healthcare-transit coordination projects. The group agreed that peer learning through National RTAP continues to be an invaluable resource for connecting ideas, programs, and professionals serving rural communities.

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irp.cdn-website.com/270961f6/files/uploaded/Transit_Manager_Peer_Roundtable_Funding_Focus_October_2025_Summary.pdf



MISSOURI PUBLIC TRANSIT FACES 42% FUNDING CUT, THREATENING SERVICE REDUCTIONS

Funding for Missouri public transit was slashed by 42% in the fiscal year 2026 budget, according to the Missouri Public Transit Association.

It cuts state transit aid by \$5 million, dropping the fund from \$11.7 million to \$6.7 million.

Transit providers say state cuts could lead to reduced services down the line.

Providers say investing in transportation also benefits employers, local businesses, and residents' well-being.

The Missouri Public Transit Association says transit systems provide 37 million rides each year and employ 3,800 people across the state.

GO COMO is Columbia's public transportation service offering fixed-route buses and paratransit services for individuals with disabilities.

"About 46,000 people a month on fixed routes and then between 250-300 people a day on our paratransit," said Shannon Hemenway, Transit Supervisor for GO COMO.

Hemenway says their service is vital for Columbia residents without a reliable means of transportation or who are unable to drive themselves.

"So, work shopping, doctors' appointments, that kind of thing," Hemenway said.

Hemenway says they got about \$200,000 from the state last year and \$123,000 this year.

"You know, we will not be able to buy bus shelters or things like that. Things that will impact the community but will not affect the actual routes that we run," Hemenway explained.

OATS Transit is a Missouri-based nonprofit specializing in rural transportation.

OATS serves 87 of Missouri's 114 counties.

"Last year, work transportation was our number one trip purpose. And a lot of those are people with disabilities going to sheltered workshops or community transportation. I like to think that we help rural people remain independent and in their own homes," said Dorothy Yeager, OATS Transit Executive Director.

Growing up in Boonville, Yeager says she has seen the impact of rural and public transportation firsthand.

"Having access to public transit is of value. To me, it's like electricity or the fire department; it's an essential service," Yeager explained.

Both Yeager and Hemenway say the state's cuts have had the most significant impact on their ability to match federal grants with state funding.

"We use that funding to match federal dollars. So, if we lose, say \$100,000 in state funding, that is actually \$200,000 that we are not able to utilize in state funding," Yeager added.

OATS lost \$901,387 in state funding, equating to 43,000 fewer trips and 30,000 lost service hours.

Both organizations say they are concerned with how cuts could impact those they serve.

"You know transit is important, and it brings value to communities; it's not just the riders who benefit from it, but also local communities. Because we bring people into the shop, we contribute to the economy, we're providing transportation for jobs," Yeager said.

"We would not have that money to make that match, that means vehicles are going to get older, they are going to be in more disrepair, it's going to be harder to keep up with that," Hemenway added.

krcgtv.com/news/local/missouri-public-transit-faces-42-funding-cut-threatening-service-reductions-statewide

2025 PUBLIC TRANSPORTATION FACT BOOK STATS

Public Transit System Overview

Public transportation includes urban, rural, bus systems, paratransit, bus rapid transit (BRT), water-borne services, subways, light rail, streetcars and other urban rail networks, and passenger rail, from commuter rail to intercity high-speed systems. Public transportation is available in every state across the United States, both in cities and more rural areas, providing billions of commuter, leisure, non-emergency medical and specialized trips each year.

In report year 2023, approximately 6,700 organizations provided public transportation through a variety of modes. An estimated 4,580 nonprofit providers make up the majority of these organizations. Systems operating in urbanized and rural areas receive grant money from the Federal Transit Administration (FTA) and report to the National Transit Database (NTD) as full, reduced or rural

systems. Of the 2,200 NTD reporting systems, 1,224 were in rural areas and 976 were in urbanized areas (Figure 1).

The following is an info graph showing the overall statistics of public transportation in America. For more information, or to view the entire document, please visit:

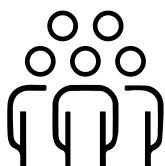
apta.com/wp-content/uploads/APTA-2025-Public-Transportation-Fact-Book.pdf

TODAY, PUBLIC TRANSIT

Job Creation

430K+
People

work for public
transportation agencies



50K Jobs

created and supported
per \$1 billion investment
in job creation

5-to-1

ECONOMIC RETURN

produced by long-term
investment in public transit

\$382 Million

IN TAX REVENUE

supported per \$1 billion
investment in job creation

(According to APTA's "Economic Impact of Public Transportation Investment: 2020 Update")

Supporting Private-Sector Jobs

More than

77%

**OF FEDERAL FUNDING
FOR TRANSIT**

flows to the private sector

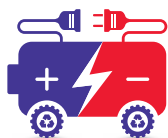
2,000+
SUPPLIERS

in 48 states and DC

Fostering Energy Independence

Leading in Clean Technology

Share of **Hybrid
Electric Buses***



2010: **7.0%**
2024: **20.3%**

1,600+
**ZERO-EMISSION
BUSES**

**(According to APTA's
2024 Vehicle Database)*

Lowering Carbon Emissions



55%

**less CO₂ emissions by using
public transit** rather than a car

*(According to TCRP "Report 226: An Update on Public
Transportation's Impacts on Greenhouse Gas Emissions")*

**Reducing
Gasoline
Consumption**

**6.0
BILLION**



**Gallons of
Gas Saved**

**each year by using
public transportation**

*(According to TCRP "Report
226: An Update on Public
Transportation's Impacts on
Greenhouse Gas Emissions")*

**More
Efficient**



**Increase in vehicle
miles operated per
kilowatt-hour**
over the Past 30 Years

22%


**Heavy
Rail**

27%

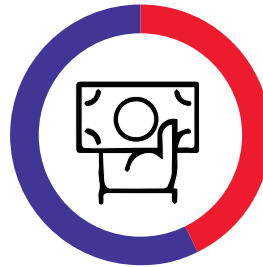
**Light Rail/
Streetcar**

IN AMERICA IS...

Growing the Economy

87% 
of trips on transit directly
benefit the local economy

50%
of trips are
to and
from work



37% of trips are
to shopping and
recreational spending
(less priority than trips to work)

(According to APTA's "Who Rides Public Transportation")

Serving All Communities


Public transit agencies are...



1,224
Rural


976
Urban


4.5K+
Nonprofit

Current Ridership

 **39.7 BILLION**
Total Passenger
Miles Traveled

 **7.66 BILLION**
Trips in 2024

Number of rail
systems is growing


62
2003


99
2023



Driving Innovation


87%
of buses have
**security
cameras**

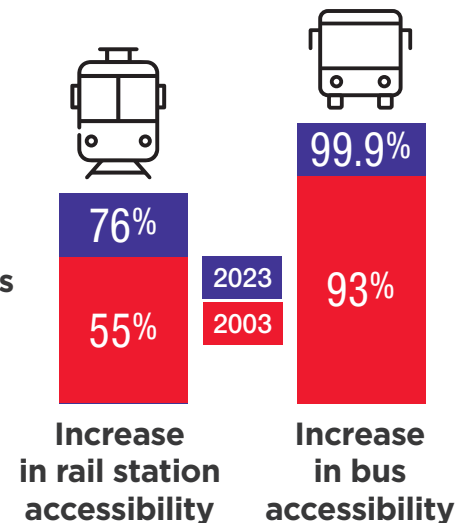

9%
of buses have
**ped/bike
detection**


84%
of buses have
**automated stop
announcements**

Addressing Access*

55%
of transit riders
earn under
\$50k/year

*transit system
accessibility is also
affected by station
accessibility



AVAILABLE TRAINING PROGRAMS

The following is a list of the training programs and course length of each that are currently available to rural transit providers through Missouri RTAP. Requests for training can be made by contacting Tina Monson Education Program Coordinator, at tina.monson@mst.edu or 573-341-6155.

1. ACTIVE SHOOTER PREVENTION AND RESPONSE – 2 HOURS.
2. AGGRESSIVE DRIVING – 1 HOUR.
3. ASSAULT AWARENESS AND PREVENTION FOR TRANSIT OPERATORS – 1.5 HOURS
4. BACKING SAFETY – 1 HOUR.
5. BASIC FIRST AID – 1 HOUR.
6. BLOOD BORNE PATHOGENS – 1 HOUR.
7. CPR & BASIC FIRST AID – 4 HOURS.
8. DEALING WITH DIFFICULT PASSENGERS – 2 HOURS.
9. DEFENSIVE DRIVING – 3 HOURS.
10. DISTRACTIVE DRIVING – 1 HOUR.
11. DIVERSITY & AWARENESS TRAINING - PROVIDING QUALITY CUSTOMER SERVICE FOR TRANSPORTATION PASSENGERS WHO HAVE DISABILITIES – 2 HOURS.
12. DRIVEN TO EXTREMES – 1 HOUR.
13. DRUG & ALCOHOL AWARENESS – 1 HOUR.
14. EMERGENCY & EVACUATION PROCEDURES – 1 1/2 TO 2 HOURS.
15. FATIGUE AWARENESS FOR DRIVERS – 2 HOURS.
16. HIPAA – 1 HOUR.
17. NIGHT DRIVING – 1 HOUR.
18. OPERATION LIFESAVER – HIGHWAY-RAIL CROSSING SAFETY – 1 HOUR.
19. PASSENGER ASSISTANCE/MOBILITY AID SECUREMENT – 2 HOURS.
20. REASONABLE SUSPICION TRAINING FOR SUPERVISORS – 2 HOURS.
21. SAFE & SECURE PROPER INFANT AND CHILD SEAT INSTALLATION – 2 HOURS.
22. SENSITIVITY AWARENESS – 1 HOUR.
23. SEXUAL HARRASSMENT – 1 HOUR.
24. SLIPS, TRIPS AND FALLS – 1 HOUR.
25. VIOLENCE IN THE TRANSIT WORKFORCE – PREVENTION, RESPONSE AND RECOVERY – 1.5 HOURS
26. WHEELCHAIR SECUREMENT – 2 TO 3 HOURS DEPENDING ON NUMBER OF PARTICIPANTS.
27. WINTER DRIVING SAFETY – 1 HOUR.

For more information on classes and to register please visit: mltrc.mst.edu/mortaphome/mortaptraining/

RESOURCES

National RTAP – Rural Transit Assistance Program

www.nationalrtap.org/

Transportation Safety Institute – Transit Safety & Security Training Division

www.tsi.dot.gov/Transit.aspx

Federal Transit Administration – Rural Transit Assistance Program Page

www.fta.dot.gov/funding/grants/grants_financing_3554.html

Missouri Public Transit

www.mopublictransit.org/

National Transit Institute

www.ntionline.com/

Kansas RTAP – Kansas University Transportation Center

www.kutc.ku.edu/cgiwrap/kutc/rtap/index.php/index.html

Transportation Research Board's (TRB) Transit Cooperative Research Program (TCRP)

www.tcrponline.org/

