January 27, 2021

In mid-January, in the wake of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) allocation announcements, the Community Transportation Association of America (CTAA) surveyed its rural and small-urban transit system members to highlight CRRSAA inequities and to communicate these operators’ serious needs moving forward. Without additional federal funding support, many small-urban and rural transit systems face major service cuts, layoffs and the inability to continue providing the essential services they do every day as CARES Act funding dwindles.

“Public transit is a national program,” says CTAA Executive Director Scott Bogren. “CTAA and its members strongly urge the Biden Administration and Congress, in any COVID-19 stimulus package, to utilize the standard formulas for rural, urban and specialized transit (Sections 5307, 5310 and 5311) to ensure that all transit agencies receive vitally needed funding to continue providing essential trips all across the nation.”

The first CARES Act (Title XII of Division B) provided Federal Transit Administration formula funding in the amount of $25 billion for urbanized (5307), Rural (5311), State of Good Repair (5337) and Growing States/High-density (5340) public transportation. Those funds were distributed proportionally based on the ratio of funding to the four specific programs mentioned. On December 27, 2020 the CRRSAA of 2021 provided $14 billion in supplemental funds to public transportation without using the federally administered formulas for urban and rural transit; this left many transit systems without these needed supplemental funds.

The survey received more than 100 responses. The full list of questions can be found [here](#).
What follows is a quick snap shot of what was revealed:

CTAA’s rural and small-urban members have tended to spend down CARES Act funding more slowly than the nation’s largest metropolitan transit properties, but are starting to run out of those funds.

• The average rural transit system leadership is “very concerned” about the ongoing impact of the COVID-19 pandemic on local and state economies with an expectation of at least 19 more months of economic hardship at the local level. Rural transit system survey responders expect to have CARES Act allocations last another 9.6 months.

• The average small-urban transit system leadership is “concerned” about the ongoing impact of the COVID-19 pandemic on state and local funding sources. Small-urban transit responders expect their current CARES Act allocations to last another 13.1 months.

• Only 39 of the nation’s 320 small-urbanized areas (population between 50,000-200,000) received CRRSAA funding. Twenty-eight (28) state departments of transportation received no rural transit funding assistance through CRRSAA. For the vast majority of rural and small-urban transit systems and passengers, CRRSAA provides no benefit.

• Small-urban and rural transit operators should not be punished or excluded from additional COVID-19 emergency appropriations because they have taken a more judicious approach to spending down CARES Act funds. The majority of CTAA members know they will run out of CARES Act funding long before the economic conditions created by the pandemic pass.

CTAA’s rural and small-urban transit system members report numerous service cuts in the past 10 months during the COVID-19 pandemic yet have lost “only” around half of their normal ridership — highlighting how many of these trips are for essential workers and essential purposes and need to be sustained.

• More than two-thirds (68%) of rural system responders reported cutting service in the past 10 months. Interestingly, 25 percent of rural system responders reported adding service during the pandemic to assist with food, meal and prescription delivery.

• Seventy (70%) percent of small-urban transit system responders reported service cuts in the past 10 months.

• CRRSAA funding was effectively designed to forestall significant services cuts in the nation’s largest metropolitan transit operations. The majority of rural and small-urban transit has already instituted service cuts.

• Rural transit system responders reported year-to-year ridership loss at 52.2 percent.

• Small urban transit system responders reported year-to-year ridership loss at 49.02 percent.
CTAA’s rural and small-urban transit system members are actively engaged or engaging with local public health leadership to develop ways to ensure people who are transportation insecure have access to COVID-19 vaccine sites and distribution.

- Forty-four (44) percent of rural transit system responders report engaging with public health officials at the local level to assist in a variety of ways with vaccine distribution.
- Twenty eight (28) percent of small-urban transit system responders report engaging with public health officials at the local level to assist in a variety of ways with vaccine distribution.
- At a time when many CTAA members stand ready to assist with the vitally important role of increasing access to vaccine distribution sites and efforts, many are beginning to run low on the CARES Act funds they received last year and need new emergency funding to continue operating.

Following our analysis of the survey, we held a virtual meeting with more than 30 small-urban transit operators. During that meeting, we heard powerful stories about the challenges facing these systems.

Tri-State Transit Authority Executive Director Paul Davis states, "We are running out of CARES Act funds, our local support is at-risk due to the economic conditions created by the pandemic and we received nothing in CRRSAA. If this next emergency stimulus package doesn't offer any assistance, we're looking at significant service reductions and layoffs."

Tri-State Transit is not alone. The vast majority of these small-urban systems said they are facing ongoing demand from essential passengers with essential trips purposes, little to no local funding to support operations and will soon need to initiate significant service cuts. It is for these reasons that it is imperative to utilize the standard formulas for rural, urban and specialized transit in any future COVID-19 relief funding.

Attached to this letter are transportation agencies across the country that are supportive of these concepts; a total of 266.

If you have any questions, please don’t hesitate to reach out to me at bogren@ctaa.org or 202.247.1921. Thank you for your consideration and support.

Sincerely,

Scott Bogren
Executive Director
| Oklahoma Transit Association, Oklahoma City, Oklahoma | Johnson County SEATS, Iowa | Alexandria Transit Company (DASH), Alexandria, Virginia |
| Harford Transit LINK - Harford County Maryland, Abingdon MD, | Trans/Air Mfg., Dallastown | Santa Cruz Metropolitan Transit District, Santa Cruz, California |
| Electric City Transit, Anderson SC | Grand Forks Cities Area Transit, Grand Forks, North Dakota | Bennett's Transportation Co., LLC, Falmouth, KY |
| County of Somerset, Division of Transportation, Somerville New Jersey | NECALG, Fort Morgan, Colorado | Corvallis Transit System, Corvallis, OR |
| South West Transit Association, Fort Worth, TX | Estuary Transit District, Centerbrook, CT | TRANSPORT CeNTRAL, The 19 towns around Plymouth, NH |
| Linn County LIFTS, Cedar Rapids, Iowa | Vermillion Public Transit, Vermillion, SD | Sunset Empire Transportation District, Astoria, Oregon |
| NCDOT Integrated Mobility Division, Raleigh, North Carolina | New River Valley Community Services, Radford, VA | Fresno County Rural Transit Agency, Fresno, CA |
| Suburban transit Network, Inc., Blue Bell, PA | Specialty Care Transportation, Greensboro North Carolina | Dare County Transportation System, Manteo, NC 27954 |
| Muskegon Area Transit System, Muskegon Heights, Michigan | Concord Kannapolis Area Transit (Rider), Concord, North Carolina | Island Transit, Coupeville, WA |
| Cooperative Alliance for Seacoast Transportation, Portsmouth-Dover-Somersworth-Rochester, NH | River Bend Transit, Davenport, Iowa | Upper Cumberland Human Resource Agency, Cookeville, Tennessee |
| AEOA/Arrowhead Transit, Aitkin, Carlton, Chisago, Cook, Itasca, Isanti, Koochiching, Lake, Pine, St. Louis, Minnesota | North Iowa Area Council of Governments, Mason City, Iowa | Coast Transit Authority, Gulfport Mississippi |
| | Mountain Line Transit Authority, Morgantown, West Virginia | Community Volunteer Transportation Company, Peterborough, New Hampshire |
| | | Western Maine Transportation Services, Auburn, Maine |
Gateway Services / Access
Johnson County Public Transit
Franklin, Indiana

Central Indiana Regional Transportation Authority
Indianapolis, Indiana

Neighbor to Neighbor of South Carolina, Inc.
Myrtle Beach, South Carolina

LaGrange County Council on Aging
LaGrange, IN

SEAGO (SouthEastern Arizona Governments Organization)
Bisbee, AZ

Dakota Transit Association
North and South Dakota

Missoula Urban Transportation District (Mountain Line)
Missoula, Montana

Salem Area Mass Transit District
Salem, Oregon

Central Midlands Regional Transit Authority
Columbia, SC

Rogue Valley Transportation District
Medford, Oregon

San Joaquin Regional Transit District
Stockton, CA

Pelivan Transit
Big Cabin, Oklahoma

Edmond Transit Mgmt., Inc./Edmond Citylink
Edmond, OK

Yuma County Intergovernmental Public Transportation Authority
Yuma, AZ

Valley Transit Walla Walla, Washington

SporTran
Shreveport, La

MAGB Transportation, Inc.
Fairview, OK

EMBARK
Oklahoma City

Mid Cumberland HRA Public Transit
Cheatam, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Summer, Trousdale, Williamson and Wilson counties in Tennessee

Levy County BOCC/Levy County Transit
Bronson, Florida

Ozark Regional Transit
Springdale, Arkansas

Cripple Creek Transit
Cripple Creek, Colorado

SACOG
Sacramento, CA

North Carolina Public Transportation Association
Greenville

Carteret County Area Transportation System
Morehead City, NC

White Eagle Transit
Ponca city, OK

GannonConsult
Gloucester, Massachusetts

East Tennessee Human Resource Agency
Knoxville, Tennessee

Freedman Seating Company
Chicago, Illinois

Warren County Department of Human Services
New Jersey

Space Coast Area Transit
Cocoa, Florida

Livingston Essential Transportation Service
Howell, MI

Harris County Transit/RIDES
Houston, Texas

Yaffe Mobility Consulting
Fort Mill SC

Western Reserve Transit Authority (WRTA)
Youngstown, Ohio

KERT LLC
Tampa Fl
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Amador Transit
Amador County, California

Meadowlands Transportation Brokerage Corporation d/b/a EZ Ride
New Jersey

The Ride
Guymon OK

Sunset Home Inc
Concordia, Kansas

MET Transit of Black Hawk County
Waterloo, Iowa

South Central Adult Services Inc
Valley City, ND

Richland County
Transportation Service
Sidney, MT

TripShot
San Jose, CA

Community Transit of Watertown/Sisseton, Inc.
Watertown South Dakota and 11 other rural counties in South Dakota

Muskogee County Public Transit Authority
Muskogee, Oklahoma

Housatonic Area Regional Transit (HARTransit)
Danbury, CT

Battle Creek Transit
Battle Creek, Michigan

Fairmont-Marion County Transit Authority
Fairmont, WV

Southwest Oklahoma Community Action Group, Inc.
Altus, Oklahoma

Catawba Indian Nation
Rock Hill, SC

Transign, LLC
Auburn Hills, MI

City of Harrisonburg
Department of Public Transportation
Harrisonburg, Virginia

Dakota Ripley County Transit
Doniphan, Missouri

Nicole Voight
Sturgeon Bay Wisconsin

Great Falls Transit District
Great Falls MT

LakeView Transit LLC
Hickory, NC

County of Lackawanna Transit System
Scranton, PA

Carson Area Metropolitan Planning Organization
Carson City, Nevada

Generations Unlimited
Barnwell, SC

OCCK INC
Salina, Kansas

Transign
Auburn Hills, Michigan

Carson City Regional Transportation Commission
Carson City, Nevada

CTS Software
Hampstead, NC

Benzie Transportation Authority
Beulah, MI

Abby Vans Inc
Neillsville Wisconsin

HIRTA Public Transit
Urbandale, IA

Becker County Transit
Detroit Lakes MN

Laketrans
Painesville, Ohio

Generations Unlimited
Barnwell, SC

OCCK INC
Salina, Kansas

Transign
Auburn Hills, Michigan

Fairfield County Transit System
Winnsboro SC

Cheyenne Transit Program
Cheyenne Wyoming

Missouri Public Transit Association
Missouri

Citizens for Modern Transit
St. Louis, MO
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City of Cottonwood / Cottonwood Area Transit
Cottonwood, AZ

Elderly Opportunity Agency, Inc.
Emmett, ID

Rendezvous Pounte
Pinedale, Wyoming

Center for Community Building, Inc.
Harrisburg, PA

Rolling Hills Transit (Semcac)
Minnesota

Casper Area Transportation Coalition
Casper, Wyoming

Use What You’ve Got Keeping Families Connected
Indianapolis, Indiana

Antelope Valley Transit Authority
Lancaster, CA

High Country Senior Citizens
Dubois, Wyoming

Macon County Transit
Franklin, NC

Southern Iowa Trolley
Creston, IA

Linn County LIFTS
Cedar Rapids, Iowa

Outreach & Escort, Inc.
San Jose, California

Albemarle Regional Health Services
Elizabeth City, NC
Benzie Transportation Authority
Beulah, Michigan

City of Gloversville
Gloversville, NY

Athens Clarke County Transit
Georgia

Valley Regional Transit
Meridian, Idaho

Mountain Rides Transportation Authority
Ketchum, ID

Advanced Transport Services Inc.
Guaynabo, P.R.

Siouxland Regional Transit System
Woodbury, Plymouth, Ida, Cherokee, Monona Counties in Iowa and Southern Union County in South Dakota

Heart Medical Transportation California

Whatcom Transportation Authority
Whatcom County, Washington

Brookings Area Transit Authority, Inc.
Brookings, SD

DelsIXpress - Public Transit (BATA)
Dell Rapids, SD

Freeman Community Transit (BATA)
Freeman, SD

Around the Sound
Tacoma, WA

MET Transit of Black Hawk County
Waterloo, Iowa

ATS TRans LLC
Port Orchard, WA

Saline County Area Transit Western, NE

Daniel Boone Community Action Agency, Inc.
Manchester, KY

Andrew Harmon -private citizen Keene, NH

Mississippi Band of Choctaw Indians
Choctaw, Mississippi

Via Mobility Services Boulder
Denver Metro Area, Colorado

Region XII Council of Governments
Iowa

Alliance Transit LLC
Denver, Colorado

Capitol Worldwide Transportation LLC
Denver, Colorado