



The Florida Senate

Interim Project Report 2007-139

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Committee on Transportation

FLORIDA TRANSIT SYSTEMS OVERVIEW AND FUNDING

SUMMARY

This report identifies and describes the fixed-route transit systems in Florida and provides data relating to each system's ridership and farebox recovery. In addition, this report summarizes the funding sources for Florida's fixed-route transit systems and makes recommendations to maintain current statewide funding levels and to facilitate additional funding for these systems.

BACKGROUND

Florida's natural environment and economic growth continue to make it an attractive place to live, work and visit. Florida's population of 17.8 million in 2005 represented a 10.8 percent increase over Florida's population in 2000. This rapid growth and development has placed tremendous pressures on Florida's transportation system. For example, Broward County anticipates the opportunity for major expansion of its road system does not exist beyond 2016 due to physical and financial constraints and Miami-Dade, Broward and Palm Beach Counties plan to fund more non-road projects than road projects over the next 20 years.

In view of the above trends in Florida's growth and development, a review of Florida's transit systems is appropriate. Transit systems include buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, and people movers. Para-transit services for seniors and for persons with disabilities, as well as vanpool and taxi services operated under contract to a public agency are also considered transit systems. Transit services in Florida consist of two major programs, the fixed-route and demand responsive services. This report focuses on Florida's fixed-route transit systems.

A. Transit—National Overview

The history of mass transit is connected to industrialization, urbanization and the separation of residences from the workplace. In the United States, patronage of mass transit grew steadily from 1900 (six billion passengers per year) to 1927 (over 17 billion passengers per year), but plummeted during the Great Depression. Patronage grew again during World War II, peaking in 1946 at 23 billion riders, but then dropped steadily every year until 1970. Inexpensive gasoline, suburban and highway development, the deterioration of mass transportation systems and the greater freedom automobiles offered all helped turn the United States into a car culture.

Mass transit was predominantly provided by the private sector up until the 1950s and 1960s. However, this changed when President Eisenhower called for a network of coast-to-coast highways in 1954. With the United States making major investments in roadways and the mass production of affordable automobiles, private providers of transit could not maintain competitive transit systems and many went bankrupt. Private transit operators were also held back by government-imposed limits to the fares they could charge which made it more difficult to survive in the business. So, the federal government placed itself in the position to provide subsidies for public transit systems.

In 1958, a law passed removing any control state governments previously exercised over the railroads abandonment of various local passenger services. This law immediately resulted in the closing down of several important commuter rail services and resulted in the railroads threatening to close down even more passenger services.

This development served as the catalyst leading to a bill introduced in the Senate to provide federal assistance for public transit just two years later. This bill was enacted into law in 1961 and provided \$50 million for loans and another \$25 million in grants for

demonstration pilot projects in public transit. The following year, President Kennedy called for the establishment of a program of federal capital assistance for public transit.

In 1964, the Urban Mass Transportation Act was enacted into law. This new measure provided \$375 million in capital assistance over three years. This was the beginning of the program of financial assistance for mass transportation managed and run today by the Federal Transit Administration (FTA) within the United States Department of Transportation (USDOT).

While federal assistance for transit has continued to increase (nearly \$8 billion in 2005), the assistance has grown more specialized. Federal investments have been focused on economic development, job access, increasing transportation person trip capacity, environmental, or quality of life improvements. Federal support for transit includes revenue from motor fuel taxes and general fund appropriations. The amount of federal motor fuel taxes dedicated for transit has totaled 2.86 cents per gallon since 1997.

From 2000 to 2004, the federal share of total capital funding for public transportation ranged from 51 percent in 2001 to 39 percent in 2004. During those same years, the federal share of total funding was consistently in the range of 15 to 19 percent. Other sources of funding included passenger fares, and local and state funding.

Table 1--Public Transit Funding by Year in Millions of Dollars

	2000	2001	2002	2003	2004
Total (All Sources)	\$33,830	\$36,707	\$39,480	\$41,262	\$42,964
Operating (All Sources)	\$24,243	\$25,288	\$26,632	\$28,021	\$29,718
Capital (All Sources)	\$9,587	\$11,419	\$12,848	\$13,241	\$13,246
Percent Capital	28%	31%	33%	32%	31%
Federal Share Total	16%	19%	17%	17%	17%
Federal Share Capital	47%	51%	41%	40%	39%

Nationally, public transportation ridership has increased 23 percent over the past 9 years. In 2004, a total of 9.6 billion passenger trips were provided by the nation's 556 public transportation operators in urban areas. A detailed breakdown of current transit usage by mode is shown in Table 2.

Table 2—Public Transit Ridership by Mode (2004)

Mode	Trips (Millions)	Percentage of All Transit Trips
Bus	5,731	59.8%
Heavy Rail	2,748	28.7%
Commuter Rail	414	4.3%
Light Rail	350	3.7%
Demand Responsive	114	1.2%
Trolleybus	106	1.1%
Other	112	1.2%
Total	9,575	100%

B. Fixed-Route Transit—Florida Overview

Florida's transit experience has followed the national trend. Currently, there are 29 fixed-route transit systems operating in Florida. Four of these systems operate some form of fixed guideway mode (South Florida Regional Transportation Authority, Miami-Dade Transit Agency, Jacksonville Transportation Authority and the Hillsborough Area Regional Transit Authority). During 2004, Florida's transit agencies ranged in size from a 3-vehicle system in St. Lucie County to a 783-vehicle system operating in Miami-Dade County.

Table 3 shows the share of Florida's fixed-route transit funding from federal, state and local sources.

Table 3—Fixed-Route Transit Funding by Year in Millions of Dollars

	2000	2001	2002	2003	2004
Total (All Sources)	\$765	\$795	\$890	\$945	\$1,063
Federal Revenue	\$216	\$211	\$278	\$213	\$201
Federal Percentage	28.2%	26.6%	31.2%	22.5%	18.9%
State Revenue	\$97	\$83	\$110	\$126	\$133
State Percentage	12.7%	10.4%	12.4%	13.3%	12.5%
Local Revenue	\$452	\$500	\$502	\$606	\$729
Local Percentage	59.1%	63%	56.4%	64.2%	69.6%

In Florida, fixed-route transit ridership has increased 9 percent between 2003 and 2004 or three times faster than Florida's rate of population growth. In 2004, a total of 226 million passenger trips were provided by the fixed-route transit operators. A detailed breakdown of current transit usage in Florida by mode is shown in Table 4.

Table 4—Fixed-Route Transit Ridership by Mode (2004)

Mode	Trips (Thousands)	Percentage of All Transit Trips
Bus	198,804	87.7%
Heavy Rail	15,638	6.9%
Commuter Rail	2,821	1.2%
Light Rail	520	0.2%
Automated Guideway	8,459	3.8%
Vanpool	445	0.2%
Total	226,687	100.0%

METHODOLOGY

Staff reviewed historical accounts and data relating to the planning, operations and funding of fixed-route transit systems. In addition, staff conducted interviews with transit stakeholders including the Florida Department of Transportation (FDOT) and providers of transit services.

FINDINGS

A. Federal Transit

The FTA is one of the ten modal administrations within the USDOT. The federal government, through FTA, provides policy guidance and financial assistance to develop new transit systems and improve, maintain, and operate existing transit systems. The FTA oversees grants to state and local transit providers. These grantees are responsible for managing their programs in accordance with federal requirements and the FTA is responsible for ensuring the grantees follow federal mandates, statutes and administrative requirements.

The FTA provided federal assistance to Florida's transit systems in the amount of \$200,887,276 in FY 2004, \$212,139,845 in FY 2005 and \$229,122,865 in FY 2006. The following is a brief summary of the federal financial assistance programs which provide the majority of the federal transit investment in Florida:

Urbanized Area Formula Program is governed by 49 USC 5307 and provides funding to urbanized areas and governors for transit capital and operating assistance in urbanized areas (operating assistance in urbanized areas between 50,000 and 200,000 population) and for transportation related planning.

Formula Grant for Other than Urbanized Areas is governed by 49 USC 5311 and provides funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. This program is administered by FDOT.

Formula Grants for Special Needs for Elderly Individuals and Individuals with Disabilities Program is governed by 49 USC 5310 and provides funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. This program is administered by FDOT.

Bus and Bus Related Facilities Program is governed by 49 USC 5309 and provides capital assistance to eligible recipients on a discretionary basis.

B. State Transit

Florida's Transit Office is part of FDOT and is responsible for identifying, supporting, advancing, and managing cost effective, efficient and safe transportation systems and alternatives to maximize the passenger carrying capacity of surface transportation facilities. The Transit Office consists of three sections (Transit Planning, Grants Administration, and Transit Operations) each of which has specific areas of responsibility:

The Transit Office's *Transit Planning Section* is responsible for developing the state's transit plan. The Transit 2020 Plan identifies three key issue areas in Florida:

- **Transit Service**—The level of transit service for most Floridians is inadequate (with some notable exceptions) and will worsen given current growth trends. Existing levels of transit service make it unattractive as an alternative travel mode for most Floridians except for those who do not have other means of travel. Existing transit services can be fairly characterized as marginal due to limited service hours, infrequent service, and lack of service to many employment centers, commerce, education and recreation, particularly in the suburbs.
- **Transit Funding**—Sustain and expand investment in public transportation from all existing and potential public and private funding sources. Existing transit funding levels from all sources are inadequate. Existing funding streams may not be sufficient to maintain current service and are not sufficient to provide expanded capital, maintenance, and operating programs required to improve overall service quantity and quality.
- **Transit Planning/Policy**—Develop a multi-modal transportation planning process addressing the wide range of policy issues involved in making sound, long-range transportation investment decisions, including technological innovation and the environmental and economic benefits of transit.

The Transit Office's *Transit Operations Section* reviews and implements safety programs, provides technical assistance in the design and procurement of buses for not-for-profit and governmental entities, and

training program for mechanics, fleet supervisors and operational transit staff.

The Transit Office's *Grants Administration Section* is responsible for administering some federal and all state transit grants and ensures the grant monies are spent in accordance with federal and state laws.

Section 206.46(3), F.S., requires, in each fiscal year, a minimum of 15 percent of all state revenues deposited into the State Transportation Trust Fund (STTF) (primarily derived from gas taxes, motor vehicle/rental car sales taxes/surcharges, and motor vehicle title and registration fees) shall be committed annually by FDOT for public transportation projects (aviation, transit, rail, intermodal and seaports). A review of FDOT's work program for the past 5 fiscal years and the next 5 fiscal years, shows FDOT has (on average) committed or will commit 17.5 percent of all state revenues deposited into the STTF for public transportation. For FY 2006, \$394,675,000 have been committed for public transportation projects. Over the same 10 year period, an average of 5.1 percent of all state revenues deposited into STTF have been committed for transit projects. For FY 2006, \$124,023,000 have been committed for transit projects. When adjusted for inflation, the State of Florida's contribution to transit funding (from 1995 to 2004) has decreased.

A brief summary of Florida's transit funding programs administered by the Transit Office are:

Fixed-Guideway Transportation Funding is governed by s. 215.615, F.S., and authorizes the issuance of revenue bonds for the financing or refinancing of fixed capital expenditures for fixed-guideway transportation systems (transit on stationary rail or other guideway) on a 50-50 basis with funds from sources other than the revenues from FDOT. FDOT's share of debt services is payable from, and limited to, a maximum of two percent of all state revenues deposited in the STTF. These debt service payments are part of the 15 percent of transportation revenues committed to public transportation as set forth in s. 206.46(3), F.S. To date, the fixed-guideway revenue bond financing option has not been employed and FDOT has proposed changing the statute to give FDOT funding flexibility by providing matching funds of up to 50 percent.

Public Transit Block Grant Program is governed by s. 341.052, F.S., and finances public transit providers eligible to receive funding from FTA's 5307 and 5311 programs and to Community Transportation

Coordinators (based upon a 85/15 percent basis). The state participation is limited to 50 percent of the non-federal share of capital projects. Program funds may also be used to pay up to 50 percent of eligible operating costs or an amount equal to the total revenue, excluding farebox, charter, and advertising revenue, and federal funds received by the provider for operating costs (whichever is less).

Transit Corridor Program is governed by s. 341.051(5)(d), F.S., and provides funding to Community Transportation Coordinators or transit agencies to support new services within specific corridors when the services are designed and expected to help reduce or alleviate congestion or other mobility issues within the corridor.

Public Transit Service Development Program is governed by s. 341.051(5)(e), F.S., and provides initial funding for special projects involving new technologies; services, routes, or vehicle frequencies; the purchase of special transportation services; and other techniques for increasing service to the riding public. The program is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit services.

Commuter Assistance Program is governed by s. 341.051(5)(a), F.S., and finances projects which encourage public/private individuals for carpools, vanpools, bus pools, express bus service, subscription transit service, group taxi services, heavy and light rail, and other systems designed to increase vehicle occupancy. The Park and Ride Lot Program is part of this program.

New Starts Transit Program was created by the 2005 Legislature (SB 360) and provides financial assistance to local governments in developing and constructing fixed guideway and bus rapid transit projects to accommodate and manage urban growth and development. A second purpose of the program is to leverage state funds to generate local transportation revenues and secure FTA New Starts Program funding for Florida projects.

Intermodal Development Program is governed by s. 341.053, F.S., and provides funding for major capital investments in fixed-guideway transportation systems; access to seaports, airports and other transportation terminals; and construction of intermodal or multimodal terminals.

Transportation Regional Incentive Program is governed by s. 339.2819, F.S., and provides funding for regionally significant transportation facilities which are linked to growth management including transit projects. FDOT will pay for 50 percent of project costs, or up to 50 percent of the non-federal share of project costs for public transportation facility projects.

County Incentive Grant Program is governed by s. 339.2817, F.S., and provides funding to counties to improve a transportation facility (including transit) that is located on the State Highway System or that relieves traffic congestion on the State Highway System.

C. Local Transit

The fixed-route transit systems in Florida include:

Bay County Council on Aging, Inc., (Bay Town Trolley) operates the Bay Town Trolley and serves Bay County with fixed-route motorbus services. In addition, demand-response services are provided (Bay Coordinated Transportation).

Broward County Mass Transit Division (BCT) is part of the Broward County Community Services Department and provides fixed-route motorbus service throughout Broward County, directly and via contracts. Connections with Palm Tran (in Palm Beach County), Miami-Dade Transit, and Tri-Rail (commuter rail service) are also provided. In addition, a contracted para-transit service is offered.

Escambia County Area Transit (ECAT) is a department of the county government. A five-member elected Board of County Commissioners governs the department. In addition to providing fixed-route motorbus service, ECAT contracts to provide demand-response transportation services.

Regional Transit System (RTS) is a department of the City of Gainesville. An elected five-member Commission governs RTS. The Commission receives input from an advisory board comprised of citizens from the community. RTS serves the City of Gainesville and parts of Alachua County via fixed-route motorbus service. Also, RTS provides demand-response services throughout the urbanized area up to three-quarters of a mile beyond its fixed-route network.

Hillsborough Area Regional Transit (HARTline) is an independent authority governed by an eleven-member Board of Directors. The authority serves the transit needs for Hillsborough County, excluding Plant City. HARTline provides fixed-route motorbus service, light

rail (streetcar) service, and para-transit service, and contracts to provide vanpool service.

Indian River County Council on Aging, Inc., (Indian River Transit/Community Coach) operates in a quasi-government status under the five-member elected Board of County Commissioners as the Transit Element of Indian River County. It is governed by a volunteer Board of Directors. Community Coach serves the rural and urbanized portions of Indian River County. The system provides point deviation motorbus services, and demand-response van, wheelchair, and stretcher services.

Jacksonville Transportation Authority (JTA) is an independent authority governed by a seven-member, appointed Board of Directors. The JTA provides services within Duval County and northern Clay County (Orange Park). JTA's services include fixed-route motorbus, automated guideway (Skyway Express), and demand-response.

Key West Department of Transportation (KWDOT) is a department of the City of Key West. The Director of Transportation manages KWDOT and reports directly to the City Manager. In turn, the City Manager reports to the seven-member City Commission. The transit system provides fixed-route motorbus service to the City of Key West and to Stock Island. Demand-response services are available throughout Monroe County. Shuttle service from a park-and-ride facility to the downtown historic areas of Key West is provided for tourists.

Lakeland Area Mass Transit District (Citrus Connection) is an independent authority governed by a five-member Board of Directors. The Citrus Connection serves the urbanized areas of Lakeland via fixed-route motorbus services and demand-response services.

Lee County Transit (Lee Tran) is an independent division of the Lee County Government and is governed by the Lee County Board of County Commissioners. Lee Tran serves Lee County via fixed-route motorbus services and contracted demand-response services. In addition, Lee Tran contractually provides vanpool service.

Central Florida Regional Transit Authority (LYNX) is an independent authority governed by a Board of Directors. LYNX provides service to Orange County (including Orlando, Winter Park, Maitland, and others), Seminole County (including Altamonte

Springs, Casselberry, and Sanford), and Osceola County (including Kissimmee and St. Cloud). LYNX provides fixed-route motorbus service, para-transit service, transportation-disadvantaged coordination, a five-county regional ridesharing assistance program, and vanpool service.

Manatee County Area Transit (MCAT) is a division within the Community Services Department of Manatee County. The Board of County Commissioners governs the division. MCAT provides service to the urbanized parts of Manatee County via fixed-route motorbus services, demand-response services, and vanpool services.

Miami-Dade Transit (MDT) operates within Miami-Dade County and has three routes extending into Broward County. MDT is governed by Miami-Dade County. MDT provides county-wide services throughout Miami-Dade County and municipal services to those who live in the unincorporated areas of the county. MDT is responsible for the management, construction, and operation of Metrobus, Metrorail (heavy rail), Metromover (automated guideway), and para-transit operations.

The Okaloosa County Board of County Commissioners (The Wave) contracts to operate The Wave, a fixed-route bus system providing service in Fort Walton Beach and Crestview. In addition, demand-response services are provided (Okaloosa County Transit).

The Palm Beach County Transportation Agency (Palm Tran) is a not-for-profit corporation owned by Palm Beach County and is governed by the seven-member Board of County Commissioners. Palm Tran serves Palm Beach County and operates fixed-route motorbus services throughout Palm Beach County and operates fixed-route motorbus services and feeder bus services to the Tri-County Commuter Rail system. In addition, Palm Tran provides purchased demand-response services through the Palm Beach County Para-transit division.

Pasco County Public Transportation (PCPT) is a division of Pasco County. The division is governed by the five-member Pasco County Commission. PCPT provides fixed-route motorbus services in the urbanized area of west Pasco County and the municipalities in east Pasco County. Demand-response (advance reservation) service is available throughout Pasco County.

Pinellas Suncoast Transit Authority (PSTA) is an independent authority governed by a Board of Directors comprised of elected officials and private citizen appointees. PSTA serves Pinellas County with the exception of Kenneth City, Bellair Shores, Treasure Island, and St. Pete Beach. PSTA provides fixed-route motorbus service and demand-response service.

Polk County Transit Services Division (InterCity Transit) provides fixed-route bus service throughout Polk County and is governed by the Polk County Board of County Commissioners. Para-transit service is also provided. InterCity Transit has been contracted to provide the fixed-route motorbus system in the City of Winter Haven.

St. Lucie Council on Aging, Inc., (Connector) operates the Treasure Coast Connector, which provides fixed-route transit services in St. Lucie and Martin Counties. In addition, demand-response services are provided (Community Transit).

Sarasota County Area Transit (SCAT) is governed by the five-member Board of County Commissioners of Sarasota County. The SCAT serves the urbanized portion of Sarasota County (including the cities of Longboat Key, Sarasota, Venice, Englewood, and North Port) via fixed-route motorbus service and demand-response service.

The South Florida Regional Transportation Authority (SFRTA) is an independent authority governed by a nine-member appointed Board of Directors. The SFRTA operates and manages TRI-Rail, the commuter rail system for Broward, Dade, and Palm Beach Counties. Although the TRI-Rail remains SFRTA's primary focal point, SFRTA is empowered to construct, finance and manage a variety of public transportation options (which at this time includes motorbus services) as an integrated mode.

Space Coast Area Transit (Space Coast) is governed by the five-member Brevard County Commission. Space Coast provides transit service throughout Brevard County via fixed-route motorbus services, demand-response services and vanpool services.

StarMetro is a department of the City of Tallahassee government and is governed by a Board of Directors comprised of four elected commissioners and one elected mayor. StarMetro serves the City of Tallahassee by providing fixed-route motorbus service and demand-response service to its community. Evening,

weekend, and holiday demand-response services are provided via contract.

SunTran is governed by the Ocala/Marion County MPO and provides fixed-route motorbus service on five routes in Ocala and Silver Springs Shores. Contracted demand-response services are also provided.

County of Volusia (VOTRAN) is a part of Volusia County’s General Fund and is governed by a Board of Directors comprised of seven County Council members. VOTRAN provides public transportation services throughout Volusia County via fixed-route motorbus services, para-transit services and vanpool services.

Winter Haven Area Transit (WHAT) is governed by the WHAT Policy Board. Polk County Transit Services has been contracted by WHAT to provide the fixed-route motorbus system in the City of Winter Haven.

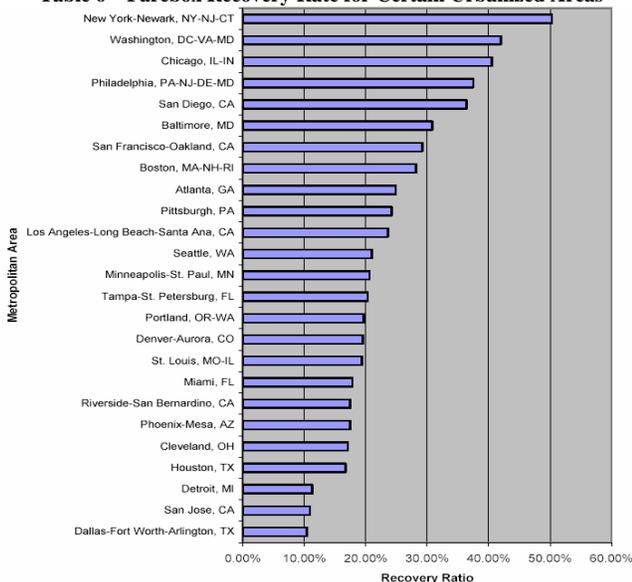
Table 5 (page 8) shows a snapshot of Florida’s fixed-route transit systems resources and performance for 2003 and 2004 (for which information is available).

disabled or Medicaid persons who otherwise use door to door services. Table 6 shows the farebox recovery ratios for the 25 largest urbanized areas in the United States. The source of the 2004 data is from the FTA.

Florida’s fixed-route transit system faces many challenges in the future. Some of those challenges are:

- The burden for financially supporting fixed-route transit is primarily on local governments; therefore, the local governments are searching for new options (such as local option taxes) to increase local revenue sources.
- Because new fixed-route transit systems are being created in Florida (most recently in Collier, Okaloosa, Martin, Pasco, Lake and Marion Counties), political support for transit is increasing, but state and federal funds are being diluted by the additional systems.
- Other public transportation systems such as aviation, rail, intermodal, seaports, para-transit and demand-response transit services compete for fixed-route transit revenues.

Table 6—Farebox Recovery Rate for Certain Urbanized Areas



Florida’s farebox recovery rate of 20.4 percent is close to national averages. In many instances, farebox recovery is not the goal of the local government operating and funding a transit system. For example, many of Florida’s fixed-route transit systems offer either free or reduced fare services for students, disabled, Medicaid and senior citizens. These free or reduced fares provide significant savings to many

RECOMMENDATIONS

Amend s. 215.615, F.S., to allow for various matching scenarios with an upward limit on FDOT’s share being established at up to 50 percent of the eligible project costs. This would allow local authorities to contribute more local dollars when the FDOT’s available match is insufficient to finance 50 percent of the project.

Increase public transportation revenues at the same rate as new state transportation revenues.

Provide policies and guidance which give local governments and fixed-route transit providers options for financing fixed-route transit systems and which promote greater transit ridership. (For example, amending s. 339.2819, F.S., to provide the percentage of matching funds from the Transportation Regional Incentive Program to pay for 50 percent of transit project costs rather than 50 percent of the non-federal funding share for transit projects.)

Encourage private investment in public transportation based upon sound public policy.

**Table 5
Florida Transit System Summary – Fiscal Years 2003 & 2004**

System	Total Revenue Vehicles		Annual Passenger Trips		Operating Expense		Operating Revenue		Farebox Recovery Ratio		Average Fare	
	2003	2004	2003	2004	2003	2004	2003	2004	2003	2004	2003	2004
Bay Town Trolley	10	10	105,749	163,915	\$312,152	\$555,299	\$97,240	\$90,866	17.62%	15.28%	\$0.52	\$0.52
Broward County Transit	343	354	35,912,736	38,256,615	\$72,563,823	\$82,717,619	\$18,800,472	\$19,004,296	19.85%	20.75%	\$0.46	\$0.45
Escambia County Area Transit	39	39	1,627,028	1,596,038	\$5,520,791	\$5,893,833	\$1,046,852	\$1,070,428	14.68%	13.72%	\$0.50	\$0.51
Hillsborough Area Regional Transit	198	192	9,689,108	10,338,138	\$30,445,904	\$40,038,728	\$7,542,865	\$8,867,395	21.87%	19.67%	\$0.73	\$0.76
Indian River County Council on Aging, Inc.	14	16	205,571	235,216	\$718,036	\$756,167	\$3,175	\$3,674	0.44%	0.49%	\$0.02	\$0.02
Jacksonville Transportation Authority	179	194	9,207,879	9,625,436	\$40,134,120	\$48,267,247	\$7,145,569	\$8,185,829	14.42%	13.63%	\$0.70	\$0.68
Key West Department of Transportation	8		309,889		\$1,292,182		\$265,892		17.24%		\$0.72	
Lakeland Area Mass Transit District	25	29	1,510,481	1,520,182	\$3,656,813	\$4,231,673	\$747,326	\$838,674	13.76%	12.54%	\$0.33	\$0.35
Lee County Transit	53	57	2,335,842	2,512,886	\$9,380,579	\$10,457,231	\$1,956,209	\$2,181,703	15.04%	14.87%	\$0.60	\$0.62
Lynx Transit	236	230	21,894,985	22,667,846	\$62,569,048	\$62,540,258	\$14,526,334	\$16,117,486	21.12%	22.74%	\$0.60	\$0.63
Manatee County Area Transit	22	25	1,195,449	1,241,334	\$3,566,510	\$4,139,874	\$601,540	\$569,250	10.97%	10.12%	\$0.33	\$0.34
Miami-Dade Transit	1,122	984	85,082,037	98,543,541	\$299,631,275	\$309,537,911	\$84,039,536	\$72,113,929	21.22%	22.00%	\$0.75	\$0.69
Okaloosa County (The Wave)	14	15	96,795	92,171	\$414,666	\$442,420	\$22,175	\$41,682	3.10%	0.00%	\$0.13	\$0.00
Palm Beach County Transportation Agency	141	147	7,199,527	7,654,292	\$29,920,158	\$34,182,855	\$7,005,660	\$6,657,205	18.14%	16.17%	\$0.77	\$0.72
Pasco County Public Transportation	27	28	463,409	550,001	\$1,386,375	\$1,893,079	\$163,346	\$214,057	11.78%	11.31%	\$0.35	\$0.39
Pinellas Suncoast Transit Authority	182	176	9,487,531	9,701,063	\$32,655,094	\$65,486,360	\$9,244,632	\$9,344,323	24.46%	22.71%	\$0.84	\$0.83
Polk County Transit Services	11	19	50,332	44,328	\$521,337	\$354,427	\$21,862	\$68,660	4.19%	19.37%	\$0.43	\$0.43
Regional Transit System (Gainesville)	105	105	8,103,120	8,066,278	\$10,917,692	\$12,608,960	\$5,479,825	\$6,501,855	6.78%	50.16%	\$0.09	\$0.78
Sarasota County Area Transit	35	40	1,718,370	1,777,966	\$5,554,178	\$5,871,549	\$662,886	\$593,586	11.22%	9.59%	\$0.36	\$0.32
Space Coast Area Transit	23	31	618,924	781,633	\$3,485,612	\$3,620,503	\$254,541	\$310,736	6.54%	7.55%	\$0.37	\$0.35
St. Lucie county Council on Aging, Inc.	4	5	19,047	28,117	\$392,256	\$443,236	\$209,752	\$214,123	3.59%	3.12%	\$0.74	\$0.49
SunTran (Ocala/Marion MPO)	9	9	249,578	273,070	\$1,261,311	\$1,296,513	\$170,099	\$176,070	12.07%	12.14%	\$0.61	\$0.58
StarMetro (Tallahassee)	57	67	4,372,762	4,459,371	\$9,405,042	\$9,474,976	\$3,277,787	\$3,351,070	32.29%	32.32%	\$0.69	\$0.69
South Florida Regional Transportation Authority	30	36	2,725,142	2,861,217	\$23,765,286	\$25,422,782	\$6,686,614	\$6,789,229	26.53%	25.21%	\$2.31	\$2.24
Volusia County dba VOTRAN	55	56	2,836,863	2,908,054	\$8,456,055	\$8,872,418	\$2,113,666	\$2,438,715	22.66%	22.92%	\$0.69	\$0.70
Winter Haven Area Transit	8	8	281,848	332,569	\$842,026	\$1,116,439	\$82,518	\$93,164	9.80%	8.34%	\$0.29	\$0.28