

2025 Florida Intercity Bus Needs Assessment

Final Report

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EXECUTIVE SUMMARY

Study Purpose and Methodology

Section 5311 of Title 49 U.S.C. provides capital, planning, and operating assistance to states and federally recognized tribal governments to support public transportation in rural areas with populations less than 50,000. Federal statute 49 U.S.C. Chapter 53 Section 5311(f) requires each state to expend at least 15 percent of its annual Section 5311 apportionment to carry out a program to develop and support intercity bus transportation. However, the law allows states to divert all or a portion of the 15 percent set-aside for other rural transportation programs if the governor certifies that the state's intercity bus service needs are being adequately met. A state seeking to submit a governor's certification must demonstrate that it has conducted a statewide assessment of intercity bus service needs within the previous four years, and that the assessment included consultation with the state's ICB providers. Historically, FDOT has used the full 15 percent set-aside to support intercity bus services in Florida and has not recently certified that there are no unmet needs.

The Florida Department of Transportation (FDOT) conducted this intercity bus (ICB) needs assessment to evaluate the extent to which the state's current ICB system meets federal and state goals, with particular emphasis on rural access, coordination, service sustainability, and evolving market trends. The study involved a multi-pronged approach, including a review of ICB policy, regulations, and practice at the federal level and in Florida; geospatial analysis of ICB service coverage and demand in Florida; and extensive consultation and stakeholder outreach activities.

Needs Assessment

This assessment evaluated how well Florida's intercity bus (ICB) network meets statewide mobility needs, with a focus on rural connectivity in line with the goals of the Section 5311(f) program. Spatial and demographic analyses show that Florida's ICB system offers robust geographic coverage, with 98 percent of the total population—and 97.5 percent of small towns defined as “rural”—located within 25 miles of an ICB stop. Additionally, a high proportion of institutional trip generators (e.g., colleges, military bases, hospitals, and airports) are well served by the existing network.

Despite this strong coverage, the study identified select gaps and challenges. The seven rural communities listed below fall outside the 25-mile access radius and may represent underserved markets. These communities are shown in the [map on page 37](#).

- 1) Immokalee
- 2) Macclenny
- 3) Port LaBelle
- 4) Marianna
- 5) DeFuniak Springs
- 6) Freeport
- 7) Okeechobee

Stakeholder consultation further revealed institutional and operational barriers that can limit coordination and integration. These include inconsistent data sharing, limited awareness between providers and local agencies, difficulty accessing shared-use facilities, and infrastructure limitations at ICB stop locations. While many agencies expressed interest in improving intercity connectivity, administrative and funding constraints often limit their ability to do so. These findings highlight opportunities for targeted improvements that can strengthen Florida’s already well-developed ICB system.

Findings and Recommendations

This assessment affirms that Florida’s intercity bus (ICB) needs are being adequately met, while also highlighting opportunities for improvement and areas of emerging demand. **Florida’s current ICB network demonstrates robust geographic coverage, with 98 percent of the state’s population residing within the 25-mile “reasonable access” radius of an ICB stop.** Florida would be justified in seeking to submit a governor’s certification but is also well-positioned to maintain its commitment to the 15 percent set-aside while using this report’s findings to strengthen its program.

The findings and recommendations that follow have been condensed and are grouped into key thematic categories. While some findings intersect across multiple areas, this reflects the interconnected nature of planning, service delivery, and coordination that underpins a successful ICB program. Each category summarizes priority issues identified through the assessment and outlines actions that could enhance Florida’s intercity transportation landscape. The findings and recommendations are described in more detail in Section 7.

Potential Markets

Florida’s ICB network provides broad geographic coverage, including many rural areas and key institutional trip generators. Still, several communities lie outside the 25-mile service radius and may warrant further exploration. Emerging trends also suggest a diversifying ridership base and growing interest in connecting smaller communities to urban destinations.

Recommendations:

1. Explore flexible models such as feeder services or demand-response connections to outlier communities.
2. Engage institutions with possible latent ICB demand (e.g., colleges, military bases) to identify opportunities for service alignment.
3. Monitor emerging providers, especially airport shuttle operators and new market entrants not currently engaged in 5311(f) coordination.

Customer Information and Marketing Strategies

Intercity bus users often encounter fragmented or hard-to-find information about available services, particularly in rural areas. Many providers rely on digital tools, but these are not always accessible to

new or occasional riders. Stakeholder feedback also emphasized limited signage and lack of visibility at stop locations.

Recommendations:

1. Support a centralized information platform and encouraging providers to publish GTFS data.
2. Facilitate signage and branding at ICB stops, including curbside and shared-use locations.
3. Collaborate with local agencies, Commuter Assistance Programs (CAPs), and Metropolitan Planning Organizations (MPOs) to promote ICB services through outreach and rider education.

Coordinated Planning

The effectiveness of Florida's ICB network is partly limited by insufficient integration into regional and local planning processes. Data silos and lack of routine engagement between public agencies and ICB providers were common themes in stakeholder input.

Recommendations:

1. Encourage inclusion of ICB services in regional transportation plans and transit development plans.
2. Host regular coordination meetings among FDOT, ICB carriers, transit agencies, and MPOs.
3. Promote multimodal integration, including co-located stops and aligned schedules with local transit services.

Service Delivery Models

Florida's ICB landscape includes traditional routes, premium express services, and shared-ride options. While this diversity supports flexibility, it also creates integration and planning challenges, especially in rural regions.

Recommendations:

1. Support hybrid and flexible service delivery models, including co-mingled demand response and feeder routes.
2. Encourage public-private coordination to align stop placement and enable transfer agreements.
3. Clarify eligibility and providing guidance to encourage local innovation in ICB service design.

Funding and Resources

Florida uses the full 15 percent 5311(f) set-aside and supports several rural ICB routes. However, limited capital access, technology funding, and participation by small providers remain areas for improvement.

Recommendations:

1. Pursue grant funding to support digital infrastructure, trip-planning tools, and multimodal integration.

Program Administration

FDOT Central Office manages the 5311(f) program through a competitive grant process with clear procedures and oversight. However, awareness among small or rural providers varies.

Recommendations:

1. Enhance outreach and support for the annual grant cycle, including technical assistance to new or underserved applicants.
2. Offer guidance and tools to help local agencies better understand and engage with the 5311(f) program.

1. INTRODUCTION

This document, the *2024 Florida Intercity Bus Needs Assessment and Service Evaluation*, synthesizes the results of all previous task activities, and includes recommendations to FDOT for how its 5311(f) program can be used to strengthen Florida's ICB network to enhance intercity transportation within the state.

1.1 Study Purpose and Methodology

Section 5311 of Title 49 U.S.C. provides capital, planning, and operating assistance to states and federally recognized tribal governments to support public transportation in rural areas with populations less than 50,000. Federal statute 49 U.S.C. Chapter 53 Section 5311(f) requires each state to expend at least 15 percent of its annual Section 5311 apportionment to carry out a program to develop and support intercity bus transportation. However, the law allows states to divert all or a portion of the 15 percent set-aside for other rural transportation programs if the governor certifies that the state's intercity bus service needs are being adequately met. A state seeking to submit a governor's certification must demonstrate that it has conducted a statewide assessment of intercity bus service needs within the previous four years, and that the assessment included consultation with the state's ICB providers. Historically, FDOT has used the full 15 percent set-aside to support intercity bus services in Florida and has not recently certified that there are no unmet needs.

As the agency responsible for the administration of the Section 5311 Program, the Florida Department of Transportation (FDOT) Public Transit Office commissioned this study to assess ICB service needs in Florida. The study included a review of 5311(f) policy and regulations, 5311(f) policy and practice in Florida, and literature related to ICB service, including previous studies and intercity plans from other states. In addition to stakeholder outreach to Florida's urban and rural public transportation providers and regional planning organizations, the study included consultation with the ICB industry according to the guidance detailed in the most recent FTA Section 5311 Circular (9040.1H) of November 2024 (1). The results of the stakeholder consultation, along with geospatial analysis of ICB service coverage and demand in Florida, were used to determine the baseline state of Florida's 5311(f)-supported ICB service and to identify any gaps or unmet needs. The findings from these activities were synthesized to develop this final report, which includes recommendations to FDOT for how its 5311(f) program can be used to strengthen Florida's ICB network to enhance intercity transportation within the state.

1.2 Background, History, and Recent Trends

Intercity bus transportation has been an important part of the nation's overall surface transportation network since the early 20th century and holds particular importance for smaller communities and rural areas. Fifty years ago, a fleet of more than 20,000 buses traversed some 300,000 route-miles of service in North America. Over 15,000 communities, including numerous small towns and rural areas, had access to at least one scheduled ICB carrier (2).

Intercity Bus Service

FTA defines intercity bus service as ***“regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urbanized areas not in close proximity, which has the capacity for transporting baggage carried by passengers, and which makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.”***

While FTA does not specifically define “meaningful connection,” it can include considerations of distance between the connections, time between the connections, and ease of connection. Regarding time, a meaningful connection implies intentional schedule coordination with routes that are part of the national network and has generally been defined as a connection with a wait time of less than two hours (3).

Most intercity bus services use the Interstate Highway System or other limited access highways for the majority of their routes. Although ICB service is used by a cross-section of the population, Transit Cooperative Research Program (TCRP) Report 79, *Effective Approaches to Meeting Rural Intercity Bus Transportation Needs* (4), described the following population characteristics of individuals more likely to use intercity bus services:

- **Youth (18-24 years old).** Often these are enlisted military personnel or college students with limited budgets, no access to an automobile, and living or stationed far from home;
- **Elderly (60 and above).** Frequently, older adults have a diminished ability or desire to drive and may be more likely to need to visit distant medical facilities on a regular basis;
- **Persons living below the poverty level.** Persons who are less likely to own a car, or if they do, the car may not be suitable for long trips;
- **Persons over 16 with a disability.** A group that may be reliant on accessible local transit services and, therefore, may also consider public transit options to make a long trip; and
- **Auto-less households.** Persons who must rely on alternative means of transportation.

According to this same report, the major ICB trip generators are:

- Colleges and universities,
- Correctional institutions,
- Medical facilities,
- Commercial service airports, and
- Military bases.

According to the Bureau of Transportation Statistics (BTS), residents have “reasonable access” to intercity bus transportation if they live within 25 miles of an ICB stop or station. The 25-mile radius is the commonly accepted standard in the ICB industry (5).

FTA Intercity Bus Program History

By the late 1960s, the intercity bus industry faced growing challenges. The expansion of interstate highways, rising car ownership, and the decline of downtown business districts in major cities all contributed to a reduced demand for intercity bus services. Ridership peaked in 1970, with approximately 130 million passengers (2). The passage of the Bus Regulatory Reform Act of 1982 (BRRA) marked a turning point for the intercity bus industry, initiating a severe decline as carriers were allowed to freely start or discontinue routes without facing regulatory penalties. Unlike the deregulation seen in the airline and rail freight industries, which spurred innovation and efficiency, the BRRA led to a prolonged contraction in the ICB sector. Carriers gradually reduced services, especially in rural areas, where bus routes had previously been sustained by profits from charter and interstate routes connecting larger cities (6).

In 1991, the federal government stepped in to support the industry through the Intermodal Surface Transportation Efficiency Act (ISTEA). In 1994, this program was formalized as Section 5311(f) and is today the primary federal program for supporting intercity bus services. Section 5311(f) funds are apportioned according to a formula accounting for a state's population, percentage of residents who live in rural areas, geographic size, and other factors. Each reauthorization of the highway and transit program since 1991 has increased and continued the requirement that a percentage of Section 5311 funds be used to support rural intercity bus service.

Recent Trends

Trends at the National Level

Intercity bus travel in the U.S. is expected to grow by approximately 4 percent in 2025, outpacing projected increases in both domestic auto and air travel. This growth is concentrated in short- and medium-distance corridors (under 300 miles), where bus service remains competitive due to lower fares, flexible schedules, and simplified boarding processes. At the same time, carriers continue to consolidate operations around high-demand markets, reducing service in lower-density areas.

Technology adoption is shaping service delivery nationwide, with digital platforms now central to trip planning, ticketing, and customer communication. Investments in modernized fleets, on-board amenities, and real-time information systems are helping to improve the passenger experience. However, operational challenges remain, including limited access to shared-use terminals and the pressure to meet environmental regulations.

Publicly supported ICB programs have become increasingly important for preserving service to areas not viable for private carriers. These efforts help maintain network connectivity and support mobility for transit-dependent populations, even as the overall structure of the industry shifts toward market-driven service patterns (7).

Florida Trends

Florida reflects many of the national trends shaping the ICB industry, while also emerging as a growing market for both traditional and premium intercity services. Several providers have expanded operations

along high-demand corridors, with service offerings that cater to a range of passenger needs. These expansions include increased service frequency, investments in modernized fleets, and the introduction of differentiated service classes aimed at both business and leisure travelers.

Some operators have established partnerships with major transportation hubs, including commercial service airports and regional transit facilities, resulting in improved coordination between ICB schedules and connecting services. These developments have enhanced intermodal connectivity in key locations and support more seamless travel between modes.

While legacy services have been discontinued in certain corridors, new carriers and routes have entered the market—often providing expanded or upgraded service compared to what previously existed. The result is a more diversified landscape, with increased competition among providers and a broader range of price points and service levels available to Florida passengers. These trends are supported by the state’s consistent travel demand, strong tourism sector, and continued population growth.

However, infrastructure access remains an ongoing challenge. In some urban areas, ICB operators have secured space at central transit facilities, improving visibility and connectivity. In others, operations have shifted to less prominent or more peripheral locations, raising concerns about passenger convenience and access. Despite these challenges, Florida’s ICB network continues to evolve, with recent developments pointing toward greater integration, expanded service, and a continued role in supporting long-distance mobility across the state (7).

2. INVENTORY OF FLORIDA INTERCITY BUS SERVICES

The first step in assessing intercity bus needs is to establish a baseline understanding of the current service landscape by cataloging the ICB providers operating within the study area. This inventory serves as a foundation for identifying service gaps and informing the development of strategies and recommendations to improve intercity transportation across the state. While creating an up-to-date inventory is a critical component of any statewide assessment, this task is complicated by the inherently fragmented nature of the ICB industry.

One major challenge is that many ICB providers, particularly private carriers that do not receive public funding, are not required to report their service information to state or federal agencies. USDOT’s Intercity Bus Atlas offers a promising tool. Developed by the Bureau of Transportation Statistics (BTS), the Atlas provides route and stop data for ICB carriers across the U.S. However, participation is voluntary, and not all carriers submit their data. Without a comprehensive and authoritative data source, there is no reliable way to confirm whether all active providers have been identified.

Compounding this issue, the landscape of ICB scheduling and information dissemination has evolved in recent years, further complicating the process of identifying all active ICB services. For example, while Greyhound is included in *Russell’s Official National Motor Coach Guide* (commonly known as *Russell’s Guide*), it does not publish all its schedules there. This reflects a broader industry trend towards digital trip-planning platforms, which are increasingly replacing traditional route maps and timetables, and where scheduling and fares are often dynamic and subject to change in real time. This shift underscores a final challenge: any attempt to produce an updated inventory of ICB service represents only a snapshot

in time. Because routes, schedules, and service areas can change without notice, such an inventory has a limited shelf life and must be understood as a static reference point within an otherwise fluid system.

The Intercity Bus Atlas includes data for only three providers operating in Florida: Greyhound, FlixBus, and Groome Transportation. To build a more complete picture, the project team sought out additional data from ICB industry associations, bus trip planning and booking websites, and the websites of ICB operators. The data was used to establish a geocoded network of ICB service in Florida, shown in Figure 1. While every effort was made to identify and verify all active ICB services in the state, it is important to acknowledge that, given the caveats and limitations discussed above, a degree of uncertainty remains.

For this study, fixed-route carriers providing ICB services in Florida are categorized into two groups:

- **Section 5311(f)-Funded Intercity Carriers** – This includes the ICB service providers currently receiving capital or operating funds under FTA’s 5311(f) Program, which is intended to fulfill the intercity travel needs of potential riders in non-urbanized areas.
- **Other Intercity Carriers** – This includes carriers that currently provide ICB service but do not receive 5311(f) funding.

2.1 Section 5311(f)-Funded Intercity Bus Carriers

Currently, Greyhound and Ride Solution are the only recipients in Florida that receive 5311(f) funds. Greyhound provides the majority of service statewide, while Ride Solution’s operations are concentrated in areas of northeast Florida. Background information on both carriers is provided below.

Greyhound

Greyhound is currently the largest provider of fixed-route ICB service in North America, and the only ICB carrier in the U.S. whose network offers service across the nation. It should be noted that in October 2021, Greyhound was purchased by Flix SE (formerly FlixBus), a German-based mobility company. Both brands have continued to operate under their respective names, maintaining their distinct service models. FlixBus specializes in direct routes with fewer stops, catering to travelers between larger urban centers, while Greyhound offers a broader network that includes numerous smaller communities. Despite maintaining separate brands and service models, Greyhound and FlixBus have combined their booking platforms to facilitate a more seamless booking process and expand the range of destinations available to customers. Following the acquisition, Greyhound no longer owns facilities and now uses third-party locations such as truck stops, convenience stores, and shared public terminals when available.

Greyhound actively serves 54 locations in Florida, with its service linking urbanized areas as well as rural locations to urbanized areas. Greyhound currently operates six ICB routes that are supported by 5311(f) funds:

- Jacksonville—Miami
- Tampa—Tallahassee

- Miami—Key West
- Titusville—Orlando
- Tampa—Miami
- Tallahassee—Jacksonville

Ride Solution

Ride Solution provides both intercity and other bus services. Ride Solution, Putnam County’s public flex route bus system, provides service to areas with limited mobility options and integrates with Medicaid and the Transportation Disadvantaged (TD) program. The Florida Legislature defines *transportation disadvantaged* as “persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities” (8).

Services are tailored to the needs of rural communities, including medical trips, employment access, and long-distance connections. Ride Solution currently operates two ICB routes that are supported by 5311(f) funds:

- Palatka—Jacksonville
- St. Augustine—Palatka—Gainesville

These routes provide service to Palatka, Gainesville, St. Augustine, Jacksonville, Hawthorne, Interlachen, Hastings, Green Cove Springs, and Orange Park. Services are provided on a contractual basis to Greyhound’s connector service.

2.2 Other Intercity Bus Carriers

The carriers described below provide ICB service in Florida but do not currently receive funding through the Section 5311(f) program. They all provide non-traditional “curbside” service, offering low-cost, express trips without the use of formal terminals. Instead, passengers are picked up and dropped off at designated curbside locations, with services typically managed through online booking platforms and dynamic scheduling tools to streamline operations and maximize flexibility.

FlixBus

FlixBus, founded in 2011 in Munich, Germany, is a prominent ICB service operating across Europe and the United States. As part of Flix SE (formerly FlixBus), which acquired Greyhound Lines Inc. in 2021, FlixBus expanded its footprint in the U.S. market. Notably, FlixBus does not own buses or employ drivers directly; instead, it collaborates with regional bus companies—primarily small and medium-sized operators—to deliver its services. In this partnership model, local operators manage daily route operations, while FlixBus oversees permits, network planning, marketing, pricing, quality management,

and customer service. Revenue is typically shared, with FlixBus retaining a portion of the ticket price and remitting the remainder to its operating partners.

RedCoach

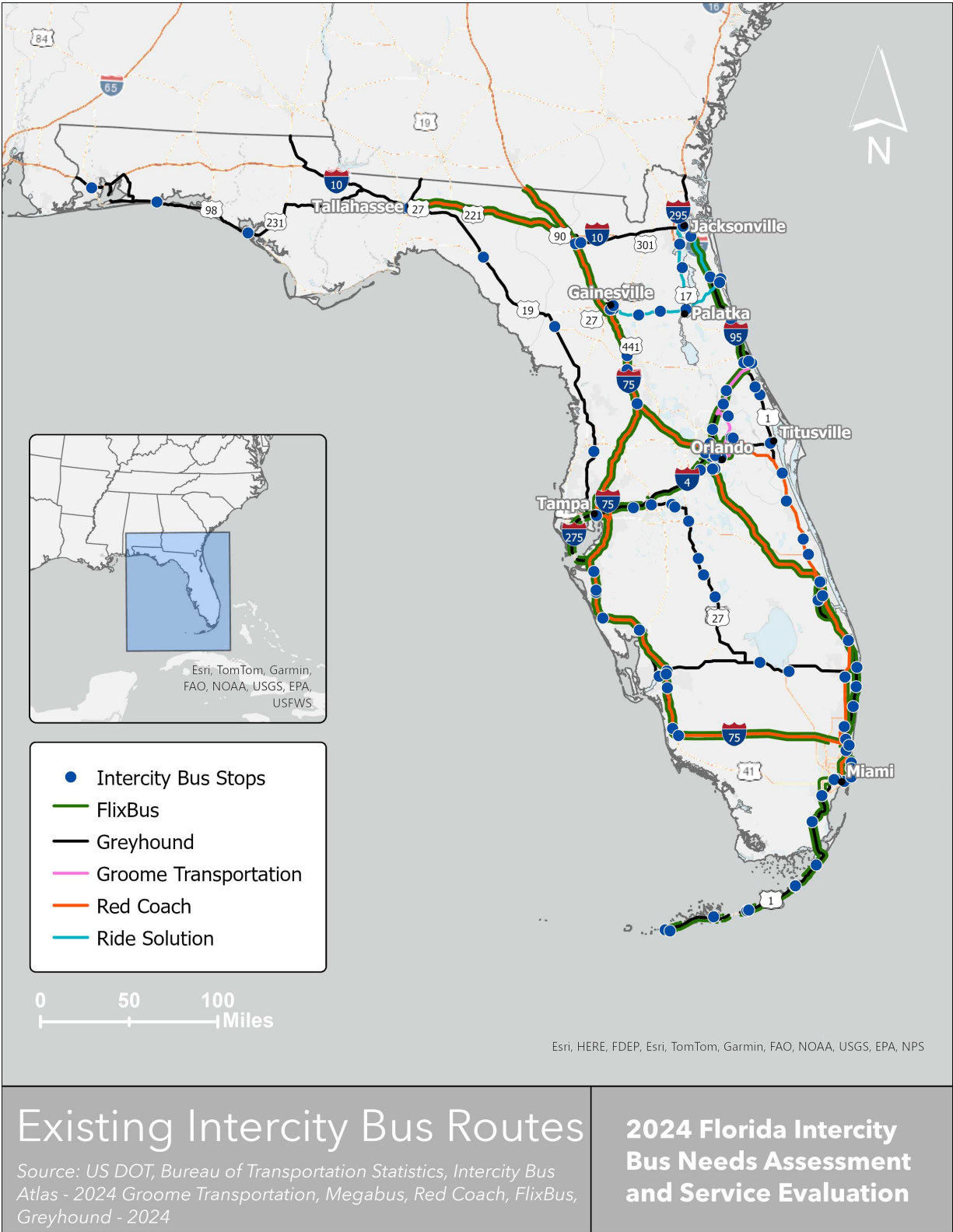
RedCoach, established in 2010 and headquartered in Orlando, Florida, is a luxury intercity bus service renowned for offering comfortable and affordable travel options across the southeastern United States. The company operates extensive routes throughout Florida, connecting major cities such as Miami, Orlando, Tampa, and Tallahassee, and has expanded services into Georgia and Texas, including destinations like Atlanta, Houston, Dallas, and Austin.

RedCoach distinguishes itself by providing upscale amenities uncommon in standard bus travel, including reclining leather seats with extra legroom, free Wi-Fi, power outlets at every seat, and onboard entertainment options. The service offers multiple classes, including first class, business, and premium economy, catering to various passenger preferences and budgets.

Groome Transportation

Groome Transportation, founded in 1934 and headquartered in Richmond, Virginia, is a prominent provider of specialty ground transportation services across the U.S. While widely recognized for its airport shuttle operations, which connect over 100 cities to more than 13 major airports nationwide, Groome also plays a meaningful role in intercity bus transportation. In addition to airport-focused routes, the company offers scheduled ICB service between cities within its service areas. Groome also collaborates with organizations like Amtrak to improve connectivity between train stations and surrounding communities, further strengthening its contribution to the broader intercity transportation network. Groome's Florida operations include service to Daytona, Orlando International Airport (MCO), Orlando Sanford International Airport (SFB), and The Villages.

Figure 1. Florida Intercity Bus Routes by Carrier



3. FLORIDA SECTION 5311(f) PROGRAM

FDOT has been designated by the governor to administer FTA-funded programs in Florida. FDOT's Public Transit Office manages the 5311(f) rural intercity bus program as part of its overall management of the Section 5311 Program. Historically, FDOT has used the full 15 percent set-aside to support intercity bus services in Florida.

3.1 State Management Plan

The December 2023 Florida State Management Plan (SMP) discusses Section 5311(f) on page 33 (9). It notes that FDOT releases a 5311(f) grant application package annually to all interested parties. A notice of funding availability is also posted on the State of Florida Vendor Bid System. Projects are selected in consultation with FDOT's district offices and managed by the Central Office Grants Team because of the regional nature of the projects.

The SMP's definition of intercity bus service mirrors the federal definition. Additionally, Florida's objectives of the 5311(f) Program as outlined in the SMP are reflective of the national objectives: to support the connection between non-urbanized areas and the larger regional or national system of intercity bus service; to support services to meet the intercity travel needs of residents in non-urbanized areas; and to support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

The SMP specifies that eligible Section 5311(f) projects must support intercity bus services in rural and small urban areas and provides examples of eligible projects. Additionally, it indicates that 5311(f) funds can be used for both capital and operating assistance.

3.2 Florida Statutes

Chapter 341 of the 2021 Florida Statutes establishes the legal framework for the operation, funding, and administration of intercity bus services in Florida (10). Key sections of Chapter 341 are outlined below.

Section 341.031

- Defines intercity bus service as regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity; has the capacity for transporting baggage carried by passengers; makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available; maintains scheduled information in the national *Official Bus Guide* (commonly known as "Russell's Guide"); and provides package express service incidental to passenger transportation.
- Defines "eligible bus carrier" as a private company that has operated defined intercity bus service in the state, in accordance with the rules and regulations of the Federal Motor Carrier Safety Administration (FMCSA) and the Surface Transportation Board (STB) of FDOT, for a minimum of two years.

Section 341.041

- Calls upon FDOT to develop a statewide plan for public transit that includes ICB services. Additionally, the plan is to incorporate plans adopted by local and regional planning agencies.

Section 341.051

- 8) Authorizes FDOT to fund up to 100 percent of the federal aid apportionment for ICB services.

Chapter 341 stipulates the following additional responsibilities for FDOT:

- Formulate a program of projects to be included as part of the FDOT's five-year work program.
- Develop, publish, and administer state measures regarding the performance of systems.
- Provide technical and financial assistance to ICB carriers based on problems and needs.
- Coordinate activities between public and private entities on matters relating to ICB service.
- Assist in the development and implementation of marketing programs for ICB services
- Support projects that serve to maintain and enhance statewide ICB service.

FDOT is authorized to fund up to 100 percent of the cost of any ICB service project that is statewide in scope or involves more than one county where no other governmental entity or appropriate jurisdiction exists.

3.3 FDOT 5311(f) Grant Program

FDOT administers its intercity bus program by soliciting ICB program grant applications. ICB providers request for funding for the projects they wish to implement. This section summarizes characteristics of Florida's ICB program gleaned from the Federal Fiscal Year 2023/State Fiscal Year 2024 5311(f) Capital and Operating Assistance Grant Application.

Program Administration

As the 5311(f) program administrator, FDOT is responsible for the following services. At its discretion, FDOT may contract with a service provider to perform the following services:

1. Announcement of funding availability
2. Selection of projects for funding according to approved selection criteria
3. Development and processing of agreements
4. Oversight of recipient procurement actions
5. Oversight of recipient compliance with state and federal requirements
6. Processing of recipient invoices for reimbursement

7. Provision of technical assistance regarding the Section 5311(f) program.

Program Purpose and Objectives

The grant application lists the following federal goals of the program:

1. Support the connection between rural areas and the larger regional or national system of intercity bus service
2. Support services to meet the intercity travel needs of residents in rural areas
3. Support the infrastructure of the intercity bus network through planning and marketing assistance
4. Support the capital investment in facilities serving the multi modal transportation needs

The application further specifies, “In Florida, program funds shall be used to support local transit services that act to maximize the passenger carrying capacity of surface transportation facilities. The Department will provide funding support to projects that serve to maintain and enhance statewide intercity bus service.”

The most recent notice of funding availability stated that “priority will be given to projects that connect rural communities to urban centers.”

Application Process and Deadlines

FDOT’s Central Office releases a 5311(f) grant application package annually to all interested parties. A notice of funding availability is also posted on the State of Florida Vendor Bid System. The Central Office sets the application deadline annually, usually between December and February each year.

The Central Office submits a statewide grant application for federal assistance to FTA by April 1 of each year. FDOT anticipates FTA’s approval of the statewide grant application, including district programs of projects (POPs) no earlier than July 1. The Florida Legislature also approves the general appropriation for the state’s current year budget by July 1. Once federal approval is received and the state budget finalized, grant awards may be executed.

Program Eligibility

Minimum Legal Requirements

The grant application references the definition of intercity bus service found in the FTA circular, with the implication that services must conform to this definition as a minimum legal requirement for eligibility. The application further specifies, “To be eligible for the funding provided by the Department, the intercity bus service must make stops in rural areas. All schedule information must be maintained in the national Official Bus Guide.”

Eligible Recipients

Eligible recipients of Section 5311(f) grants include:

- Private companies that have operated defined intercity bus service in the state, with formal authority in accordance with the rules and regulations of the Federal Motor Carrier Safety Administration, for a minimum of two (2) years,
- Private non-profit agencies that have an interline agreement with an eligible intercity bus carrier, and
- Public or governmental bodies completing a capital project designed to support privately operated intercity bus service.

Eligible Expenses

Eligible intercity bus costs include the total costs directly incidental to the provision of intercity bus service. Eligible capital projects include projects undertaken by an intercity bus carrier to provide intercity bus service, and is limited to acquisition, design, construction, reconstruction, or improvement of a privately operated intercity bus service. The costs associated with rolling stock are eligible capital costs.

The following expenses are ineligible:

- Expenses for charter service.
- Expenses for school bus service
- Expenses for sightseeing bus service
- Service not open to the general public (prioritized transit service)
- Service exclusively within an urbanized area
- Expenses incurred prior to the Department's approval of plans, specifications, and third-party contracts
- Expenses incurred prior to Federal and State approval of a grant application
- Expenses incurred prior to the execution of a Public Transportation Grant Agreement (PTGA)

Match Requirements

Federal Share

FDOT's federal/state matching ratios for operating and capital projects align with those of the Section 5311 program as a whole. FTA Section 5311(f) funds can reimburse projects for the following percentages of eligible expenses by project category:

Operating Assistance: Up to 50 percent of net operating expenses.

Capital Projects: Up to 80 percent of eligible capital expenses. The grantee will order capital equipment directly from the vendor, pay 100 percent of the purchase at time of delivery, and invoice FDOT for the 80 percent federal reimbursement.

Sources of Local Match

For both capital and operating assistance, some combination of state, local, or private funding sources must be identified and committed to provide the required non-federal share. The non-federal share may be cash, or in kind. Funds may be local, private, state, or (up to one half) unrestricted federal funds. Funds may not include any borrowed against the value of capital equipment funded in whole or in part by State and/or Federal sources.

The Section 5311 Program permits up to half of the required match to be derived from other unrestricted federal funds. Federal funds are unrestricted when a federal agency permits its funds to match Section 5311. Essentially all federal social service programs using transit services are unrestricted; other U.S. DOT Programs are not considered unrestricted federal funds.

Contract revenue from the provision of transportation services to social service agencies may also be used as local match. The costs associated with providing the contract revenue service must be included in the project budget if using contract revenue as match. Non-cash, in-kind contributions such as donations of goods or services and volunteered services are eligible to be counted towards the local match only if the value of such is formally documented, supported, and pre-approved by the District Office. Any funds committed as match to another federal program may not be used to match Section 5311 funds.

Local match may be derived from any non-U.S. Department of Transportation (USDOT) federal program, state programs, local contributions or grants. Applicants may not borrow funds to use as match nor may they place liens on Section 5311-funded vehicles or equipment.

Project Evaluation Criteria

Prior to evaluating the project for award, FDOT considers each applicant's prior performance and audit history as well as their technical, managerial, and financial capacity. Projects found to be unsatisfactory will not move forward for evaluation.

The *Program Information* section of the grant application states that Section 5311(f) funds shall be awarded to eligible recipients on the basis of merit and need, and that project submissions must address how the request will:

1. Serve Florida residents in rural areas, and
2. Improve access to the national intercity bus network.

Below is a description of the sections of the grant application that address these criteria.

Statement of Need: Applicants are instructed to "Please provide a narrative interpretation of how the below budget reflects your agency's need. Explain the purpose of the grant request in terms of the need for funding availability (as opposed to project merits, which must be described in the Proposed Project Description)."

Proposed Project Description: Applicants are asked, “How will the grant funding be used to improve intercity bus service in the state?” For capital projects, two additional questions regarding project readiness are included:

- “If the requested [vehicles/equipment] will be used by a lessee or private operator under contract to the applicant agency, how will oversight be undertaken of the proposed lessee/operator? Has an equitable plan for distribution of equipment to lessees and/or private operators been completed?”
- “If you are requesting a vehicle that requires a driver with a CDL, how will you ensure that your driver(s) maintain CDL certification?” (This question applies to vehicle requests only).

Administrative Requirements

Section 5311(f) projects awarded to an agency located in an urbanized area must be included in the metropolitan transportation plan (MTP) prepared and approved by the metropolitan planning organization (MPO), the transportation improvement program (TIP) approved jointly by the MPO and the governor, and the statewide transportation improvement program (STIP) developed by FDOT and jointly approved by FTA and FHWA. Projects outside urbanized areas must be included in, or be consistent with, the statewide long-range transportation plan, as developed by the state, and must be included in the FDOT STIP.

4. CONSULTATION AND STAKEHOLDER OUTREACH

FDOT has included a consultation and stakeholder outreach process as part of this assessment to ensure that the program adequately meets the state’s ICB service needs and has received input from various stakeholder groups.

Consultation and outreach activities were conducted for three distinct stakeholder groups: intercity bus carriers operating in Florida, the state’s public transportation providers, and the state’s regional planning organizations. The research team used a combination of interviews and online surveys to effectively gather meaningful input from stakeholders. For ICB providers operating in Florida, customized interviews were conducted, while online surveys were developed for Florida’s public transportation providers and regional planning organizations. Key findings from the consultation and stakeholder outreach activities are summarized in the following sections.

4.1 Interviews with Intercity Bus Carriers: Key Findings

ICB carriers operating in Florida were invited to participate in interviews designed to assess current conditions, identify unmet needs, and explore barriers and opportunities related to the provision of effective ICB service in the state. Greyhound, RedCoach, and Ride Solution agreed to participate, and each interview was conducted via video conference. With participants’ permission, transcription software integrated into the video platform was used to transcribe the conversations, allowing for full engagement without the distraction of notetaking. The interview guides can be found in Appendices A and B.

Current Conditions

The consultation revealed a range of intercity bus service models currently operating in Florida, from traditional rural-to-urban services to limited-stop, premium coach offerings. Providers vary in their customer bases, operating structures, and funding mechanisms.

Service Models and Markets

Greyhound and Ride Solution are more closely aligned with the intent of the 5311(f) program, focusing on rural-to-urban connectivity. Ride Solution, in particular, provides service to areas with limited mobility options and integrates with Medicaid and TD programs. Their services are tailored to the needs of rural communities, including medical trips, employment access, and long-distance connections through Greyhound ticket reselling. RedCoach, by contrast, operates a limited-stop, premium intercity service geared toward students, business travelers, and tourists. They focus on key corridors such as Miami–Orlando–Tallahassee, provide a high-end travel experience with reserved seating, Wi-Fi, and satellite-based tracking, and intentionally avoid rural areas in order to maintain faster travel times.

Ridership Trends

All three providers experienced significant shifts in travel demand beginning in late 2019, which had a substantial impact on intercity bus operations. Greyhound noted that service levels in Florida are currently operating at 70–75 percent of their previous baseline, a stronger recovery than seen in many other parts of the country. RedCoach described a sharp decline in ridership during that same period, leading to a major reduction in service frequency. They have since scaled back to fewer trips per corridor, prioritizing occupancy and operational efficiency. Ride Solution implemented fare-free service on its flex routes to encourage increased ridership, which led to a 40 percent increase in passenger volume. However, more recent cuts to local feeder services have reversed that trend, particularly in South Putnam County, where residents have lost access to intercity connections. Across providers, the adjustments made in response to fluctuating travel patterns continue to shape service planning and resource allocation.

Funding and 5311(f) Program Participation

Greyhound and Ride Solution actively utilize 5311(f) funding, with Ride Solution relying on it to fully support its intercity operations. Ride Solution emphasized that without this funding, their rural services would not be possible. Greyhound operates several 5311(f)-funded routes in Florida and noted that the program enables them to maintain rural-urban linkages that would otherwise be financially unviable. Although RedCoach has not participated in the program and was only generally aware of its existence, they expressed openness to exploring it further.

Customer Amenities and Technology

Both Greyhound and RedCoach have invested in real-time bus tracking, digital ticketing, reserved seating, and onboard Wi-Fi and power outlets. RedCoach further differentiates itself by offering multiple service tiers (economy, business, first class) and recently began testing satellite-based Wi-Fi to improve onboard connectivity. Ride Solution places more emphasis on access and connectivity than on premium amenities.

Facilities and Operations

Most providers now rely heavily on curbside operations or third-party locations. Greyhound, following its separation from terminal ownership, has transitioned to using convenience stores, truck stops, and transit centers where available. In some cities, such as Tampa, they have relocated to public transit facilities, while in others (e.g., Ocala, Pensacola), they have moved out of leased or owned properties. RedCoach operates curbside in nearly all locations except for Orlando, where it maintains a company-owned terminal. Ride Solution does not maintain formal terminal facilities but connects with Greyhound through designated stops and relies on coordinated demand-response and flex routes to feed its intercity services.

Unmet Needs

The consultation highlighted the following geographic, operational, and systemic gaps that limit the effectiveness of current intercity bus services in Florida.

Limitations in Frequency and Flexibility

All three providers noted that limited frequency is a key challenge in delivering effective intercity bus service, particularly in rural corridors. Greyhound explained that many of its 5311(f)-supported routes operate just one trip per day in each direction. This schedule often precludes same-day round trips, making it difficult for passengers to attend medical appointments, job interviews, or other essential activities without overnight stays. Greyhound suggested that additional frequencies on existing routes may be more valuable than geographic expansion.

Geographic Gaps in Coverage

Ride Solution identified multiple corridors and communities with no viable intercity or regional connectivity. Specific areas mentioned include South Putnam County, the State Road 100 corridor (including Florahome, Melrose, and Putnam Hall), and the so-called “tri-county black hole” that spans parts of Clay, Putnam, and Alachua counties. These areas are not currently served by either intercity or local demand-response service. Ride Solution also receives calls from outside its formal service area—from communities such as Ocala and other parts of Marion County—seeking transportation options to Palatka or Gainesville, which further illustrates the lack of coverage in adjacent rural regions. RedCoach also referenced occasional demand for service in the Palm Bay and Melbourne area, which lies along a corridor not currently served by their system or by others in the intercity network.

Lack of Intermodal Connections

All providers noted challenges in connecting passengers to other transportation services. RedCoach operates entirely at curbside and, although they stop at major airports and universities, they do not currently coordinate with public transit providers. And while Ride Solution previously coordinated with local city bus service to provide last-mile connections, the elimination of local flex routes in Putnam County and city bus service in Palatka has disrupted these connections, limiting options for the most transit-dependent riders. Greyhound cited frequent difficulty accessing intermodal facilities, noting they are often told there is no space available or that costs are too high. In some cases, policies or local

agency preferences exclude private carriers altogether. As a result, transfers between intercity and local public transportation are often not seamless or even possible.

Barriers to Effective Service Delivery

Providers identified the following structural and operational barriers that constrain the growth and coordination of intercity bus service in Florida.

Lack of Regional Coordination

Ride Solution raised concerns about the absence of a statewide or regional framework to guide rural and intercity transit planning. They described the loss of Northeast Florida's regional transit commission—a once-active body composed of county representatives—as a missed opportunity to coordinate services across jurisdictional lines. Without a structured governance model or a standardized cost allocation system, planning and investment decisions remain fragmented. Ride Solution emphasized that this lack of coordination hinders the development of sustainable intercity services, particularly those that rely on local feeder routes and cross-county ridership.

Limited Coordination with Local Transit Systems

Of the three providers interviewed, only Ride Solution reported active coordination with local public transit, such as city bus systems or flex-route services. Greyhound and RedCoach indicated they have no formal agreements or joint planning efforts with local transit providers. While Greyhound has shared some terminal space with other intercity carriers in the past, this was limited to stop location agreements and did not involve schedule coordination or ticketing integration. RedCoach noted that most of their riders arrive at stops by car or rideshare, and their service design does not currently depend on local transit access. Ride Solution emphasized that coordinated local and intercity planning had previously enabled meaningful regional mobility, but those benefits have diminished following the loss of local flex routes in Putnam County.

Limited Access to Terminals and Intermodal Facilities

Greyhound described terminal access as a significant operational challenge, particularly since the company no longer owns its former facilities. Following its acquisition by FlixBus, Greyhound did not retain ownership of its terminals, which remained with its previous parent company and are now being sold. As a result, Greyhound has transitioned to using third-party locations such as truck stops, convenience stores, or shared public terminals when available. This transition has made it more difficult for the company to offer consistent passenger amenities and has limited its eligibility for 5311(f) capital assistance. Under current program requirements, recipients generally must own the property in order to receive funding for terminal improvements, which presents a barrier for Greyhound, whose future business strategy no longer includes property ownership.

Although intermodal facilities—such as those shared with transit agencies or Amtrak—would offer an ideal solution, Greyhound reported that many of these are inaccessible to them. In some cases, they are told there is no room available; in others, the cost of access is prohibitively high. In still other cases, restrictive local policies or institutional preferences for public transit operators result in private carriers

being excluded altogether, despite the fact that these facilities were often developed using federal funds intended to promote multimodal connectivity.

Business Model Incompatibility and Limited Awareness of 5311(f)

RedCoach was candid about the challenges of aligning its business model with the requirements of the 5311(f) program. The company focuses on limited-stop, high-speed, premium intercity service and intentionally avoids rural stops to remain competitive with personal vehicle and train travel times. While open to the idea of participating in 5311(f), RedCoach acknowledged that doing so would likely require significant changes to its operating model, including restructuring routes and increasing dwell time—adjustments that could undermine its value proposition. Notably, RedCoach also had only a general awareness of the 5311(f) program and had never applied, having learned of it through industry events or word-of-mouth rather than through direct outreach. This combination of limited program awareness and operational incompatibility highlights a broader issue: newer or non-traditional intercity bus carriers may be underrepresented in federal funding programs due to both structural misalignment and a lack of targeted engagement or accessible entry points.

Public Perception of Transit

RedCoach spoke at length about cultural attitudes toward public transportation in the United States, observing that riders often prefer personal vehicles or rideshare options. Even when local transit connections are available, many of their passengers choose to arrive by Uber, taxi, or private car. This affects both ridership and coordination potential, particularly in areas where public transportation is stigmatized or seen as a service of last resort.

Opportunities for Enhancing Intercity Bus Service

Despite the barriers noted above, providers also identified areas where targeted action could enhance intercity bus service in Florida, described below.

Promote Intermodal Partnerships

Providers expressed strong support for improving access to intermodal facilities and promoting co-location with public transportation services. Greyhound emphasized that intermodal centers—such as those operated by local transit agencies or located near Amtrak stations—are critical to enabling seamless multimodal travel. However, they also noted that many such facilities are currently inaccessible to private carriers due to space limitations, cost barriers, or restrictive policies. RedCoach also underscored the value of locating stops near major transportation hubs, such as airports and universities, but does not currently coordinate with public transit systems. Ride Solution highlighted past examples where local city bus service supported intercity connectivity through timed transfers and shared facilities. Across all providers, there was clear support for policies that enable shared use of intermodal infrastructure, especially when those facilities were developed with public funding.

With respect to shared facilities, it should be noted that recent updates to FTA guidance in Chapter IX, Section 9 of Circular 9040.1H clarify that recipients of federal transit funding may not unreasonably restrict private intercity bus carriers from accessing publicly funded transportation infrastructure. While access considerations must take into account space availability, safety, and potential impacts on existing

transit services, the guidance affirms that shared use of facilities such as intermodal centers and park-and-ride lots should be considered a reasonable and expected practice. This federal clarification directly supports provider concerns and underscores the importance of local policies that facilitate equitable and practical access to shared transportation assets.

Support First-/Last-Mile Solutions

Both Ride Solution and RedCoach emphasized the importance of improving connections between intercity services and local destinations, especially through flex routes or demand response, to expand the reach and effectiveness of intercity networks. Ride Solution provided detailed examples of how their now-defunct flex routes once connected rural residents to Gainesville, St. Augustine, and Jacksonville—often for essential purposes like work, medical appointments, and shopping. These connections were especially important for TD-eligible riders and non-driving populations. RedCoach expressed interest in collaborating with local entities or public agencies to improve end-to-end trip coverage, where feasible. In both cases, providers recognized that passengers often face challenges completing the final leg of their journey once they have been dropped off by an intercity carrier.

Use Technology and Amenities to Improve Competitiveness

Both Greyhound and RedCoach have invested in customer-facing technology and amenities that improve the travel experience and help their services compete with private vehicle travel. RedCoach, in particular, offers assigned seating, real-time trip notifications, free Wi-Fi, and flexible ticketing policies that allow passengers to reschedule without penalty. They also recently began piloting satellite-based internet service to improve connectivity. Greyhound offers real-time tracking and digital ticketing across its national network, making it easier for rural residents to plan and purchase long-distance travel. Ride Solution's technology investments have been more modest, but they expressed interest in continuing to streamline trip planning and access. These investments demonstrate that enhancements in technology and amenities can help intercity bus carriers retain and grow their customer base.

Raise Awareness of 5311(f)

RedCoach had not previously applied for 5311(f) funding and was only loosely aware of the program. Their awareness came through informal industry conversations rather than formal communication from FDOT or FTA. While they expressed openness to learning more and potentially participating, they acknowledged that the program had never been presented to them in a way that clearly connected to their business model. This suggests that there may be other providers with similar service profiles—especially those new to the market or operating outside the traditional rural transit space—who are unaware of the program or unclear on how to engage. Improved outreach, targeted information sessions, and simplified guidance documents could help broaden program participation, expand the pool of service options in underserved areas, and improve statewide coverage.

4.2 Survey of Public Transportation Providers: Key Findings

Online surveys were developed for Florida's public transportation providers, which included the state's 30 FTA-funded urban public transportation providers, 19 rural public transportation providers, and the 44 designated community transportation coordinators (CTCs) responsible for coordinating transportation

services for individuals who are transportation disadvantaged. Surveys were distributed via Qualtrics, and stakeholders were given approximately five weeks to submit survey responses. The survey instrument can be found in Appendix C.

Awareness and Coordination with Intercity Bus Providers

Responses indicate varied levels of awareness and coordination with ICB providers. Fewer than half of all respondents reported any form of coordination with an ICB provider in their region. Notably, a cross-tabulation of responses revealed that urban transit agencies were significantly more likely to report active coordination, with approximately 50 percent indicating such involvement. In contrast, the majority of rural transit agencies and CTCs reported no coordination or were unsure—suggesting a potential information or engagement gap among those stakeholders.

Some agencies that do coordinate with ICB providers described this activity as limited to fixed-route operations within city limits or connections at shared transfer locations. Conversely, respondents who selected “No” to coordination often clarified that there were simply no ICB providers operating in their region, or that no collaboration had been established, even where demand may exist.

Inclusion of Intercity Bus in Local Transportation Planning

The majority of respondents indicated that ICB service is not addressed in their local or regional transportation plans. However, a few agencies described limited references to intercity service within planning documents, usually in the context of fixed-route or premium express bus services. One respondent referenced plans to develop express service between regional destinations, such as Orlando and Pinellas County, while another noted that intercity transfers are acknowledged in their planning framework.

Awareness of Section 5311(f)

Survey results also revealed notable differences in awareness of the Section 5311(f) Program, which is intended to support ICB service in rural areas. CTCs demonstrated the highest awareness, with two-thirds indicating familiarity. By contrast, rural transit agencies were the least familiar: 80 percent reported having no knowledge of the program. Urban transit agencies fell somewhere in between, with approximately 44 percent reporting awareness. These findings point to the need for greater outreach and technical assistance, particularly among rural agencies that are most directly affected by 5311(f) funding.

Perceived Needs and Service Gaps

Open-ended responses reflected a strong perceived need for expanded ICB service in Florida. Respondents highlighted unmet travel demand between counties and to regional hubs, such as the need for connections to Volusia County or along corridors like Orlando to Pinellas County. Several respondents described their region’s ICB service as “generally lacking,” and others emphasized that “routes need to be funded” in order to meet demand.

Agencies frequently identified funding as a persistent barrier—not just for expanding service, but also for initiating coordination efforts. Several respondents expressed interest in participating in ICB planning or service development but noted challenges due to funding limitations, eligibility constraints, or a lack of formal partnerships with ICB providers.

Some respondents described a disconnect between service need and eligibility requirements, particularly when their agency was interested in regional mobility but was unclear about whether their role, funding status, or service area qualified them to participate in ICB planning or coordination.

These comments reinforce the broader finding that ICB service, while recognized as a need in many parts of the state, remains a challenge to implement without dedicated funding, sustained coordination, and broader program awareness—particularly among rural agencies.

4.3 Survey of Regional Planning Organizations: Key Findings

To gather input on ICB needs, perceptions of existing service, and the planning community’s level of involvement in intercity transportation, an online survey was developed and distributed to Florida’s MPOs and transportation planning organizations (TPOs). Surveys were distributed via Qualtrics, and stakeholders were given approximately five weeks to submit survey responses. The survey instrument can be found in Appendix D.

Awareness and Perceived Need for Intercity Bus Service

Over 80 percent of respondents reported being either “very aware” or “somewhat aware” of ICB services operating within their regions. However, fewer than half believed that current ICB services adequately meet regional mobility needs. Several respondents noted that while some intercity routes are available, they often fail to connect rural or underserved communities, lack convenient stop locations, or operate on schedules that do not align well with local transportation services.

Planning Involvement and Coordination

Most planning organizations indicated limited direct involvement in ICB-related planning efforts. Only a small number reported participating in route planning, coordination with ICB providers, or integration of intercity services into long-range transportation plans. Several respondents expressed interest in playing a more active role but cited lack of data, limited authority, or minimal communication with providers as barriers. Some noted that intercity bus planning falls outside the scope of their typical responsibilities, especially when service is operated by private carriers without state or federal funding.

Integration with Local Transit and Land Use

A recurring theme across both structured and open-ended responses was the disconnect between intercity bus services and local transit systems. Respondents emphasized the need for better integration of ICB stops with urban and rural transit routes, as well as improved coordination in areas such as land use, station siting, and first/last-mile access. Some agencies also noted missed opportunities to incorporate ICB facilities into broader intermodal planning, including projects near airports, train stations, or downtown hubs.

Perceived Barriers to Intercity Bus Expansion

Key barriers to expanding or improving ICB services included:

- **Lack of infrastructure** (e.g., terminals, shelters, signage),
- **Limited public awareness** of available services,
- **Coordination challenges** between local agencies and private operators.

Several respondents also raised concerns about access, particularly for low-income or zero-vehicle households that may lack access to intercity travel altogether.

Support for Expanded Services and Funding

Most planning organizations expressed support for expanded ICB services in Florida, particularly in underserved regions. Many indicated that they would welcome more guidance, data, or funding to help incorporate intercity mobility into their planning activities. There was also interest in coordinated statewide strategies, technical assistance, and greater engagement with providers and FDOT to improve understanding of ICB needs and opportunities.

5. SPATIAL ANALYSIS

This section presents an analysis of Florida’s ICB service coverage and its relationship to the demand for ICB transportation in the state. It evaluates the extent to which the existing ICB network meets current demand and identifies potential areas of need. The analysis also identifies major ICB trip generators and examines how well the current network serves these key destinations.

5.1 Intercity Bus Service Coverage

Population Served by Intercity Bus

The research team conducted an analysis via geographic information systems (GIS) overlay of the ICB network with U.S. Census data at the block group level. This enabled the research team to determine the population served within both 25-mile and 10-mile buffers around ICB stations and stops. While a 25-mile radius is widely recognized by the ICB industry and the Bureau of Transportation Statistics (BTS) as the standard for “reasonable access” to ICB service, a 10-mile buffer was also applied to provide an additional, more stringent benchmark for evaluating proximity. Table 1 presents Florida’s population totals and the corresponding percentages served within 25 miles and 10 miles of an ICB stop.

Table 1. Florida Population Served by Any Intercity Bus Stop

	Statewide Total	Total Within 25 Miles	Percent Within 25 Miles	Total Within 10 Miles	Percent Within 10 Miles
<i>Population</i>	21,339,762	20,935,170	98%	16,865,098	79%

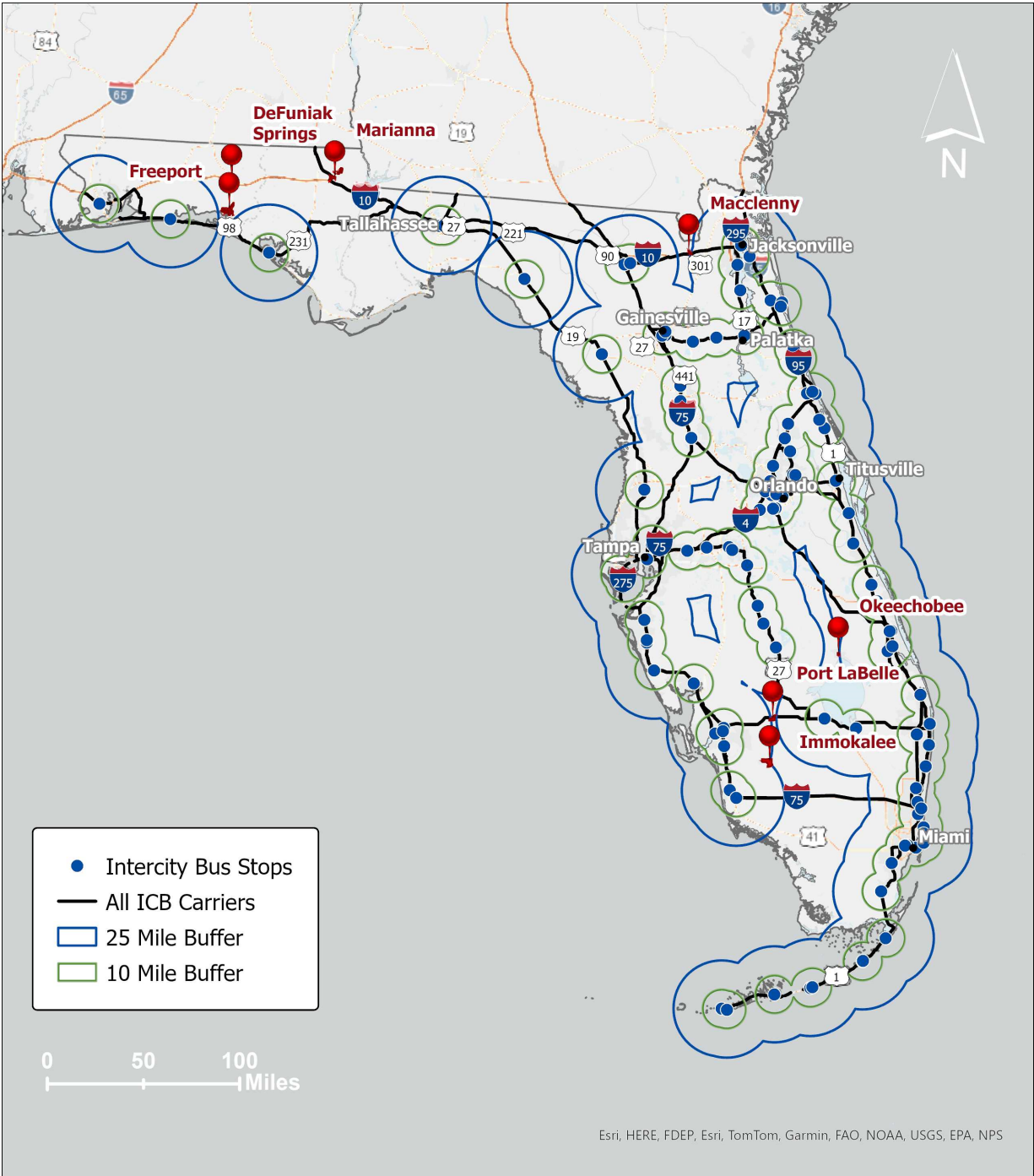
Population Proximity to Intercity Bus Stops

The research team examined communities with populations over 10,000, capping the upper limit at 50,000 to align with the FTA's definition of "rural." This focus reflects the purpose of Section 5311(f)-funded ICB service, which is intended to address the transportation needs of rural communities. Spatial analysis of Florida's ICB network indicates that there is good overall coverage across the state. Of the 286 places analyzed, 279 are within 25 miles of an intercity bus station/stop, while 170 are within 10 miles of an ICB station/stop. The seven communities that are greater than 25 miles from an ICB stop are shown in Table 2. For a full list of all the communities that were included in the analysis, please refer to Appendix E.

Table 2. Florida Communities > 10,000 Population with no ICB Stop and Greater than 25 Miles from a Stop

City/Town	Population	ICB Stop	> 25 miles from Stop	> 10 miles from Stop
Immokalee	25,624	No	Yes	Yes
Macclenny	7,558	No	Yes	Yes
Port LaBelle	6,856	No	Yes	Yes
Marianna	6,815	No	Yes	Yes
DeFuniak Springs	6,284	No	Yes	Yes
Freeport	6,203	No	Yes	Yes
Okeechobee	5,376	No	Yes	Yes

Figure 2. Florida Communities > 10,000 Population with no ICB Stop and Greater than 25 Miles from a Stop



Greater than 25 Miles
from an ICB Stop

Source: US Census TIGER Line Geodatabase for 2024

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5.2 Demand for Intercity Bus Service

This section evaluates Florida’s ICB network to assess the extent to which it meets service demand across the state. This considers the coverage of ICB service in relation to major trip generators. According to TCRP Report 79, these trip generators include colleges and universities, medical facilities, commercial service airports, and military bases (4). The analysis maps areas of high potential demand in comparison with the existing ICB network to identify key connections and highlight potential gaps in service.

Intercity Bus Trip Generators

As noted earlier, research has identified colleges and universities, medical facilities, commercial service airports, and military bases as the primary generators of demand for ICB service. Although private vehicle ownership has contributed to a decline in overall ICB ridership, these institutions continue to produce a significant number of ICB passengers. While the preceding analysis focused on the potential origins of ICB trips, this section examines whether the current intercity bus network adequately serves the likely destinations associated with these trip generators.

Colleges and Universities

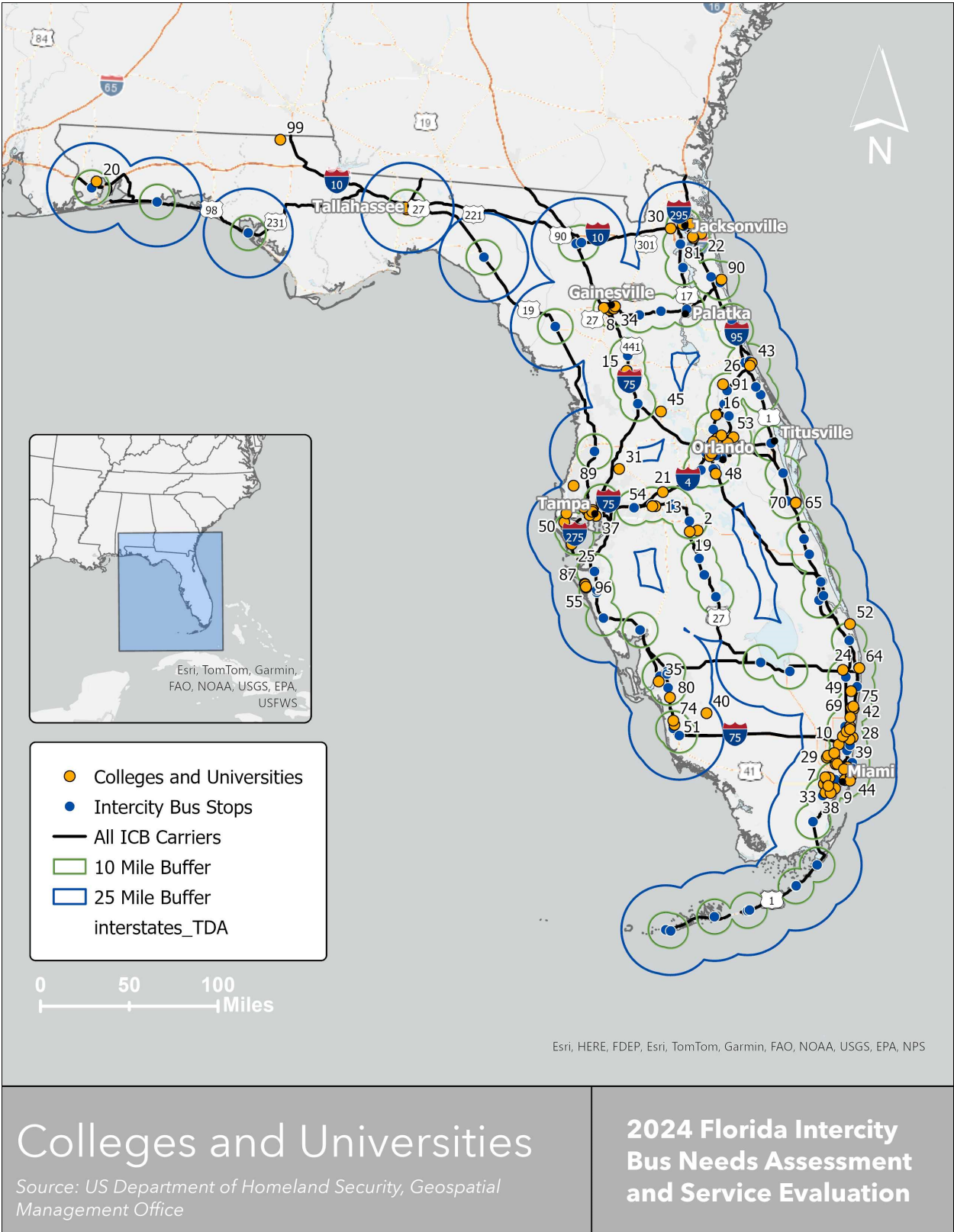
Colleges and universities are significant generators of ICB travel, particularly among undergraduate students living on campus. These trips most commonly occur at the beginning and end of academic breaks and holidays. The likelihood that students will rely on ICB service to travel to and from home depends largely on two factors: the distance from their home to the nearest bus station, and the proximity of their campus to an ICB stop. While data on students’ home origins is not available, the geographic relationship between Florida’s colleges and universities and nearby ICB stops was assessed, shown in Figure 3.

Of the 103 campuses statewide, seven are located more than ten miles from the nearest ICB stop. As shown in Table 3, only the Baptist College of Florida in Jackson County near the Alabama border, is located more than 25 miles from an ICB stop. For a full list of all the colleges and universities that were included in the analysis, please refer to Appendix F.

Table 3. Colleges and Universities

Map Reference	College	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
99	THE BAPTIST COLLEGE OF FLORIDA	GRACEVILLE			X

Figure 3. Colleges and Universities



Colleges and Universities

Source: US Department of Homeland Security, Geospatial Management Office

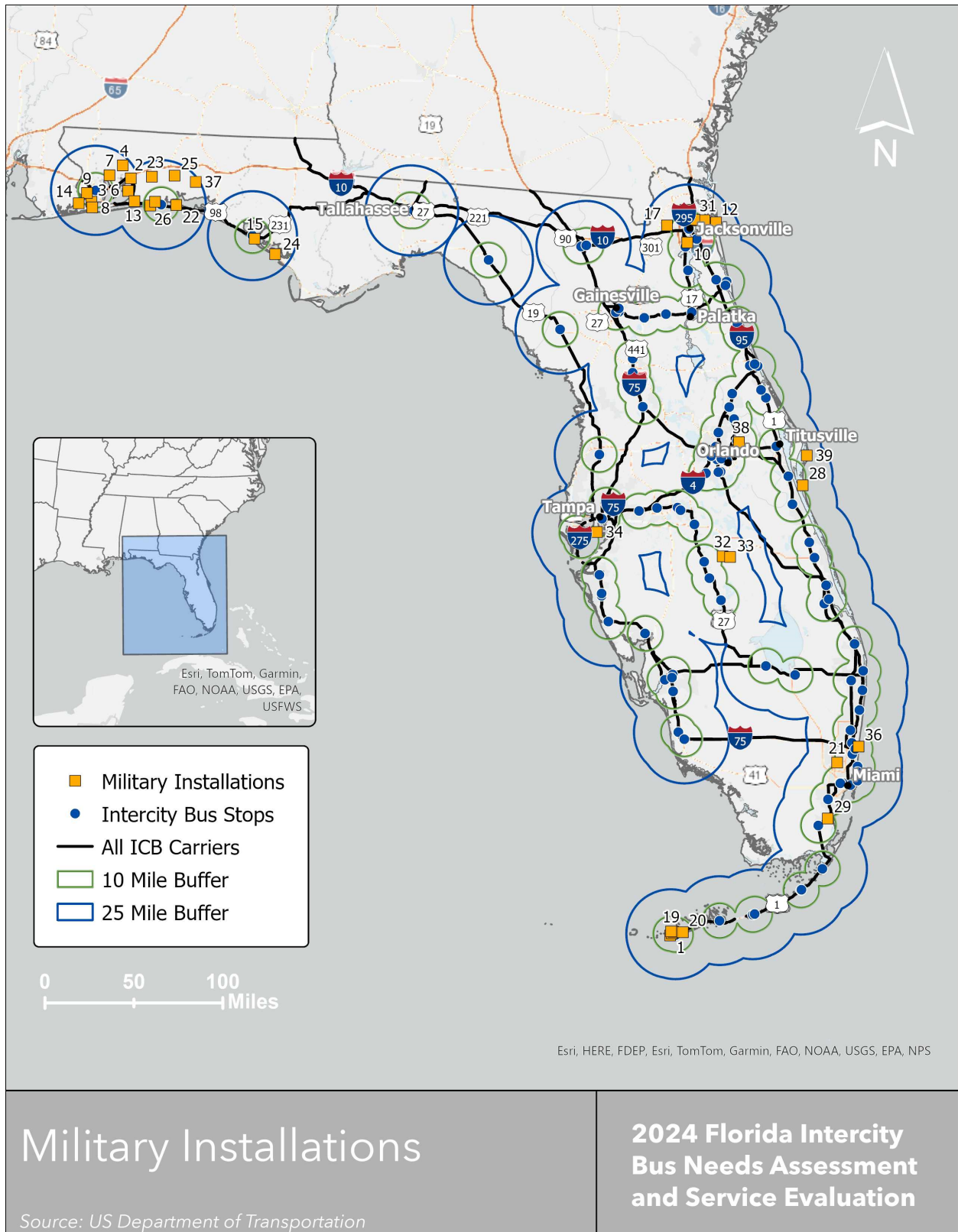
2024 Florida Intercity Bus Needs Assessment and Service Evaluation

Military Installations

Military installations can serve as important destinations along ICB routes. Many service members living on base do not have access to a personal vehicle, and often face long-distance travel needs to return home—frequently with limited financial resources. As a result, ICB service can play a vital role in providing affordable, long-distance transportation options.

Figure 4 maps the geographic relationship between Florida’s military installations and nearby ICB stops. Of the 39 military installations identified in Florida, 17 are located more than 10 miles from the nearest ICB stop; however, none fall outside the 25-mile “reasonable access” threshold commonly used in the ICB industry. For a full list of all the military installations that were included in the analysis, please refer to Appendix G.

Figure 4. Military Installations



Medical Facilities

Although hospitals are not typically considered major generators of ICB travel, they can attract passengers, particularly those requiring extended stays or visitors traveling long distances to support family or friends. These trips often involve connecting from an ICB stop to the hospital via local transit, taxi, or rideshare services.

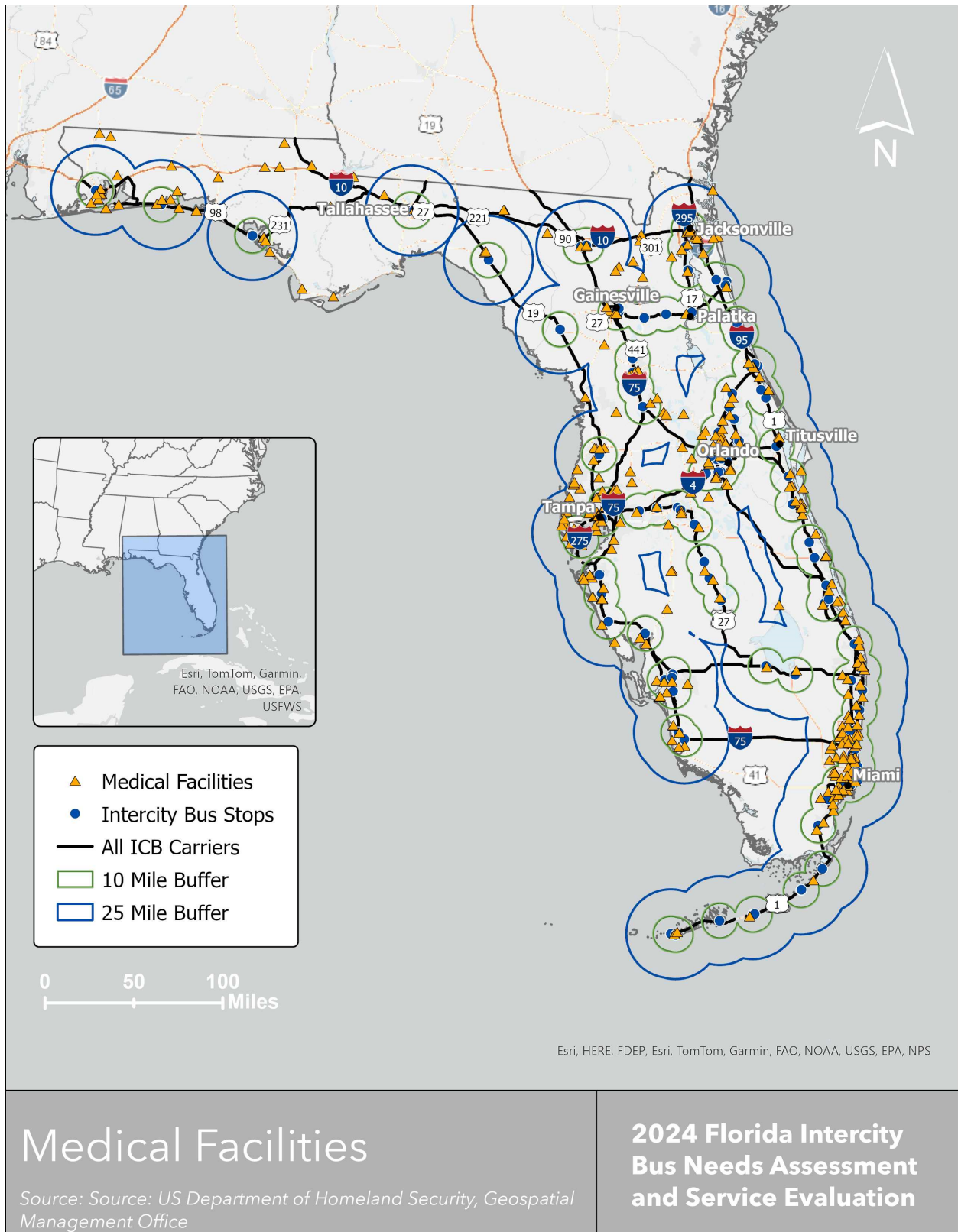
Figure 5 maps the geographic relationship between Florida's medical facilities and nearby ICB stops. Of the 357 medical facilities statewide, 73 are located more than 10 miles from an ICB stop. As shown in Table 4, 19 facilities are located more than 25 miles away. For a full list of all the medical facilities that were included in the analysis, please refer to Appendix H.

Table 4. Medical Facilities

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
37	ASCENSION SACRED HEART GULF	PORT SAINT JOE			X
44	BAPTIST HEALTH HOSPITAL AT DORAL	DORAL			X
49	BAPTIST MEDICAL CENTER NASSAU	FERNANDINA BEACH			X
56	BAYFRONT HEALTH SEVEN RIVERS	CRYSTAL RIVER			X
69	CALHOUN - LIBERTY HOSPITAL	BLOUNTSTOWN			X
70	CAMPBELLTON - GRACEVILLE HOSPITAL	GRACEVILLE			X
94	DOCTORS MEMORIAL HOSPITAL	BONIFAY			X
98	ED FRASER MEMORIAL HOSPITAL	MACCLENNY			X
117	FLORIDA STATE HOSPITAL	CHATTAHOOCHEE			X
120	GEORGE E WEEMS MEMORIAL HOSPITAL	APALACHICOLA			X
136	HEALTHMARK REGIONAL MEDICAL CENTER	DEFUNIAK SPRINGS			X
143	JACKSON HOSPITAL	MARIANNA			X
148	JAY HOSPITAL	JAY			X
183	MADISON COUNTY MEMORIAL HOSPITAL	MADISON			X
211	NORTHEAST FLORIDA STATE HOSPITAL	MACCLENNY			X
213	NORTHWEST FLORIDA COMMUNITY HOSPITAL	CHIPLEY			X
240	RAULERSON HOSPITAL	OKEECHOBEE			X

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
328	CENTURY HOSPITAL MEDICAL CENTER	CENTURY			X
357	MADISON COUNTY MEMORIAL HOSPITAL	MADISON			X

Figure 5. Medical Facilities



Airports

Airports with scheduled commercial air service can generate ridership on ICB routes, particularly when service is provided directly to the airport terminal or to a nearby transfer center that enables access with a single connection.

Figure 6 maps the geographic relationship between Florida’s airports and nearby ICB stops. Of Florida’s 18 commercial service airports, two are located more than 10 miles from the nearest ICB stop; however, all fall within the 25-mile “reasonable access” radius commonly referenced in the ICB industry. For a full list of all the airports that were included in the analysis, please refer to Appendix I.

[illegible]

2024 Florida Intercity Bus Needs Assessment and Service Evaluation

6. NEEDS ASSESSMENT

This section synthesizes the findings from this study to evaluate how well the current ICB network in Florida meets statewide intercity mobility needs. The analysis evaluates the effectiveness of ICB service coverage and identifies gaps or operational barriers that may be limiting access. Particular emphasis is placed on service to rural communities, in alignment with the objectives of the Section 5311(f) program.

6.1 Access to Intercity Bus Service

Statewide Population Access

Florida's ICB network currently provides strong geographic coverage across much of the state, including substantial access for rural populations. Based on spatial analysis of the ICB network and demographic data from the U.S. Census, approximately **98 percent of Florida's total population lives within 25 miles of an ICB stop or station**. This meets the commonly accepted threshold for "reasonable access" used by the Bureau of Transportation Statistics and the broader ICB industry. In addition, the data show that a substantial share of the population (79 percent) live within a more immediate 10-mile range.

Statewide Population Access

to align with the Federal Transit Administration's definition of "rural," the research team conducted a spatial analysis of communities between 10,000 and 50,000 population. The analysis found that 279 out of 286 places (97.5 percent) are located within 25 miles of an intercity bus stop. This indicates that even smaller population centers in Florida are largely within reach of the state's ICB network.

Access to Trip Generators

In addition to demographic analysis, proximity of ICB services to institutional trip generators was evaluated. Among the state's 103 colleges and universities, only one campus, the Baptist College of Florida in Jackson County near the Alabama border, is located more than 25 miles from an ICB stop. Similarly, while 17 of the 39 military installations are more than 10 miles from a stop, all fall within the 25-mile reasonable access threshold.

Medical facilities and commercial service airports also enjoy broad ICB coverage, with 19 of 357 hospitals and none of Florida's 18 commercial service airports located more than 25 miles from a stop. These findings confirm that the existing ICB system reaches most of the institutional destinations known to generate ICB demand.

6.2 Gaps in Service

Data Limitations and Industry Fragmentation

The fragmented nature of the ICB industry presents challenges in fully identifying and documenting active service. Participation in national data platforms like the Intercity Bus Atlas is voluntary, and not all carriers contribute. As a result, there is no single source that captures all active ICB providers, especially

smaller operators or those serving niche markets. This creates a degree of uncertainty in identifying potential unmet needs, especially in areas where lesser-known services may operate.

Geographic Gaps in Rural Coverage

Spatial analysis identified seven rural communities with populations between 10,000 and 50,000 that are located more than 25 miles from the nearest ICB stop. These include Immokalee, Macclenny, Port LaBelle, Marianna, DeFuniak Springs, Freeport, and Okeechobee. While these represent a small share of the state’s rural communities, they may warrant further evaluation given the absence of nearby intercity transit options.

Institutional and Operational Barriers

While spatial analysis highlights where service gaps exist geographically, stakeholder feedback helps illuminate why those gaps persist. A consistent theme across agency and provider interviews was the absence of a coherent structure for communication, planning, and coordination between ICB operators and local or regional entities.

Many transit agencies, particularly in rural areas, reported that they were either unaware of ICB providers operating in their region or uncertain about how to initiate collaboration. At the same time, some ICB providers described difficulties engaging with local stakeholders, particularly when they lacked formal funding relationships or shared infrastructure. These disconnects are compounded by a lack of comprehensive data, making it difficult for either side to identify opportunities for integration or service improvement.

Infrastructure and policy constraints add another layer of complexity. Providers noted difficulty accessing intermodal facilities, including those constructed with federal funds, due to restrictive policies and competing priorities. Transit agencies, meanwhile, highlighted the absence of supportive infrastructure, such as shelters, signage, or secure waiting areas, as a barrier to successful coordination.

Even when the desire for collaboration exists, administrative and funding limitations often constrain action. Several local agencies expressed interest in incorporating ICB service into regional planning efforts but cited resource constraints, competing responsibilities, or the perception that ICB planning falls outside their purview. For many stakeholders, the challenges are not due to lack of interest but to structural and procedural gaps that prevent meaningful engagement.

7. FINDINGS AND RECOMMENDATIONS

This assessment affirms that Florida’s ICB needs are being adequately met, while also highlighting opportunities for improvement and areas of emerging demand. Florida’s current ICB network demonstrates robust geographic coverage, with 98 percent of the state’s population within the 25-mile “reasonable access” radius of an ICB stop. Florida would be justified in seeking to submit a governor’s certification but is also well-positioned to maintain its commitment to the 15 percent set-aside while using this report’s findings to strengthen its program.

The findings and recommendations that follow are grouped into key thematic categories. While some findings intersect across multiple areas, this reflects the interconnected nature of planning, service delivery, and coordination that underpins a successful ICB program. Each category summarizes priority issues identified through the assessment and outlines actions that could enhance Florida's intercity transportation landscape.

7.1 Potential Markets

Expanding the reach and effectiveness of Florida's intercity bus network depends in part on identifying and responding to underserved but promising markets. While current service offers broad geographic access, including in many rural areas, spatial analysis and emerging industry trends point to specific locations and user groups where additional service or alternative delivery models could help meet latent demand and strengthen the network's role in statewide mobility.

Findings

- 1. Florida's ICB needs are being adequately met.** With 98 percent of the state's population within the 25-mile "reasonable access" radius of an ICB stop, Florida's ICB network demonstrates strong geographic coverage. This includes rural areas and many institutional trip generators such as colleges, airports, and military bases.
- 2. Opportunities remain to further expand access to underserved but promising markets.** Several rural municipalities fall outside 25 miles of an ICB stop, including Immokalee, Macclenny, Port LaBelle, Marianna, DeFuniak Springs, Freeport, and Okeechobee.
- 3. Recent trends across the U.S. and in Florida suggest an evolving and diversifying ICB user base,** underscoring the need for Florida's 5311(f) program to remain adaptive and responsive to market changes while continuing to serve its core access goals.

Recommendations

- 1. Explore flexible service models to extend service to key outlier markets.** Consider partnership opportunities with providers capable of offering limited-stop or demand-responsive intercity feeder routes to rural population centers currently outside the 25-mile ICB access radius, especially where fixed-route service may not be viable. Of the seven rural communities greater than 25 miles from an ICB stop, it may be advisable to prioritize Immokalee, as it has more than three times the population of the other six identified communities.
- 2. Engage institutions with possible latent ICB demand.** Work with universities, correctional facilities, hospitals, and military bases to better understand travel patterns and identify co-location or promotional opportunities that could increase ridership and justify new stops or routing.
- 3. Monitor emerging providers.** Track new and existing private-sector carriers offering intercity services to smaller cities or rural areas, including those that may not currently participate in traditional 5311(f) coordination processes. For instance, long-distance airport providers connecting small towns with major hub airports have expanded rapidly in rural areas. These operators have a more diverse service model

than traditional ICB carriers and may be key providers of rural intercity connections as well as potential providers for meeting identified rural needs.

7.2 Customer Information and Marketing Strategies

Improving customer awareness and ease of access to intercity bus information is essential to increasing ridership and maximizing the impact of Florida's ICB investments. Fragmented service delivery and decentralized information channels can make it difficult for potential riders, especially in rural areas, to find, compare, and connect to ICB options. Strengthening customer-facing tools, branding, and outreach can ensure that both new and existing services are visible, usable, and well-integrated into the broader transportation ecosystem.

Findings

- 1. Need for improved customer-facing information about intercity bus services.** The rise of curbside providers and dynamic trip planning has resulted in many carriers shifting to digital platforms and real-time trip information. While beneficial for many passengers, this has resulted in a service environment that may be difficult for occasional users to navigate.
- 2. Smaller or rural providers may lack resources for robust marketing or public communication,** which may lead to inconsistent stop visibility, signage, and integration into local trip planning tools.
- 3. Intercity bus service details are often omitted from public-facing transit websites, trip planners, or regional mobility guides,** often as a result of the fact that ICB providers and local governments often do not coordinate marketing and outreach efforts.

Recommendations

- 1. Encourage or facilitate the development of a single platform where users can find schedules, stop locations, and intermodal transfer options statewide, including 5311(f)-funded and private ICB services.** Encourage ICB providers to share route and schedule data in GTFS format so that information can be integrated into regional trip planners, Google Maps, and other mobility-as-a-service platforms, building on the momentum of emerging tools such as Transcor Data Services' Network Transportation Information tool, which aggregates intercity data from multiple carriers and aims to include public transit routes as well.
- 2. Support local signage and visibility improvements.** Where needed, facilitate collaboration between municipalities and ICB providers to install consistent, branded signage at stops, including those at shared-use locations, curbside zones, and rural access points. Clear and visible signage not only improves passenger wayfinding, but can also improve trust, perception of safety, and awareness in areas where service is less frequent or curbside in nature.
- 3. Foster partnerships with local agencies.** Transit agencies, commuter assistance programs (CAPs), and regional planning organizations can help distribute information and cross-promote ICB options through rider alerts, websites, public meetings, and travel training programs. These partnerships can be

especially effective in rural or low-density areas, where ICB providers may lack marketing capacity and riders rely on local channels to learn about transportation options.

7.3 Coordinated Planning

Strengthening Florida's intercity bus network will require a more integrated approach to planning across agencies, providers, and jurisdictions. While Florida's ICB services currently offer broad geographic coverage, coordination gaps, especially between private carriers and public sector partners, may limit opportunities for service enhancements, infrastructure improvements, and efficient multimodal connections.

Findings

- 1. Limited integration with regional and local planning efforts.** Survey responses from regional planning organizations and transit agencies revealed that few have formally included ICB service in long-range transportation plans or other strategic documents. Some cited a lack of data, unclear roles, or minimal communication with providers as barriers to participation.
- 2. Fragmented service data and operational silos.** The voluntary nature of national data tools like the Intercity Bus Atlas has made it difficult to obtain a complete picture of ICB operations in Florida. Planning entities often lack visibility into the routes, stops, and schedules of private carriers, especially curbside operators that do not receive 5311(f) funding.
- 3. Missed opportunities for intermodal integration.** Stakeholder input highlighted the potential benefits of integrating ICB stops with local transit hubs, airports, or Amtrak stations, yet many providers reported difficulties accessing public infrastructure due to policy constraints or lack of coordination.

Recommendations

- 1. Encourage the incorporation of intercity bus service into transportation planning documents.** This could be supported by issuing planning guidance, sharing data resources, and including considerations relating to ICB service within other planning documents, such as long range transportation plans (LRTPs), transit development plans (TDPs), transportation disadvantaged service plans (TDSPs), and other regional and local plans. This coordination across jurisdictions and agencies would help to identify strategic connections, avoid service gaps, and improve first-/last-mile connections.
- 2. Facilitate regular coordination meetings between FDOT, ICB providers, transit agencies, and planning partners.** These meetings could be modeled after existing statewide coordination efforts (e.g., for transit asset management or regional mobility) and serve as a venue for identifying shared priorities, infrastructure needs, and service gaps.
- 3. Promote integration with local and regional transit networks.** Encourage collaboration between ICB providers and local transit agencies to align schedules, coordinate transfers, and co-locate stops where possible. These efforts could be supported through planning grants or pilot projects aimed at improving first-/last-mile connectivity.

7.4 Service Delivery Models

Florida's intercity bus system is supported by a diverse mix of service models, ranging from traditional networks and publicly subsidized fixed routes to non-traditional, curbside express services operated by private carriers. This diversity reflects both Florida's geographic complexity and its decentralized approach to ICB service delivery. However, it also presents challenges in achieving seamless connectivity, balanced coverage, and coordinated investment.

Findings

- 1. 5311(f)-funded services are limited but impactful.** The majority of ICB service in Florida, particularly along major corridors such as I-95, I-75, and I-4, is provided by private carriers (e.g., Greyhound, FlixBus, RedCoach) without public subsidy. However, in a small number of rural areas, 5311(f) support has enabled local transit agencies and nonprofit providers such as Ride Solution to offer intercity connections.
- 2. Curbside and premium express services are growing.** Carriers such as RedCoach offer direct, limited-stop services targeted at specific markets (e.g., university students, airport travelers). These models often bypass smaller communities and lack coordination with traditional public transportation services.
- 3. Shared-ride and deviated fixed routes may help fill gaps.** In low-density areas, flexible service models—such as demand-response feeder routes or deviated fixed services—are often better suited to local travel patterns and can bridge rural communities to the ICB network.
- 4. Some local agencies are reluctant to assume ICB roles.** Stakeholder input indicates that rural transit agencies and MPOs often see ICB service as outside their core mission or expertise, limiting innovation in local service development.

Recommendations

- 1. Support hybrid and flexible service models in rural areas, leveraging co-mingled trips where feasible.** Continue to encourage the use of shared-ride, feeder, or deviated fixed routes that connect rural communities to major ICB corridors. In areas with existing fixed-route or demand-response service, integrated trip planning and scheduling can enable a single vehicle to serve both local and intercity trips, improving efficiency and reducing cost per rider. These services may be operated by local transit agencies or nonprofit partners under 5311(f) funding.
- 2. Encourage private-public coordination to test innovative models.** Where private providers operate unsubsidized routes near high-need areas, options could be explored for coordinated stop placement, schedule alignment, and passenger transfer agreements. Additionally, demonstration projects that test first/last-mile mobility partnerships, regional microtransit connections, or shared-use arrangements with TNCs to enhance ICB access could be explored.
- 3. Clarify roles and responsibilities.** Provide guidance on what constitutes eligible ICB service under 5311(f), including examples of flexible service models, minimum criteria for intercity functionality (e.g., distance, frequency, connectivity), and strategies for rural agency participation. Clearer definitions can

help local agencies understand how to support or operate compliant services and reduce uncertainty during project development or grant application stages.

7.5 Funding and Resources

Sustaining and enhancing Florida's intercity bus network requires targeted, flexible, and well-aligned funding. While the state currently uses its full 15 percent Section 5311(f) set-aside to support ICB services, most intercity routes are still operated by private carriers without public subsidy. Stakeholder consultation and industry trends suggest that, when strategically applied, even modest investments can significantly improve connectivity, integration, and access in rural and underserved areas.

Findings

- 1. Florida utilizes the full 15 percent 5311(f) set-aside.** This funding supports several rural-serving ICB routes operated by public and nonprofit entities, including Greyhound and Ride Solution.
- 2. Access to infrastructure funding is limited for non-owners.** Several providers, including Greyhound, noted that federal capital funding tied to facility ownership prevents them from improving stop infrastructure at many third-party locations.
- 3. Broadband and technology funding could support ICB access.** New federal programs supporting digital infrastructure may have relevance for improving ICB trip-planning tools and access to remote ticketing systems in rural areas.

Recommendations

- 1. Pursue technology funding through federal and discretionary grants.** Agencies are encouraged to explore opportunities to fund intercity service expansions or technology enhancements by visiting <https://www.transportation.gov/grants/dashboard>. Potential projects include rural broadband expansion for ticketing access, trip-planning kiosks at intermodal centers, or digital signage and wayfinding for ICB riders.

7.6 Program Administration

Florida's administration of its Section 5311(f) intercity bus program reflects a well-structured approach that is both responsive to federal objectives and tailored to the state's unique mobility needs. FDOT manages the program through a competitive grant process and provides technical oversight, ensuring that rural connectivity is maintained while supporting the long-term sustainability of the state's ICB network. Still, several areas offer opportunities to strengthen the program's administration, particularly in improving transparency, access, and coordination with public and private stakeholders.

Findings

- 1. Eligibility restrictions may limit market competition.** Current program eligibility requirements specify that applicants must have operated ICB service in Florida for a minimum of two years. While designed to

ensure reliability, this provision may inadvertently discourage capable new entrants with relevant experience in other states, which could in turn limit competition and innovation.

2. Limited stakeholder awareness in some areas. Stakeholder outreach revealed uneven understanding of the 5311(f) program among local transit agencies, particularly in rural areas. Some agencies were unfamiliar with program goals, eligibility criteria, or how to initiate intercity coordination. This gap may inhibit opportunities for broader collaboration or limit the number of applicants able to pursue funding.

Recommendations

1. Enhance promotion of the annual grant cycle. Outreach efforts through webinars, direct email distribution, and coordination with regional planning councils and transit associations could aid in expanding the applicant pool. Targeted engagement with rural agencies and smaller providers, who may not actively monitor state procurement portals, can help ensure that all eligible entities are aware of funding opportunities.

2. Support application and grant readiness. Provide technical assistance to small providers and rural agencies interested in applying for 5311(f) support, especially those unfamiliar with FTA requirements or intercity eligibility criteria. This could include grant-writing workshops, pre-application consultations, and template application materials that clarify federal expectations, help quantify rural needs, and strengthen proposals.

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APPENDIX A: INTERVIEW GUIDE – INTERCITY BUS PROVIDERS

- 1) Please provide a brief description of the ICB services you provide in Florida, your target customer markets, and any rural areas that you serve.
- 3) Within the past five years, has your ICB service experienced a significant change in ridership? If so, please describe this change.
 - a. If ridership experienced a decline, to what extent has ridership recovered?
 - b. If ridership experienced an increase, are you challenged to put enough service on the road to meet demand?
- 4) Within the past five years, have you made significant modifications to your services? If so, please describe.
- 5) From your agency's perspective, is there an unmet need with regard to intercity bus travel in Florida?
 - a. If yes, please describe the need (e.g., areas without service, specific intercity connections needed, target populations/groups with specific intercity needs).
- 6) Are you aware of the FTA/FDOT 5311(f) annual grant program for rural ICB service? If yes, how did you learn about the program? Did you or would you consider applying to this grant program? Please explain.
- 7) Do you coordinate your service with local public transportation providers? If yes, please describe your level of coordination, including any potential challenges and/or benefits.
- 8) Do you have operating agreements with other ICB providers? For example, for interline ticketing and/or sharing of terminals. If so, please describe the nature of these operating agreements.
 - a. If yes, are these arrangements relatively stable, or are they changing? If they are changing, do you have any insight as to why?
- 9) Within the past five years, have you needed to relocate stations or stops? If yes, please describe. Which facilities have been affected? Have any relocations resulted in the loss of indoor passenger waiting areas? Have you been able to take any action to adapt to this challenge?
- 10) What are the specific performance measures/thresholds that you use to evaluate service? Please describe.
- 11) Are you offering new ticketing options or other premium amenities (for example, reserved seating, free wifi, real-time customer information)?
- 12) What is the greatest challenge or opportunity (or any other important issue) regarding rural ICB service in Florida?

APPENDIX B: INTERVIEW GUIDE – INTERCITY BUS PROVIDERS RECEIVING 5311(F) FUNDS

- 1) Please provide a brief description of the ICB services you provide in Florida, your target customer markets, and any rural areas that you serve.
- 1) Within the past five years, has your ICB service experienced a significant change in ridership? If so, please describe this change.
- 2) If ridership experienced a decline, to what extent has ridership recovered?
- 3) If ridership experienced an increase, are you challenged to put enough service on the road to meet demand
- 4) Within the past five years, have you made significant modifications to your services? If so, please describe.
- 5) Has the 5311(f) grant program enhanced your ability to meet ICB service needs in Florida? What has made it worthwhile for you to apply? Have you encountered any difficulties or challenges with the grant program?
- 6) From your agency's perspective, is there an unmet need for intercity bus travel in Florida?
- 7) If yes, please describe the need (e.g., areas without service, specific intercity connections needed, target populations/groups with specific intercity needs).
- 8) Do you coordinate your service with local public transportation providers? If yes, please describe the level of coordination, including any potential challenges and/or benefits.
- 9) Are you aware of the 5311(f) provision for in-kind match? Have you ever contributed the costs of an unsubsidized segment of ICB service as an in-kind match for connecting rural feeder service in Florida or elsewhere? In your experience, what are the benefits/drawbacks?
- 10) Do you have operating agreements with other ICB providers? For example, for interline ticketing and/or sharing of terminals? If so, please describe the nature of these operating agreements.
- 11) If yes, are these arrangements relatively stable, or are they changing? If they are changing, do you have any insight as to why?
- 12) Within the past five years, have you needed to relocate stations or stops? If yes, which facilities have been affected? Have any relocations resulted in the loss of indoor passenger waiting areas? Have you been able to take any action to adapt to this challenge?
- 13) What are the specific performance measures/thresholds that you use to evaluate service? Please describe. Would you be willing to share the data with us?
- 14) Are you offering new ticketing options or other premium amenities (for example, reserved seating, free wifi, real-time customer information)?

15) What is the greatest challenge or opportunity regarding rural ICB service in Florida?

APPENDIX C: SURVEY INSTRUMENT – PUBLIC TRANSPORTATION PROVIDERS

- 1) While local bus service operates within a localized urban area, intercity bus (ICB) service operates with limited stops over fixed routes to connect two or more urban areas. ICB service must be regularly scheduled, have the capacity to carry passengers' baggage, and cannot primarily serve commuters. Yes/No/Not sure: Is your region currently served by ICB? If yes, please describe this service.
- 2) Yes/No: Does your agency coordinate service with ICB providers?
 - a. If yes: Please explain your level of coordination, including any potential challenges and/or benefits.
 - b. If no: Yes/No: Do you have services that could connect with ICB? Please describe, including any challenges to coordination.
- 3) Yes/No: Is ICB addressed in your planning processes and TDP/TDSP?
 - a. If yes, please describe.
 - b. If no, are there any challenges or barriers to doing so in the future?
- 4) Yes/No: Are there intercity travel markets for which you would like to expand/enhance your service (e.g., areas without service, specific intercity connections needed, target populations/groups with specific intercity needs)? *Your customer requests, peak fleet requirements, or trip denial logs may be a helpful indicator.*
 - a. If yes, please describe those markets. Are there any challenges of serving them? If so, please describe.
- 5) Are you or your customers aware of any challenges relating to ICB service? Please select all that apply.
 - ☐ Yes, frequently changing routes
 - ☐ Yes, service is not frequent enough
 - ☐ Yes, additional routes/stops/stations needed
 - ☐ Yes, accessibility/connections to ICB stops/stations is lacking
 - ☐ Yes, customer amenities are lacking
 - ☐ Yes, the fares are too high/unaffordable
 - ☐ Yes, something else: _____

___ No, I am not aware of any challenges

If yes to any of the above, please describe: _____

- 6) Yes/No: Are you aware of the FTA/FDOT 5311(f) annual grant program to fund rural ICB service?
- 7) Do you have additional comments regarding intercity travel and/or ICB service in Florida?
- 8) Yes/No: May we follow up with you in the near future for more details about one or more of the answers you have provided? If yes, please provide your contact information.

APPENDIX D: SURVEY INSTRUMENT – REGIONAL PLANNING ORGANIZATIONS

- 1) While local bus service operates within a localized urban area, intercity bus (ICB) service operates with limited stops over fixed routes to connect two or more urban areas. ICB service must be regularly scheduled, have the capacity to carry passengers' baggage, and cannot primarily serve commuters. Yes/No/Not sure: Is your region currently served by ICB? If yes, please describe this service.
- 2) Yes/No: Is ICB service addressed in your planning processes and Long Range Transportation Plan?
- 3) If yes, please describe.
- 4) If no, are there any challenges or barriers to doing so in the future?
- 5) Yes/No/Not sure: Is there an unmet need for intercity travel in your region (e.g., areas without service, specific intercity connections needed, target populations/groups with specific intercity travel needs)? If yes:
- 6) Please describe the need(s). Are there any challenges to meeting the need(s)? If so, please describe.
- 7) Yes/No: Is the unmet need a priority relative to other rural travel needs in the region? (Option to provide additional information.)
- 8) Are you aware of any challenges relating to coordination of local/regional transit and ICB service? Please mark all that apply.
 - ☐ Yes, frequently changing ICB routes
 - ☐ Yes, ICB service is not frequent enough
 - ☐ Yes, additional ICB routes/stops/stations are needed
 - ☐ Yes, accessibility/connections to ICB stops/stations is lacking
 - ☐ Yes, customer amenities are lacking
 - ☐ Yes, the fares are too high/unaffordable
 - ☐ Yes, something else: _____
 - ☐ No, I am not aware of any challenges
 - If yes to any of the above, please describe: _____
- 9) Yes/No: Are you aware of the FTA/FDOT 5311(f) annual grant program to fund rural ICB service?

10) Do you have additional comments regarding intercity travel and/or ICB service in Florida?

11) Yes/No: May we follow up with you in the near future for more details about one or more of the answers you have provided? If yes, please provide your contact information.

APPENDIX E: FLORIDA COMMUNITIES PROXIMITY TO ANY INTERCITY BUS STOP

The table lists communities in Florida with between 10,000 and 50,000 population and no ICB stop. Communities greater than 10 miles from a stop are shown in green, while those greater than 25 miles from a stop are shown in red. The communities are listed in descending order by population.

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
Coral Gables	49,243	No	No	No
University	48,868	No	No	No
Ocoee	47,885	No	No	No
Winter Garden	47,182	No	No	Yes
Clermont	44,984	No	No	Yes
North Lauderdale	44,650	No	No	No
Cutler Bay	44,483	No	No	No
North Fort Myers	44,189	No	No	No
Oakland Park	44,015	No	No	No
Greenacres	43,871	No	No	No
Ormond Beach	43,514	No	No	No
North Miami Beach	43,104	No	No	No
Lake Worth Beach	42,650	No	No	No
Land O' Lakes	41,845	No	No	Yes
Princeton	41,476	No	No	No
Hallandale Beach	41,224	No	No	No
Meadow Woods	40,741	No	No	No
The Acreage	40,188	No	No	Yes
Oviedo	39,990	No	No	No
Lakewood Ranch	39,434	No	No	No
Aventura	39,372	No	No	No
Royal Palm Beach	39,089	No	No	No
Navarre	38,988	No	No	Yes
Valrico	38,820	No	No	No
Winter Springs	38,448	No	No	No
Riviera Beach	38,032	No	No	No
South Miami Heights	37,525	No	No	No
Estero	37,258	No	No	No
Dunedin	36,060	No	No	Yes
Richmond West	35,988	No	No	No
Lauderdale Lakes	35,924	No	No	No
Parkland	35,799	No	No	No
Egypt Lake-Leto	35,709	No	No	No

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
Carrollwood	35,645	No	No	No
Fruit Cove	35,609	No	No	No
Kendall West	35,492	No	No	No
Merritt Island	34,718	No	No	No
Panama City	34,211	No	No	No
Cooper City	34,166	No	No	No
West Little River	33,147	No	No	No
East Lake	33,019	No	No	Yes
Sun City Center	31,801	No	No	Yes
Dania Beach	31,739	No	No	No
Lake Magdalene	31,733	No	No	No
Lakeside	31,548	No	No	No
New Smyrna Beach	31,212	No	No	No
Haines City	31,156	No	No	No
Oakleaf Plantation	30,737	No	No	No
Miami Lakes	30,731	No	No	No
Ferry Pass	30,467	No	No	No
Ruskin	30,074	No	No	Yes
Winter Park	29,929	No	No	No
Casselberry	29,473	No	No	No
Vero Beach South	29,365	No	No	No
Fleming Island	29,351	No	No	No
East Lake-Orient Park	29,064	No	No	No
Golden Gate	28,767	No	No	No
Leesburg	28,461	No	No	Yes
Apollo Beach	28,347	No	No	Yes
Citrus Park	28,163	No	No	No
Crestview	28,046	No	No	Yes
West Melbourne	27,643	No	No	No
Silver Springs Shores	27,556	No	No	Yes
Wright	27,233	No	No	No
Temple Terrace	26,922	No	No	No
Leisure City	26,917	No	No	No
Palm Springs	26,871	No	No	No
Lutz	26,731	No	No	No
Keystone	26,723	No	No	Yes
Palm River-Clair Mel	26,719	No	No	No
Venice City	26,467	No	No	No
Ives Estates	26,154	No	No	No
Fish Hawk	25,945	No	No	Yes
Sebastian C	25,759	No	No	No
Palm City	25,699	No	No	No

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
Pace	25,630	No	No	Yes
Immokalee	25,624	No	Yes	Yes
South Bradenton	25,585	No	No	No
Nocatee	25,581	No	No	Yes
Tarpon Springs	25,522	No	No	Yes
Northdale	25,420	No	No	No
Bellview	25,051	No	No	No
Westchase	24,818	No	No	Yes
Port St. John	24,617	No	No	No
World Golf Village	24,485	No	No	No
Oak Ridge	24,395	No	No	No
Palmetto Bay	24,247	No	No	No
Liberty Triangle	24,178	No	No	No
Wekiwa Springs	24,109	No	No	No
Coral Terrace	24,051	No	No	No
Bloomingdale	23,979	No	No	Yes
Bayonet Point	23,787	No	No	Yes
Jacksonville Beach	23,601	No	No	Yes
Eustis	23,567	No	No	Yes
Jasmine Estates	23,151	No	No	Yes
Ensley	23,036	No	No	No
Hialeah Gardens	22,634	No	No	No
Holiday	21,768	No	No	Yes
Florida Ridge	21,517	No	No	No
Hunters Creek	21,255	No	No	No
Lealman	21,026	No	No	No
Midway	20,745	No	No	Yes
West Pensacola	20,679	No	No	No
Groveland	20,621	No	No	Yes
Punta Gorda	19,886	No	No	No
Bartow	19,801	No	No	Yes
Palm Valley	19,775	No	No	Yes
Tavares	19,738	No	No	Yes
Bradfordville	19,548	No	No	No
Sweetwater	19,544	No	No	No
Lynn Haven	19,451	No	No	No
Naples	19,421	No	No	No
Englewood	19,385	No	No	Yes
Seminole	19,336	No	No	No
Cocoa	19,330	No	No	No
Trinity	19,296	No	No	Yes
Maitland	19,268	No	No	No

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
Gibson	18,831	No	No	No
Country Walk	18,693	No	No	No
Panama City Beach	18,493	No	No	No
Glenvar Heights	18,488	No	No	No
Zephyrhills	18,471	No	No	Yes
Bayshore Gardens	18,324	No	No	No
San Carlos Park	18,252	No	No	No
Pinecrest	18,138	No	No	No
Stuart	18,058	No	No	Yes
Auburndale	17,438	No	No	No
Pinewood	17,427	No	No	No
South Venice	17,399	No	No	No
Lake Butler	17,242	No	No	No
Viera West	17,169	No	No	No
Upper Grand Lagoon	17,162	No	No	No
Ojus	17,101	No	No	No
New Port Richey	17,057	No	No	Yes
Safety Harbor	17,040	No	No	Yes
Mount Dora	16,812	No	No	Yes
Vero Beach	16,785	No	No	No
Wildwood	16,739	No	No	Yes
Lake Mary	16,724	No	No	No
Myrtle Grove	16,637	No	No	No
Palmetto Estates	16,587	No	No	No
Three Lakes	16,426	No	No	No
Brownsville	16,391	No	No	No
Lake Wales	16,365	No	No	No
Lady Lake	16,337	No	No	Yes
Azalea Park	16,110	No	No	No
Opa-locka	16,097	No	No	No
Niceville	16,043	No	No	Yes
Marco Island	15,998	No	No	Yes
Longwood	15,952	No	No	No
Warrington	15,935	No	No	No
Palmer Ranch	15,873	No	No	No
West Lealman	15,560	No	No	No
Yulee	15,521	No	No	Yes
Homosassa Springs	15,465	No	No	Yes
Minneola	15,371	No	No	Yes
West Park	15,076	No	No	No
Oldsmar	14,872	No	No	Yes
Forest City	14,871	No	No	No

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
Lockhart	14,753	No	No	No
Thonotosassa	14,660	No	No	No
Gladeview	14,657	No	No	No
Naranja	14,610	No	No	No
Key Biscayne	14,560	No	No	No
Hobe Sound	14,313	No	No	No
Iona	14,290	No	No	Yes
East Milton	14,280	No	No	Yes
Southchase	14,149	No	No	No
Lakewood Park	14,077	No	No	No
Destin	14,018	No	No	Yes
Bellair-Meadowbrook Terrace	13,887	No	No	No
Elfers	13,877	No	No	Yes
Gonzalez	13,861	No	No	No
On Top of the World	13,772	No	No	No
Orange City	13,768	No	No	No
Cheval	13,694	No	No	No
Sunset	13,652	No	No	No
Miami Springs	13,606	No	No	No
Villas	13,578	No	No	No
Asbury Lake	13,465	No	No	No
Palmetto	13,449	No	No	No
Jupiter Farms	13,394	No	No	No
Atlantic Beach	13,353	No	No	Yes
Conway	13,346	No	No	No
South Daytona	13,322	No	No	No
Callaway	13,297	No	No	Yes
Fernandina Beach	13,239	No	No	Yes
Olympia Heights	13,179	No	No	No
Celebration	13,150	No	No	No
Cypress Lake	13,145	No	No	No
North Palm Beach	13,089	No	No	No
Viera East	13,082	No	No	No
Mango	13,037	No	No	No
Wimauma	13,003	No	No	Yes
Holly Hill	13,002	No	No	No
Pasadena Hills	12,848	No	No	Yes
Highland City	12,732	No	No	No
Sarasota Springs	12,669	No	No	No
Goldenrod	12,603	No	No	No
Doctor Phillips	12,458	No	No	No
Jensen Beach	12,456	No	No	No

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
Goulds	12,019	No	No	No
Shady Hills	12,012	No	No	No
South Miami	11,926	No	No	No
Middleburg	11,911	No	No	Yes
Laurel	11,868	No	No	No
Lantana	11,845	No	No	No
Westview	11,823	No	No	No
Gulfport	11,735	No	No	No
Medulla	11,712	No	No	No
Lakeland Highlands	11,669	No	No	No
Davenport	11,660	No	No	Yes
Miami Shores	11,627	No	No	No
New Port Richey East	11,485	No	No	Yes
Citrus Springs	11,469	No	No	Yes
Wilton Manors	11,403	No	No	No
Cocoa Beach	11,341	No	No	No
Satellite Beach	11,250	No	No	No
Union Park	11,111	No	No	No
Fairview Shores	11,064	No	No	No
Port Salerno	10,957	No	No	Yes
Hudson	10,873	No	No	Yes
Sugarmill Woods	10,871	No	No	Yes
Bithlo	10,790	No	No	No
Westwood Lakes	10,768	No	No	No
Pebble Creek	10,719	No	No	No
Fuller Heights	10,697	No	No	No
Pine Ridge	10,676	No	No	Yes
Alachua	10,638	No	No	Yes
Memphis	10,626	No	No	No
Milton	10,485	No	No	Yes
Lighthouse Point	10,463	No	No	No
Progress Village	10,378	No	No	No
Rotonda	10,312	No	No	Yes
Bardmoor	10,095	No	No	No
Cypress Gardens	10,013	No	No	No
Cape Canaveral	9,976	No	No	Yes
Beverly Hills	9,716	No	No	Yes
Citrus Hills	9,044	No	No	Yes
North Merritt Island	8,903	No	No	Yes
Hernando	8,795	No	No	Yes
Miramar Beach	8,587	No	No	Yes
Wedgefield	8,556	No	No	Yes

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
Fruitland Park	8,482	No	No	Yes
Odessa	8,170	No	No	Yes
Quincy	7,818	No	No	Yes
Inverness	7,672	No	No	Yes
Beacon Square	7,643	No	No	Yes
Newberry	7,608	No	No	Yes
Arcadia	7,571	No	No	Yes
Dade City	7,570	No	No	Yes
Southwest Ranches	7,569	No	No	Yes
Macclenny	7,558	No	Yes	Yes
Longboat Key	7,512	No	No	Yes
Inverness Highlands South	7,478	No	No	Yes
Mascotte	7,407	No	No	Yes
Southeast Arcadia	7,247	No	No	Yes
Neptune Beach	7,199	No	No	Yes
Connerton	7,159	No	No	Yes
Lecanto	6,929	No	No	Yes
Live Oak	6,901	No	No	Yes
Port LaBelle	6,856	No	Yes	Yes
Ave Maria	6,826	No	No	Yes
Marianna	6,815	No	Yes	Yes
South Patrick Shores	6,726	No	No	Yes
Indiantown	6,646	No	No	Yes
Gulf Breeze	6,519	No	No	Yes
Sanibel	6,402	No	No	Yes
High Springs	6,396	No	No	Yes
DeFuniak Springs	6,284	No	Yes	Yes
Freeport	6,203	No	Yes	Yes
Crawfordville	5,892	No	No	Yes
Starke	5,821	No	No	Yes
Zephyrhills West	5,770	No	No	Yes
Fort Myers Beach	5,548	No	No	Yes
Floral City	5,467	No	No	Yes
Zephyrhills South	5,422	No	No	Yes
Orangetree	5,377	No	No	Yes
Okeechobee	5,376	No	Yes	Yes
Balm	5,362	No	No	Yes
Cortez	5,323	No	No	Yes
Palm Springs North	5,291	No	No	Yes
Rainbow Springs	5,226	No	No	Yes
River Ridge	5,191	No	No	Yes
Fort Meade	5,172	No	No	Yes

Community	Population	ICB Stop	> 25 Miles from Stop	> 10 Miles from Stop
LaBelle	5,042	No	No	Yes

APPENDIX F: TRIP GENERATORS – COLLEGES AND UNIVERSITIES

The table lists Florida colleges and universities. Those greater than 10 miles from an ICB stop are shown in green. Those greater than 25 miles from a stop are shown in red.

Map Reference	College	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
1	ADVENTHEALTH UNIVERSITY	ORLANDO	X	X	
2	WEBBER INTERNATIONAL UNIVERSITY	BABSON PARK	X	X	
3	AI MIAMI INTERNATIONAL UNIVERSITY OF ART AND DESIGN	MIAMI	X	X	
4	STRAYER UNIVERSITY-FLORIDA	TAMPA	X	X	
5	ATLANTIS UNIVERSITY	MIAMI	X	X	
6	FLORIDA AGRICULTURAL AND MECHANICAL UNIVERSITY	TALLAHASSEE	X	X	
7	FLORIDA INTERNATIONAL UNIVERSITY	MIAMI	X	X	
8	UNIVERSITY OF FLORIDA	GAINESVILLE	X	X	
9	UNIVERSITY OF MIAMI	CORAL GABLES	X	X	
10	NOVA SOUTHEASTERN UNIVERSITY	FORT LAUDERDALE	X	X	
11	HOPE COLLEGE OF ARTS AND SCIENCES	POMPA BEACH	X	X	
12	KEISER UNIVERSITY-FT LAUDERDALE	FORT LAUDERDALE	X	X	
13	SOUTHEASTERN UNIVERSITY	LAKELAND	X	X	
14	TALMUDIC COLLEGE OF FLORIDA	MIAMI BEACH	X	X	
15	RASMUSSEN UNIVERSITY-FLORIDA	Ocala	X	X	
16	REMINGTON COLLEGE-HEATHROW CAMPUS	LAKE MARY	X	X	
17	UNIVERSITY OF FLORIDA-ONLINE	GAINESVILLE	X	X	
18	WEST COAST UNIVERSITY-MIAMI	DORAL	X	X	
19	WARNER UNIVERSITY	LAKE WALES	X	X	
20	THE UNIVERSITY OF WEST FLORIDA	PENSACOLA	X	X	
21	FLORIDA POLYTECHNIC UNIVERSITY	LAKELAND	X	X	
22	UNIVERSITY OF NORTH FLORIDA	JACKSONVILLE	X	X	
23	ALBIZU UNIVERSITY-MIAMI	MIAMI	X	X	

Map Reference	College	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
24	SOUTH UNIVERSITY-WEST PALM BEACH	ROYAL PALM BEACH	X	X	
25	ECKERD COLLEGE	SAINT PETERSBURG	X	X	
26	EMBRY-RIDDLE AERONAUTICAL UNIVERSITY-DAYTONA BEACH	DAYTONA BEACH	X	X	
27	FULL SAIL UNIVERSITY	WINTER PARK	X	X	
28	KEY COLLEGE	FORT LAUDERDALE	X	X	
29	TRINITY INTERNATIONAL UNIVERSITY-FLORIDA	MIAMI		X	
30	TRINITY BAPTIST COLLEGE	JACKSONVILLE	X	X	
31	SAINT LEO UNIVERSITY	SAINT LEO		X	
32	FLORIDA COLLEGE OF INTEGRATIVE MEDICINE	ORLANDO	X	X	
33	ACUPUNCTURE AND MASSAGE COLLEGE	MIAMI	X	X	
34	ACADEMY FOR FIVE ELEMENT ACUPUNCTURE	GAINESVILLE	X	X	
35	SOUTHERN TECHNICAL COLLEGE	FORT MYERS	X	X	
36	UNIVERSITY OF SOUTH FLORIDA	TAMPA	X	X	
37	THE UNIVERSITY OF TAMPA	TAMPA	X	X	
38	CITY COLLEGE-MIAMI	MIAMI	X	X	
39	ATLANTIC INSTITUTE OF ORIENTAL MEDICINE	FORT LAUDERDALE	X	X	
40	AVE MARIA UNIVERSITY	AVE MARIA		X	
41	UNIVERSITY OF FORT LAUDERDALE	LAUDERHILL	X	X	
42	FLORIDA ATLANTIC UNIVERSITY	BOCA RATON	X	X	
43	BETHUNE-COOKMAN UNIVERSITY	DAYTONA BEACH	X	X	
44	YESHIVAH GEDOLAH RABBINICAL COLLEGE	MIAMI BEACH	X	X	
45	BEACON COLLEGE	LEESBURG		X	
46	FLORIDA MEMORIAL UNIVERSITY	MIAMI GARDENS	X	X	
47	ROLLINS COLLEGE	WINTER PARK	X	X	
48	JOHNSON UNIVERSITY FLORIDA	KISSIMMEE	X	X	
49	SAINT VINCENT DE PAUL REGIONAL SEMINARY	BOYNTON BEACH	X	X	
50	SCHILLER INTERNATIONAL UNIVERSITY	TAMPA	X	X	

Map Reference	College	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
51	AVE MARIA SCHOOL OF LAW	NAPLES	X	X	
52	HOBE SOUND BIBLE COLLEGE	HOBE SOUND	X	X	
53	UNIVERSITY OF CENTRAL FLORIDA	ORLANDO	X	X	
54	FLORIDA SOUTHERN COLLEGE	LAKELAND	X	X	
55	RINGLING COLLEGE OF ART AND DESIGN	SARASOTA	X	X	
56	EMBRY-RIDDLE AERONAUTICAL UNIVERSITY-WORLDWIDE	DAYTONA BEACH	X	X	
57	POLYTECHNIC UNIVERSITY OF PUERTO RICO-MIAMI	MIAMI	X	X	
58	POLYTECHNIC UNIVERSITY OF PUERTO RICO-ORLANDO	ORLANDO	X	X	
59	FAITH THEOLOGICAL SEMINARY AND CHRISTIAN COLLEGE	TAMPA	X	X	
60	ARIZONA COLLEGE OF NURSING-TAMPA	TAMPA	X	X	
61	UNITED INTERNATIONAL COLLEGE	MIRAMAR	X	X	
62	SAN IGNACIO UNIVERSITY	DORAL	X	X	
63	ST PETERSBURG COLLEGE	CLEARWATER	X	X	
64	PALM BEACH ATLANTIC UNIVERSITY	WEST PALM BEACH	X	X	
65	FLORIDA INSTITUTE OF TECHLOGY-ONLINE	MELBOURNE	X	X	
66	UNIVERSITY OF PHOENIX-FLORIDA	MIRAMAR	X	X	
67	FLORIDA COLLEGE	TEMPLE TERRACE	X	X	
68	MILLENNIA ATLANTIC UNIVERSITY	DORAL	X	X	
69	LYNN UNIVERSITY	BOCA RATON	X	X	
70	FLORIDA INSTITUTE OF TECHLOGY	MELBOURNE	X	X	
71	FLORIDA STATE UNIVERSITY	TALLAHASSEE	X	X	
72	ST. JOHN VIANNEY COLLEGE SEMINARY	MIAMI	X	X	
73	ST. THOMAS UNIVERSITY	MIAMI GARDENS	X	X	
74	HODGES UNIVERSITY	FORT MYERS	X	X	
75	EVERGLADES UNIVERSITY	BOCA RATON	X	X	
76	DEVRY UNIVERSITY-FLORIDA	MIRAMAR		X	
77	JOHNSON & WALES UNIVERSITY-NORTH MIAMI	NORTH MIAMI	X	X	

Map Reference	College	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
78	ALTIERUS CAREER COLLEGE-TAMPA	TAMPA	X	X	
79	SOUTH UNIVERSITY-TAMPA	TAMPA	X	X	
80	FLORIDA GULF COAST UNIVERSITY	FORT MYERS	X	X	
81	FLORIDA COASTAL SCHOOL OF LAW	JACKSONVILLE	X	X	
82	JACKSONVILLE UNIVERSITY	JACKSONVILLE	X	X	
83	EDWARD WATERS COLLEGE	JACKSONVILLE	X	X	
84	AMERICAN COLLEGE FOR MEDICAL CAREERS	ORLANDO	X	X	
85	SOUTH FLORIDA BIBLE COLLEGE AND THEOLOGICAL SEMINARY	DEERFIELD BEACH	X	X	
86	UNIVERSITY OF SOUTH FLORIDA-ST PETERSBURG	ST. PETERSBURG	X	X	
87	UNIVERSITY OF SOUTH FLORIDA-SARASOTA-MANATEE	SARASOTA	X	X	
88	BARRY UNIVERSITY	MIAMI	X	X	
89	TRINITY COLLEGE OF FLORIDA	TRINITY		X	
90	FLAGLER COLLEGE	SAINT AUGUSTINE	X	X	
91	STETSON UNIVERSITY	DELAND	X	X	
92	CHAMBERLAIN UNIVERSITY-FLORIDA	JACKSONVILLE	X	X	
93	JOSE MARIA VARGAS UNIVERSITY	PEMBROKE PINES	X	X	
94	NEW COLLEGE OF FLORIDA	SARASOTA	X	X	
95	HERZING UNIVERSITY-ORLANDO	WINTER PARK	X	X	
96	EAST WEST COLLEGE OF NATURAL MEDICINE	SARASOTA	X	X	
97	DRAGON RISES COLLEGE OF ORIENTAL MEDICINE	GAINESVILLE	X	X	
98	CITY COLLEGE-GAINESVILLE	GAINESVILLE	X	X	
99	THE BAPTIST COLLEGE OF FLORIDA	GRACEVILLE			X
100	CITY COLLEGE-FORT LAUDERDALE	FORT LAUDERDALE	X	X	
101	ARIZONA COLLEGE OF NURSING-FORT LAUDERDALE	FORT LAUDERDALE	X	X	
102	UNIVERSAL TRINITY COLLEGE	MIAMI	X	X	
103	FAITH THEOLOGICAL SEMINARY AND CHRISTIAN COLLEGE	TAMPA	X	X	

APPENDIX G: TRIP GENERATORS – MILITARY INSTALLATIONS

The table lists Florida military installations. Those greater than 10 miles from an ICB stop are shown in green (none are greater than 25 miles from a stop).

Map Reference	Military Base	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
1	Truman Annex	X	X	
2	LF Santa Rosa		X	
3	Corry Station	X	X	
4	NAS Whiting Field Milton FL		X	
5	FLC Fuel Depot Heckscher	X	X	
6	LF Choctaw		X	
7	LF Spencer		X	
8	NAS Pensacola FL	X	X	
9	Saufley Field	X	X	
10	NAS Jacksonville FL	X	X	
11	Trumbo Point Annex	X	X	
12	NAVSTA Mayport FL		X	
13	LF Holley		X	
14	OLF Bronson		X	
15	Naval Support Activity Panama City	X	X	
16	Naval Support Activity Orlando	X	X	
17	OLF Whitehouse		X	
18	Dredgers Key-Sigsbee	X	X	
19	Fleming Key Magazine	X	X	
20	NAS Key West FL	X	X	
21	NG Snake Creek TS Miramar	X	X	

Map Reference	Military Base	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
22	Destin More Point	X	X	
23	Eglin Air Force Auxiliary Field 6		X	
24	Tyndall AFB		X	
25	Eglin Air Force Auxiliary Field 3 Duke Fld		X	
26	Eglin AFB Site 2 Santa Rosa Island	X	X	
27	Hurlburt Field	X	X	
28	Patrick Space Force Base	X	X	
29	Homestead ARB	X	X	
30	Jacksonville IAP		X	
31	MCSF Blount Island (FL)		X	
32	Arbuckle Airfield		X	
33	Avon Park AF Range		X	
34	MacDill AFB	X	X	
35	Jacksonville FL Maint	X	X	
36	Dania Beach (Lauderdale)	X	X	
37	Eglin AFB (Eglin Main and Reservation)		X	
38	Army Research Lab – Orlando Simulations and T	X	X	
39	Cape Canaveral Space Force Station		X	

APPENDIX H: TRIP GENERATORS – MEDICAL FACILITIES

The table lists Florida medical facilities. Those greater than 10 miles from an ICB stop are shown in green. Those greater than 25 miles from a stop are shown in red.

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
1	1ST SPECIAL OPERATIONS MEDICAL GROUP - HURLBURT FIELD	HURLBURT FIELD	X	X	
2	325TH MEDICAL GROUP	TYNDALL AFB		X	
3	45TH MEDICAL GROUP	PATRICK AFB		X	
4	6TH MEDICAL GROUP	MACDILL AFB	X	X	
5	96TH MEDICAL GROUP	EGLIN AFB	X	X	
6	NAVAL HOSPITAL JACKSONVILLE	JACKSONVILLE	X	X	
7	NAVAL HOSPITAL PENSACOLA	PENSACOLA	X	X	
8	ADVENTHEALTH ALTAMONTE SPRINGS	ALTAMONTE SPRINGS	X	X	
9	ADVENTHEALTH APOPKA	APOPKA	X	X	
10	ADVENTHEALTH CARROLLWOOD	TAMPA	X	X	
11	ADVENTHEALTH CELEBRATION	CELEBRATION	X	X	
12	ADVENTHEALTH CONNERTON	LAND O LAKES		X	
13	ADVENTHEALTH DADE CITY	DADE CITY		X	
14	ADVENTHEALTH DAYTONA BEACH	DAYTONA BEACH	X	X	
15	ADVENTHEALTH DELAND	DELAND	X	X	
16	ADVENTHEALTH EAST ORLANDO	ORLANDO	X	X	
17	ADVENTHEALTH FISH MEMORIAL	ORANGE CITY	X	X	
18	ADVENTHEALTH HEART OF FLORIDA	DAVENPORT		X	
19	ADVENTHEALTH KISSIMMEE	KISSIMMEE	X	X	
20	ADVENTHEALTH LAKE PLACID	LAKE PLACID	X	X	
21	ADVENTHEALTH LAKE WALES	LAKE WALES	X	X	
22	ADVENTHEALTH NEW SMYRNA BEACH	NEW SMYRNA BEACH	X	X	
23	ADVENTHEALTH NORTH PINELLAS	TARPON SPRINGS		X	
24	ADVENTHEALTH OCALA	OCALA	X	X	
25	ADVENTHEALTH ORLANDO	ORLANDO	X	X	
26	ADVENTHEALTH PALM COAST	PALM COAST	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
27	ADVENTHEALTH SEBRING	SEBRING	X	X	
28	ADVENTHEALTH TAMPA	TAMPA	X	X	
29	ADVENTHEALTH WATERMAN	TAVARES		X	
30	ADVENTHEALTH WAUCHULA	WAUCHULA		X	
31	ADVENTHEALTH WESLEY CHAPEL	WESLEY CHAPEL	X	X	
32	ADVENTHEALTH WINTER PARK	WINTER PARK	X	X	
33	ADVENTHEALTH ZEPHYRHILLS	ZEPHYRHILLS		X	
34	ARNOLD PALMER MEDICAL CENTER	ORLANDO	X	X	
35	ASCENSION SACRED HEART BAY	PANAMA CITY	X	X	
36	ASCENSION SACRED HEART EMERALD COAST	MIRAMAR BEACH		X	
37	ASCENSION SACRED HEART GULF	PORT SAINT JOE			X
38	ASCENSION SACRED HEART PENSACOLA	PENSACOLA	X	X	
39	ASCENSION ST VINCENT'S CLAY COUNTY	MIDDLEBURG	X	X	
40	ASCENSION ST VINCENT'S RIVERSIDE	JACKSONVILLE	X	X	
41	ASCENSION ST VINCENT'S SOUTHSIDE	JACKSONVILLE	X	X	
42	ASPIRE HEALTH PARTNERS	ORLANDO	X	X	
43	AVENTURA HOSPITAL AND MEDICAL CENTER	AVENTURA	X	X	
44	BAPTIST HEALTH HOSPITAL AT DORAL	DORAL			X
45	BAPTIST HOSPITAL	PENSACOLA	X	X	
46	BAPTIST HOSPITAL OF MIAMI	MIAMI	X	X	
47	BAPTIST MEDICAL CENTER - BEACHES	JACKSONVILLE BEACH		X	
48	BAPTIST MEDICAL CENTER JACKSONVILLE	JACKSONVILLE	X	X	
49	BAPTIST MEDICAL CENTER NASSAU	FERNANDINA BEACH			X
50	BAPTIST MEDICAL CENTER SOUTH	JACKSONVILLE	X	X	
51	BARTOW REGIONAL MEDICAL CENTER	BARTOW		X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
52	BAYCARE ALLIANT HOSPITAL	DUNEDIN		X	
53	BAYFRONT HEALTH BROOKSVILLE	BROOKSVILLE	X	X	
54	BAYFRONT HEALTH PORT CHARLOTTE	PORT CHARLOTTE	X	X	
55	BAYFRONT HEALTH PUNTA GORDA	PUNTA GORDA	X	X	
56	BAYFRONT HEALTH SEVEN RIVERS	CRYSTAL RIVER			X
57	BAYFRONT HEALTH SPRING HILL	SPRING HILL	X	X	
58	BAYFRONT HEALTH ST PETERSBURG	SAINT PETERSBURG	X	X	
59	BETHESDA HOSPITAL EAST	BOYNTON BEACH	X	X	
60	BETHESDA HOSPITAL WEST	BOYNTON BEACH	X	X	
61	BLACKBERRY CENTER	SAINT CLOUD	X	X	
62	BLAKE MEDICAL CENTER	BRADENTON	X	X	
63	BOCA RATON REGIONAL HOSPITAL	BOCA RATON	X	X	
64	BROOKS REHABILITATION HOSPITAL UNIVERSITY CAMPUS	JACKSONVILLE	X	X	
65	BROWARD HEALTH CORAL SPRINGS	CORAL SPRINGS	X	X	
66	BROWARD HEALTH IMPERIAL POINT	FORT LAUDERDALE	X	X	
67	BROWARD HEALTH MEDICAL CENTER	FORT LAUDERDALE	X	X	
68	BROWARD HEALTH NORTH	POMPA BEACH	X	X	
69	CALHOUN - LIBERTY HOSPITAL	BLOUNTSTOWN			X
70	CAMPBELLTON - GRACEVILLE HOSPITAL	GRACEVILLE			X
71	CAPE CANAVERAL HOSPITAL	COCOA BEACH	X	X	
72	CAPE CORAL HOSPITAL	CAPE CORAL	X	X	
73	CAPITAL REGIONAL MEDICAL CENTER	TALLAHASSEE	X	X	
74	CAPITAL REGIONAL MEDICAL CENTER GADSDEN MEMORIAL CAMPUS	QUINCY		X	
75	CENTERSTONE OF FLORIDA INC	BRADENTON	X	X	
76	CENTRAL FLORIDA BEHAVIORAL HOSPITAL	ORLANDO	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
77	CENTRAL FLORIDA REGIONAL HOSPITAL	SANFORD	X	X	
78	CHILDREN AND FAMILY HOSPITAL OF SOUTH FLORIDA	MIAMI	X	X	
79	CIRCLES OF CARE INC	MELBOURNE	X	X	
80	CITRUS MEMORIAL HOSPITAL	INVERNESS		X	
81	CLEVELAND CLINIC HOSPITAL	WESTON		X	
82	CLEVELAND CLINIC INDIAN RIVER HOSPITAL	VERO BEACH	X	X	
83	CLEVELAND CLINIC MARTIN NORTH HOSPITAL	STUART		X	
84	CLEVELAND CLINIC MARTIN SOUTH HOSPITAL	STUART		X	
85	CLEVELAND CLINIC TRADITION HOSPITAL	PORT SAINT LUCIE	X	X	
86	CORAL SHORES BEHAVIORAL HEALTH	STUART		X	
87	CURAHEALTH JACKSONVILLE LLC	JACKSONVILLE	X	X	
88	DELRAY MEDICAL CENTER	DELRAY BEACH	X	X	
89	DEPOO HOSPITAL	KEY WEST	X	X	
90	DESOTO MEMORIAL HOSPITAL	ARCADIA		X	
91	DEVEREUX FLORIDA	VIERA	X	X	
92	DOCTORS HOSPITAL	CORAL GABLES	X	X	
93	DOCTORS HOSPITAL OF SARASOTA	SARASOTA	X	X	
94	DOCTORS MEMORIAL HOSPITAL	BONIFAY			X
95	DOCTORS' MEMORIAL HOSPITAL	PERRY	X	X	
96	DOUGLAS GARDENS HOSPITAL	MIAMI	X	X	
97	EASTSIDE PSYCHIATRIC HOSPITAL	TALLAHASSEE	X	X	
98	ED FRASER MEMORIAL HOSPITAL	MACCLENNY			X
99	EMERALD COAST BEHAVIORAL HOSPITAL	PANAMA CITY	X	X	
100	ENCOMPASS HEALTH REHAB HOSPITAL AN AFFILIATE OF MARTIN HEALTH	STUART		X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
101	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF ALTAMONTE SPRINGS	ALTAMONTE SPRINGS	X	X	
102	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF LARGO	LARGO	X	X	
103	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF MIAMI	MIAMI	X	X	
104	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF NORTH TAMPA	LUTZ	X	X	
105	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF OCALA	OCALA	X	X	
106	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF PANAMA CITY	PANAMA CITY	X	X	
107	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF PENSACOLA	PENSACOLA	X	X	
108	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF SARASOTA	SARASOTA	X	X	
109	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF SPRING HILL	BROOKSVILLE	X	X	
110	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF SUNRISE	SUNRISE	X	X	
111	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF TALLAHASSEE	TALLAHASSEE	X	X	
112	ENCOMPASS HEALTH REHABILITATION HOSPITAL OF TREASURE COAST	VERO BEACH	X	X	
113	ENGLEWOOD COMMUNITY HOSPITAL	ENGLEWOOD		X	
114	FAWCETT MEMORIAL HOSPITAL	PORT CHARLOTTE	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
115	FISHERMEN'S COMMUNITY HOSPITAL	MARATHON	X	X	
116	FLAGLER HOSPITAL	SAINT AUGUSTINE	X	X	
117	FLORIDA STATE HOSPITAL	CHATTAHOOCHEE			X
118	FORT LAUDERDALE BEHAVIORAL HEALTH CENTER	OAKLAND PARK	X	X	
119	FORT WALTON BEACH MEDICAL CENTER	FORT WALTON BEACH	X	X	
120	GEORGE E WEEMS MEMORIAL HOSPITAL	APALACHICOLA			X
121	GOOD SAMARITAN MEDICAL CENTER	WEST PALM BEACH	X	X	
122	GULF BREEZE HOSPITAL	GULF BREEZE		X	
123	GULF COAST MEDICAL CENTER LEE MEMORIAL HEALTH SYSTEM	FORT MYERS	X	X	
124	GULF COAST REGIONAL MEDICAL CENTER	PANAMA CITY	X	X	
125	GULF COAST TREATMENT CENTER	FORT WALTON BEACH	X	X	
126	H LEE MOFFITT CANCER CENTER AND RESEARCH INSTITUTE HOSPITAL	TAMPA	X	X	
127	HALIFAX HEALTH MEDICAL CENTER	DAYTONA BEACH	X	X	
128	HALIFAX HEALTH MEDICAL CENTER - PORT ORANGE	PORT ORANGE	X	X	
129	HALIFAX HEALTH UF HEALTH MEDICAL CENTER OF DELTONA	DELTONA	X	X	
130	HALIFAX PSYCHIATRIC CENTER - NORTH	DAYTONA BEACH	X	X	
131	HCA FL WEST TAMPA HOSPITAL PART OF HCA FL SOUTH TAMPA HOSPITAL	TAMPA	X	X	
132	HCA FLORIDA BRANDON HOSPITAL	BRANDON		X	
133	HCA FLORIDA SOUTH TAMPA HOSPITAL	TAMPA	X	X	
134	HCA FLORIDA UNIVERSITY HOSPITAL	DAVIE	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
135	HCA FLORIDA WOODMONT HOSPITAL	TAMARAC	X	X	
136	HEALTHMARK REGIONAL MEDICAL CENTER	DEFUNIAK SPRINGS			X
137	HEALTHPARK MEDICAL CENTER	FORT MYERS	X	X	
138	HENDRY REGIONAL MEDICAL CENTER	CLEWISTON	X	X	
139	HIGHLANDS REGIONAL MEDICAL CENTER	SEBRING	X	X	
140	HOLMES REGIONAL MEDICAL CENTER	MELBOURNE	X	X	
141	HOLY CROSS HOSPITAL	FORT LAUDERDALE	X	X	
142	HOMESTEAD HOSPITAL	HOMESTEAD	X	X	
143	JACKSON HOSPITAL	MARIANNA			X
144	JACKSON MEMORIAL HOSPITAL	MIAMI	X	X	
145	JACKSON NORTH MEDICAL CENTER	NORTH MIAMI BEACH	X	X	
146	JACKSON SOUTH MEDICAL CENTER	MIAMI	X	X	
147	JACKSON WEST MEDICAL CENTER	DORAL	X	X	
148	JAY HOSPITAL	JAY			X
149	JFK MEDICAL CENTER	ATLANTIS	X	X	
150	JFK MEDICAL CENTER NORTH CAMPUS	WEST PALM BEACH	X	X	
151	JOHNS HOPKINS ALL CHILDREN'S HOSPITAL	SAINT PETERSBURG	X	X	
152	JUPITER MEDICAL CENTER	JUPITER	X	X	
153	KENDALL REGIONAL MEDICAL CENTER	MIAMI	X	X	
154	KERALTY HOSPITAL	MIAMI	X	X	
155	KINDRED HOSPITAL MELBOURNE	MELBOURNE	X	X	
156	KINDRED HOSPITAL OCALA	OCALA	X	X	
157	KINDRED HOSPITAL THE PALM BEACHES	RIVIERA BEACH	X	X	
158	KINDRED HOSPITAL - BAY AREA - ST PETERSBURG	SAINT PETERSBURG	X	X	
159	KINDRED HOSPITAL - BAY AREA - TAMPA	TAMPA	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
160	KINDRED HOSPITAL - CENTRAL TAMPA	TAMPA	X	X	
161	KINDRED HOSPITAL - NORTH FLORIDA	GREEN COVE SPRINGS	X	X	
162	KINDRED HOSPITAL - SOUTH FLORIDA - CORAL GABLES	CORAL GABLES	X	X	
163	KINDRED HOSPITAL - SOUTH FLORIDA - FT LAUDERDALE	FORT LAUDERDALE	X	X	
164	KINDRED HOSPITAL - SOUTH FLORIDA - HOLLYWOOD	HOLLYWOOD	X	X	
165	LA AMISTAD RESIDENTIAL TREATMENT CENTER	MAITLAND	X	X	
166	LAKE BUTLER HOSPITAL	LAKE BUTLER		X	
167	LAKE CITY MEDICAL CENTER	LAKE CITY	X	X	
168	LAKE CITY MEDICAL CENTER SUWANNEE CAMPUS	LIVE OAK		X	
169	LAKELAND REGIONAL MEDICAL CENTER	LAKELAND	X	X	
170	LAKESIDE MEDICAL CENTER	BELLE GLADE	X	X	
171	LAKEWOOD RANCH MEDICAL CENTER	BRADENTON	X	X	
172	LANDMARK HOSPITAL OF SOUTHWEST FLORIDA	NAPLES	X	X	
173	LARGO MEDICAL CENTER	LARGO	X	X	
174	LARGO MEDICAL CENTER - INDIAN ROCKS	LARGO	X	X	
175	LARKIN COMMUNITY HOSPITAL	SOUTH MIAMI	X	X	
176	LARKIN COMMUNITY HOSPITAL BEHAVIORAL HEALTH SERVICES	HOLLYWOOD	X	X	
177	LARKIN COMMUNITY HOSPITAL PALM SPRINGS CAMPUS	HIALEAH	X	X	
178	LAWNWOOD REGIONAL MEDICAL CENTER AND HEART INSTITUTE	FORT PIERCE	X	X	
179	LEE MEMORIAL HOSPITAL	FORT MYERS	X	X	
180	LEHIGH REGIONAL MEDICAL CENTER	LEHIGH ACRES	X	X	
181	LIFESTREAM BEHAVIORAL CENTER INC	LEESBURG		X	
182	LOWER KEYS MEDICAL CENTER	KEY WEST	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
183	MADISON COUNTY MEMORIAL HOSPITAL	MADISON			X
184	MANATEE MEMORIAL HOSPITAL	BRADENTON	X	X	
185	MARINERS HOSPITAL	TAVERNIER	X	X	
186	MAYO CLINIC	JACKSONVILLE	X	X	
187	MEASE COUNTRYSIDE HOSPITAL	SAFETY HARBOR		X	
188	MEASE DUNEDIN HOSPITAL	DUNEDIN		X	
189	MEDICAL CENTER OF TRINITY	TRINITY		X	
190	MEDICAL CENTER OF TRINITY WEST PASCO CAMPUS	NEW PORT RICHEY		X	
191	MELBOURNE REGIONAL MEDICAL CENTER	MELBOURNE	X	X	
192	MEMORIAL HOSPITAL JACKSONVILLE	JACKSONVILLE	X	X	
193	MEMORIAL HOSPITAL MIRAMAR	MIRAMAR		X	
194	MEMORIAL HOSPITAL PEMBROKE	PEMBROKE PINES	X	X	
195	MEMORIAL HOSPITAL WEST	PEMBROKE PINES	X	X	
196	MEMORIAL REGIONAL HOSPITAL	HOLLYWOOD	X	X	
197	MEMORIAL REGIONAL HOSPITAL SOUTH	HOLLYWOOD	X	X	
198	MERCY HOSPITAL	MIAMI	X	X	
199	MORTON PLANT HOSPITAL	CLEARWATER		X	
200	MORTON PLANT NORTH BAY HOSPITAL	NEW PORT RICHEY		X	
201	MORTON PLANT NORTH BAY HOSPITAL RECOVERY CENTER	LUTZ	X	X	
202	MOUNT SINAI MEDICAL CENTER	MIAMI BEACH	X	X	
203	NAPLES COMMUNITY HOSPITAL	NAPLES	X	X	
204	NCH HEALTHCARE SYSTEM NORTH NAPLES HOSPITAL CAMPUS	NAPLES	X	X	
205	NEMOURS CHILDREN'S HOSPITAL FLORIDA	ORLANDO	X	X	
206	NICKLAUS CHILDREN'S HOSPITAL	MIAMI	X	X	
207	NORTH FLORIDA REGIONAL MEDICAL CENTER	GAINESVILLE	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
208	NORTH FLORIDA REGIONAL MEDICAL CENTER STARKE CAMPUS	STARKE		X	
209	NORTH OKALOOSA MEDICAL CENTER	CRESTVIEW		X	
210	NORTH TAMPA BEHAVIORAL HEALTH	WESLEY CHAPEL		X	
211	NORTHEAST FLORIDA STATE HOSPITAL	MACCLENNY			X
212	NORTHSIDE HOSPITAL	SAINT PETERSBURG	X	X	
213	NORTHWEST FLORIDA COMMUNITY HOSPITAL	CHIPLEY			X
214	NORTHWEST MEDICAL CENTER	MARGATE	X	X	
215	OAK HILL HOSPITAL	BROOKSVILLE	X	X	
216	OCALA REGIONAL MEDICAL CENTER	OCALA	X	X	
217	ORANGE PARK MEDICAL CENTER	ORANGE PARK	X	X	
218	ORLANDO HEALTH - HEALTH CENTRAL HOSPITAL	OCOE	X	X	
219	ORLANDO HEALTH DR P PHILLIPS HOSPITAL	ORLANDO	X	X	
220	ORLANDO HEALTH HORIZON WEST HOSPITAL	WINTER GARDEN		X	
221	ORLANDO HEALTH ORLANDO REGIONAL MEDICAL CENTER	ORLANDO	X	X	
222	ORLANDO HEALTH SOUTH LAKE HOSPITAL	CLERMONT		X	
223	ORLANDO HEALTH SOUTH SEMINOLE HOSPITAL	LONGWOOD	X	X	
224	ORLANDO HEALTH ST CLOUD HOSPITAL	SAINT CLOUD	X	X	
225	OSCEOLA REGIONAL MEDICAL CENTER	KISSIMMEE	X	X	
226	OVIEDO MEDICAL CENTER	OVIEDO	X	X	
227	PALM BAY HOSPITAL	PALM BAY	X	X	
228	PALM BEACH GARDENS MEDICAL CENTER	PALM BEACH GARDENS	X	X	
229	PALM POINT BEHAVIORAL HEALTH	TITUSVILLE	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
230	PALMS OF PASADENA HOSPITAL	SAINT PETERSBURG	X	X	
231	PALMS WEST HOSPITAL	LOXAHATCHEE	X	X	
232	PAM SPECIALTY HOSPITAL OF SARASOTA	SARASOTA	X	X	
233	PARK ROYAL HOSPITAL	FORT MYERS	X	X	
234	PARRISH MEDICAL CENTER	TITUSVILLE	X	X	
235	PHYSICIANS REGIONAL MEDICAL CENTER - COLLIER	NAPLES	X	X	
236	PHYSICIANS REGIONAL MEDICAL CENTER - PINE RIDGE	NAPLES	X	X	
237	POINCIANA MEDICAL CENTER	KISSIMMEE		X	
238	PORT ST LUCIE HOSPITAL	PORT SAINT LUCIE	X	X	
239	PUTNAM COMMUNITY MEDICAL CENTER	PALATKA	X	X	
240	RAULERSON HOSPITAL	OKEECHOBEE			X
241	RECEPTION AND MEDICAL CENTER HOSPITAL	LAKE BUTLER		X	
242	REGIONAL MEDICAL CENTER BAYONET POINT	HUDSON		X	
243	THE REHABILITATION INSTITUTE OF NORTHWEST FLORIDA	DESTIN		X	
244	RIVER POINT BEHAVIORAL HEALTH	JACKSONVILLE	X	X	
245	ROCKLEDGE REGIONAL MEDICAL CENTER	ROCKLEDGE	X	X	
246	SANTA ROSA MEDICAL CENTER	MILTON		X	
247	SARASOTA MEMORIAL HOSPITAL	SARASOTA	X	X	
248	SARASOTA MEMORIAL HOSPITAL - VENICE	NORTH VENICE	X	X	
249	SEA PINES REHABILITATION HOSPITAL AFFILIATE OF ENCOMPASS HEALTH	MELBOURNE	X	X	
250	SEBASTIAN RIVER MEDICAL CENTER	SEBASTIAN	X	X	
251	SELECT SPECIALTY HOSPITAL - DAYTONA BEACH	DAYTONA BEACH	X	X	
252	SELECT SPECIALTY HOSPITAL - ORLANDO - NORTH CAMPUS	ORLANDO	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
253	SELECT SPECIALTY HOSPITAL - ORLANDO - SOUTH CAMPUS	ORLANDO	X	X	
254	SELECT SPECIALTY HOSPITAL - PANAMA CITY	PANAMA CITY	X	X	
255	SELECT SPECIALTY HOSPITAL - TALLAHASSEE	TALLAHASSEE	X	X	
256	SELECT SPECIALTY HOSPITAL GAINESVILLE	GAINESVILLE	X	X	
257	SELECT SPECIALTY HOSPITAL PENSACOLA	PENSACOLA	X	X	
258	SELECT SPECIALTY HOSPITAL - PALM BEACH	LAKE WORTH	X	X	
259	SELECT SPECIALTY HOSPITAL - FORT MYERS	FORT MYERS	X	X	
260	SELECT SPECIALTY HOSPITAL - MIAMI	MIAMI	X	X	
261	SELECT SPECIALTY HOSPITAL - MIAMI LAKES	MIAMI LAKES	X	X	
262	SELECT SPECIALTY HOSPITAL - THE VILLAGES INC	OXFORD	X	X	
263	SOUTH BAY HOSPITAL	SUN CITY CENTER		X	
264	SOUTH FLORIDA BAPTIST HOSPITAL	PLANT CITY	X	X	
265	SOUTH FLORIDA EVALUATION AND TREATMENT CENTER	FLORIDA CITY	X	X	
266	SOUTH FLORIDA STATE HOSPITAL	PEMBROKE PINES	X	X	
267	SOUTH MIAMI HOSPITAL	MIAMI	X	X	
268	SOUTHERN WINDS	HIALEAH	X	X	
269	SPRINGBROOK HOSPITAL	BROOKSVILLE	X	X	
270	ST ANTHONY'S REHABILITATION HOSPITAL	LAUDERDALE LAKES	X	X	
271	ST ANTHONYS HOSPITAL	SAINT PETERSBURG	X	X	
272	ST CATHERINE'S REHABILITATION HOSPITAL	NORTH MIAMI	X	X	
273	ST CATHERINE'S WEST REHABILITATION HOSPITAL	HIALEAH GARDENS	X	X	
274	ST JOSEPHS HOSPITAL	TAMPA	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
275	ST JOSEPHS HOSPITAL BEHAVIORAL HEALTH CENTER	TAMPA	X	X	
276	ST JOSEPHS HOSPITAL NORTH	LUTZ	X	X	
277	ST JOSEPHS HOSPITAL SOUTH	RIVERVIEW		X	
278	ST LUCIE MEDICAL CENTER	PORT SAINT LUCIE	X	X	
279	ST MARY'S MEDICAL CENTER	WEST PALM BEACH	X	X	
280	ST PETERSBURG GENERAL HOSPITAL	SAINT PETERSBURG	X	X	
281	STEWARD CORAL GABLES HOSPITAL	CORAL GABLES	X	X	
282	STEWARD FLORIDA MEDICAL CENTER - A CAMPUS OF NORTH SHORE	LAUDERDALE LAKES	X	X	
283	STEWARD HIALEAH HOSPITAL	HIALEAH	X	X	
284	STEWARD NORTH SHORE MEDICAL CENTER	MIAMI	X	X	
285	STEWARD PALMETTO GENERAL HOSPITAL	HIALEAH	X	X	
286	SUNCOAST BEHAVIORAL HEALTH CENTER	BRADENTON	X	X	
287	TALLAHASSEE MEMORIAL HOSPITAL	TALLAHASSEE	X	X	
288	TAMPA GENERAL HOSPITAL	TAMPA	X	X	
289	THE VINES HOSPITAL	OCALA	X	X	
290	TWIN CITIES HOSPITAL	NICEVILLE		X	
291	UCF LAKE NONA MEDICAL CENTER	ORLANDO	X	X	
292	UF HEALTH JACKSONVILLE	JACKSONVILLE	X	X	
293	UF HEALTH LEESBURG HOSPITAL	LEESBURG		X	
294	UF HEALTH LEESBURG SENIOR BEHAVIORAL HEALTH CENTER	LEESBURG		X	
295	UF HEALTH NORTH	JACKSONVILLE		X	
296	UF HEALTH REHAB HOSPITAL	GAINESVILLE	X	X	
297	UF HEALTH SHANDS HOSPITAL	GAINESVILLE	X	X	
298	UF HEALTH SHANDS PSYCHIATRIC HOSPITAL	GAINESVILLE	X	X	
299	UF HEALTH THE VILLAGES HOSPITAL	THE VILLAGES	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
300	UNIVERSITY BEHAVIORAL CENTER	ORLANDO	X	X	
301	UNIVERSITY OF MIAMI HOSPITAL AND CLINICS - BASCOM PALMER EYE INST	MIAMI	X	X	
302	UNIVERSITY OF MIAMI HOSPITAL AND CLINICS - SYLVESTER COMPREHENSIVE	MIAMI	X	X	
303	UNIVERSITY OF MIAMI HOSPITAL AND CLINICS - UHEALTH TOWER	MIAMI	X	X	
304	VENICE REGIONAL BAYFRONT HEALTH	VENICE	X	X	
305	VIERA HOSPITAL	MELBOURNE	X	X	
306	WEKIVA SPRINGS	JACKSONVILLE	X	X	
307	WELLINGTON REGIONAL MEDICAL CENTER	WELLINGTON	X	X	
308	WEST BOCA MEDICAL CENTER	BOCA RATON	X	X	
309	WEST FLORIDA HOSPITAL	PENSACOLA	X	X	
310	WEST GABLES REHABILITATION HOSPITAL	MIAMI	X	X	
311	WEST KENDALL BAPTIST HOSPITAL	MIAMI	X	X	
312	WEST MARION COMMUNITY HOSPITAL	OCALA	X	X	
313	WESTSIDE REGIONAL MEDICAL CENTER	PLANTATION	X	X	
314	THE WILLOUGH AT NAPLES	NAPLES	X	X	
315	WINDMOOR HEALTHCARE OF CLEARWATER	CLEARWATER	X	X	
316	WINTER HAVEN HOSPITAL	WINTER HAVEN	X	X	
317	WINTER HAVEN WOMEN'S HOSPITAL	WINTER HAVEN	X	X	
318	WOLFSON CHILDREN'S HOSPITAL	JACKSONVILLE	X	X	
319	LAKE CITY VA MEDICAL CENTER	LAKE CITY	X	X	
320	MALCOM RANDALL DEPARTMENT OF VETERANS AFFAIRS MEDICAL CENTER	GAINESVILLE	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
321	C.W. BILL YOUNG DEPARTMENT OF VETERANS AFFAIRS MEDICAL CENTER	BAY PINES	X	X	
322	JAMES A. HALEY VETERANS' HOSPITAL	TAMPA	X	X	
323	WEST PALM BEACH VA MEDICAL CENTER	WEST PALM BEACH	X	X	
324	BRUCE W. CARTER DEPARTMENT OF VETERANS AFFAIRS MEDICAL CENTER	MIAMI	X	X	
325	WINNIE PALMER HOSPITAL FOR WOMEN AND BABIES	ORLANDO	X	X	
326	WEST FLORIDA REHABILITATION INSTITUTE	PENSACOLA	X	X	
327	ST JOSEPH'S WOMEN'S HOSPITAL	TAMPA	X	X	
328	CENTURY HOSPITAL MEDICAL CENTER	CENTURY			X
329	SHRINERS HOSPITALS FOR CHILDREN - TAMPA	TAMPA	X	X	
330	PLANTATION GENERAL HOSPITAL	PLANTATION	X	X	
331	RIVERSIDE BEHAVIORAL CENTER	PUNTA GORDA	X	X	
332	SANDY PINES PSYCHIATRIC HOSPITAL	TEQUESTA	X	X	
333	LAKEVIEW CENTER - PSYCHIATRIC HOSPITAL	PENSACOLA	X	X	
334	LAWNWOOD PAVILION - PSYCHIATRIC HOSPITAL	FORT PIERCE	X	X	
335	ADVENTHEALTH APOPKA	APOPKA	X	X	
336	SHANDS LAKE SHORE REGIONAL MEDICAL CENTER	LAKE CITY	X	X	
337	REGIONAL GENERAL HOSPITAL WILLISTON	WILLISTON		X	
338	UF HEALTH SHANDS REHAB HOSPITAL	GAINESVILLE	X	X	
339	THE CENTERS INC	OCALA	X	X	
340	PINECREST REHAB HOSPITAL	DELRAY BEACH	X	X	
341	OLANDO VA MEDICAL CENTER	ORLANDO	X	X	

Map Reference	Hospital	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
342	CONSULATE HEALTH CARE OF PENSACOLA	PENSACOLA	X	X	
343	THE RENFREW CENTER OF FLORIDA	COCONUT CREEK	X	X	
344	EDWARD WHITE HOSPITAL	SAINT PETERSBURG	X	X	
345	THE JEROME GOLDEN CENTER FOR BEHAVIORAL HEALTH	WEST PALM BEACH	X	X	
346	ADVENTHEALTH WAUCHULA	WAUCHULA		X	
347	BAYSIDE CENTER FOR BEHAVIORAL HEALTH	SARASOTA	X	X	
348	INDIAN RIVER MEDICAL CENTER - BEHAVIORAL HEALTH CENTER	VERO BEACH	X	X	
349	NORTHSIDE MENTAL HEALTH	TAMPA	X	X	
350	THE FRIARY OF LAKEVIEW CENTER	GULF BREEZE		X	
351	FAIR OAKS PAVILION - PSYCHIATRIC HOSPITAL	DELRAY BEACH	X	X	
352	PLUM VILLAGE HEALTH	SUNRISE		X	
353	MIAMI VA HEALTHCARE SYSTEM	MIAMI	X	X	
354	NEW HORIZONS OF TREASURE COAST - MENTAL HEALTH CENTER	FORT PIERCE	X	X	
355	JAMES A. HALEY VETERANS' HOSPITAL PRIMARY CARE ANNEX	TAMPA	X	X	
356	ARNOLD PALMER HOSPITAL FOR CHILDREN	LAKE MARY	X	X	
357	MADISON COUNTY MEMORIAL HOSPITAL	MADISON			X

APPENDIX I: TRIP GENERATORS – COMMERCIAL SERVICE AIRPORTS

The table lists Florida's commercial service airports. Those greater than 10 miles from an ICB stop are shown in green (none are greater than 25 miles from a stop). The entries shaded in blue indicate airports with intercity bus stops located within their facilities.

Map Ref	Airport	City	Within 10 Miles of Stop	Within 25 Miles of Stop	Outside 25 Mile Radius
1	DAYTONA BEACH INTL	DAYTONA BEACH	X	X	
2	FORT LAUDERDALE/HOLLYWOOD INTL	FORT LAUDERDALE	X	X	
3	SOUTHWEST FLORIDA INTL	FORT MYERS	X	X	
4	GAINESVILLE RGNL	GAINESVILLE	X	X	
5	JACKSONVILLE INTL	JACKSONVILLE		X	
6	KEY WEST INTL	KEY WEST	X	X	
7	MELBOURNE ORLANDO INTL	MELBOURNE	X	X	
8	MIAMI INTL	MIAMI	X	X	
9	ORLANDO INTL	ORLANDO	X	X	
10	ORLANDO SANFORD INTL	ORLANDO	X	X	
11	NORTHWEST FLORIDA BEACHES INTL	PANAMA CITY		X	
12	PENSACOLA INTL	PENSACOLA	X	X	
13	PUNTA GORDA	PUNTA GORDA	X	X	
14	ST PETE-CLEARWATER INTL	ST PETERSBURG-CLEARWATER	X	X	
15	SARASOTA/BRADENTON INTL	SARASOTA/BRADENTON	X	X	
16	TALLAHASSEE INTL	TALLAHASSEE	X	X	
17	TAMPA INTL	TAMPA	X	X	
18	PALM BEACH INTL	WEST PALM BEACH	X	X	

ACRONYMS AND ABBREVIATIONS

BRRRA	Bus Regulatory Reform Act of 1982
BTS	Bureau of Transportation Statistics
CTC	Community Transportation Coordinator
CAP	Commuter Assistance Program
FDOT	Florida Department of Transportation
FMCSA	Federal Motor Carrier Safety Administration
GIS	Geographic Information Systems
ICB	Intercity Bus
ISTEA	Intermodal Surface Transportation Efficiency Act
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Program
POP	Program of Projects
PTGA	Public Transportation Grant Agreement
SMP	State Management Plan
STB	Surface Transportation Board
STIP	Statewide Transportation Improvement Program
TCRP	Transportation Cooperative Research Program
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
USDOT	United States Department of Transportation