

PUBLIC TRANSIT AGENCY PROFILES

October 2025



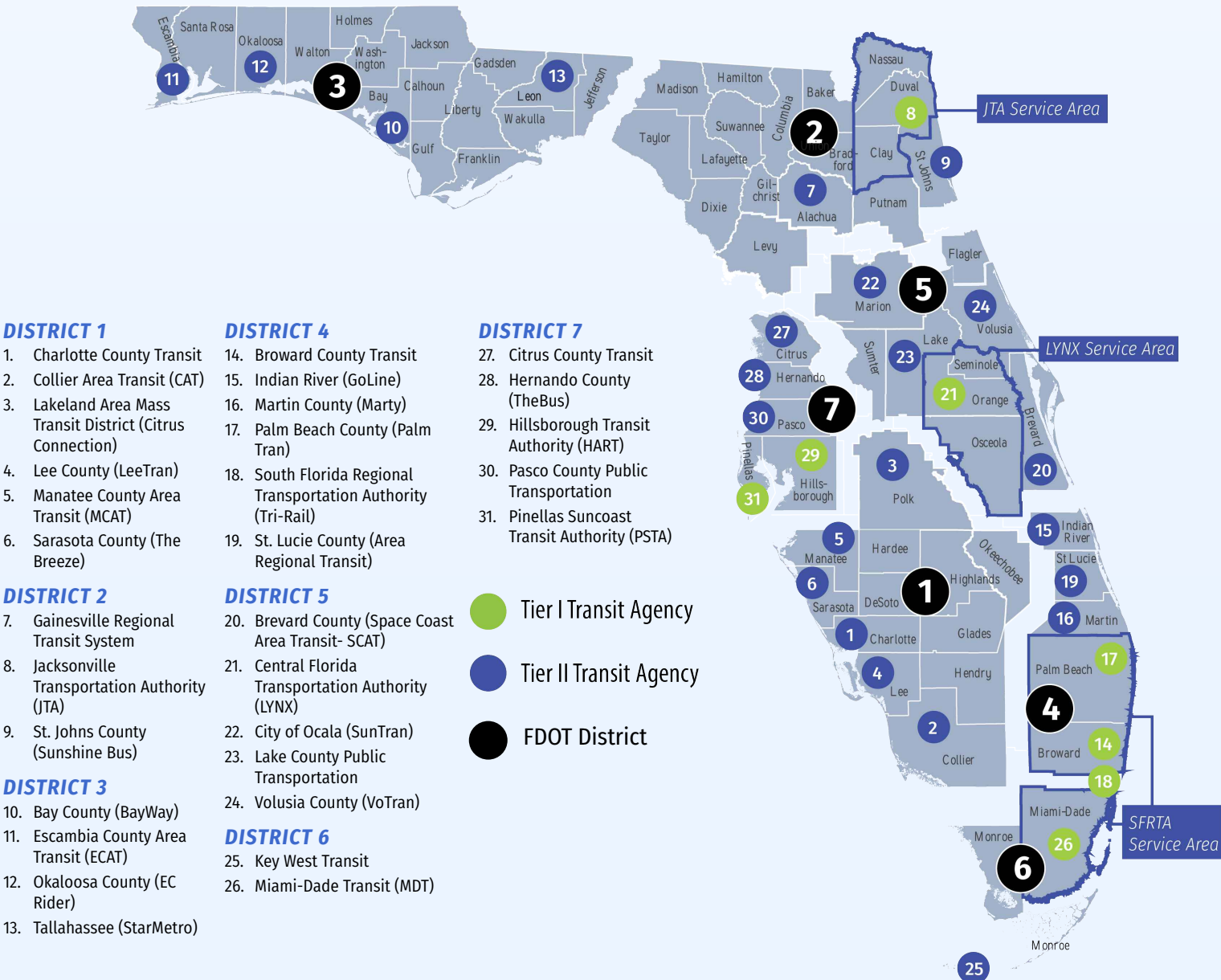


INTRODUCTION

Senate Bill (SB) 1662, enacted in 2025, modified the oversight responsibilities of the Florida Transportation Commission (FTC) to include “any transit entity that receives funding under the public transit block grant program pursuant to s. 341.052.” In 2024, 31 public transportation systems operating in Florida received public transit block grant funding.

This report provides data on each of these agencies based on reporting to the Florida Department of Transportation (FDOT) and the National Transit Database (NTD). It also identifies each agency’s governance structure and the transportation modes provided.

The Federal Transit Administration (FTA) classifies agencies as Tier I or Tier II for compliance requirements related to Transit Asset Management (TAM) Plans. Tier I agencies are agencies which operate rail, have more than 100 vehicles operating across all fixed-route modes or more than 100 vehicles in one non-fixed route mode. This designation is noted in each agency profile. Florida has eight Tier I transit agencies: Broward County Transit, HART, JTA, LYNX, Miami-Dade Transit, Palm Tran, PSTA, and Tri-Rail. (Note: Since SunRail is not a recipient of public transit block grant funding, it is not included in this report.)



PUBLIC TRANSIT AGENCY PROFILES

MODE DESCRIPTIONS



Bus (Fixed Route)

Service operating on fixed routes and schedules over roadways. These are rubber-tired vehicles and sometimes referred to as Fixed Route Bus.



Bus Rapid Transit

Fixed-route bus systems intended to emulate rail transit with defined passenger stations, traffic signal priority or preemption, short headway bidirectional services for a substantial part of weekdays and weekend days and separate branding of the service. Bus Rapid Transit (BRT) systems operate at least 50 percent of the service on dedicated bus lanes, however "BRT-lite or corridor-based BRT" systems do not meet this threshold.



Commuter Bus

Bus transportation primarily connecting outlying areas with a central city. Often utilize motor coaches and provide more regional, limited-stop service with peak hour focus. Sometimes referred to as Express Bus.



Commuter Rail

A passenger train service consisting of regional and local travel which operates between a central city and outlying areas. Commuter rail is generally characterized by multi-trip tickets, specific station-to-station fares, relatively long distance between stops, and only 1-2 stations in the central business district. Commuter rail commonly operates on the same tracks as intercity passenger and freight rail trains.



Demand Response

Passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator. Often operate in a zone.

Microtransit is a type of Demand Response transit that is app-enabled and on-demand. Demand Response transit is distinct from ADA Paratransit which provides federally required access within 3/4 miles of fixed route transit service.



Ferry Boat

A transit mode carrying passengers and/or vehicles over a body of water.



Heavy Rail

A transit mode that is an electric railway with the capacity for a heavy volume of traffic. Operates on separate rights-of-way (ROW) from other vehicles and pedestrians.



Monorail/Automated People Mover

An electric railway with the capacity for a heavy volume of traffic. APMs operate on elevated guideway, typical on shorter distances with frequent stops, in the urban core, and they may be rubber-tired vehicles.



Streetcar

Rail transit operating entire routes predominantly on streets in mixed-traffic. This service typically operates with single-car trains powered by overhead catenaries and with frequent stops.



VanPool

Vans, small buses and other vehicles (minimum seven seats) operating as a ride sharing arrangement, providing transportation to a group of individuals traveling directly between their homes and a regular destination within the same geographical area. Must meet requirements for public mass transportation and be open to the public and publicly sponsored.



PUBLIC TRANSIT AGENCY PROFILES

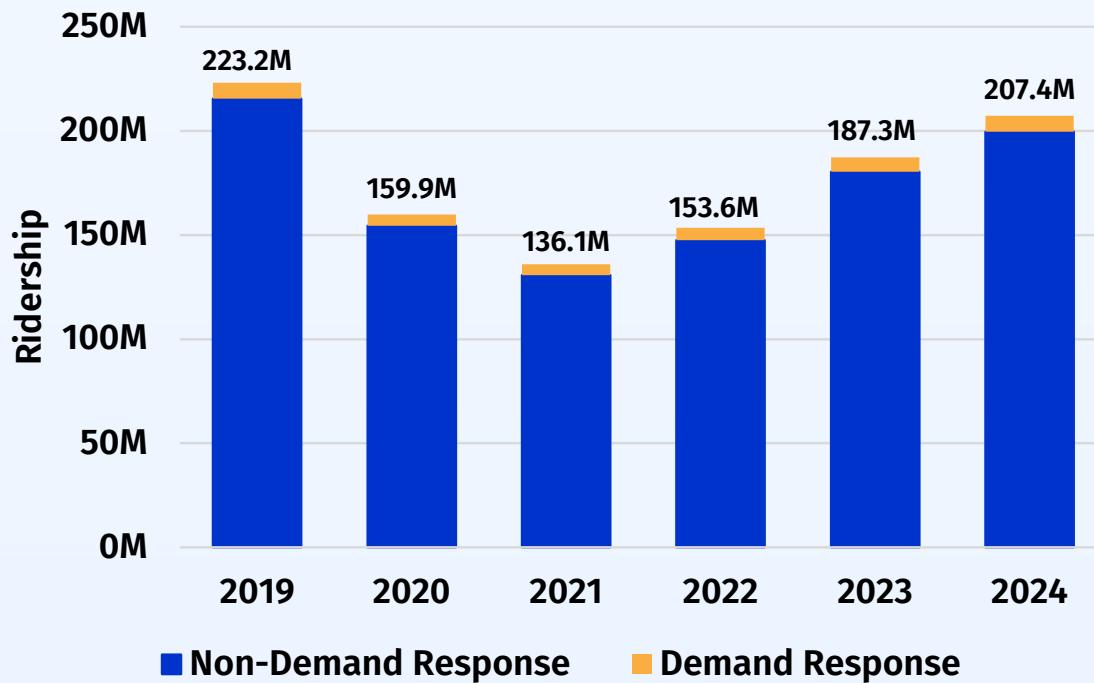
Agency	Modes									
	Demand Response	Bus (Fixed Route)	Commuter Bus	Heavy Rail	Commuter Rail	Monorail/Auto-mated	Vanpool	Bus Rapid Transit	Streetcar	Ferry Boat
Bay County (BayWay)	X	X								
Brevard County (Space Coast Area Transit - SCAT)	X	X					X			
Broward County Transit	X	X								
Central Florida Regional Transit Authority (LYNX)	X	X					X	X		
Charlotte County Transit	X									
Citrus County Transit	X	X								
City of Ocala (SunTran)		X								
Collier Area Transit (CAT)	X	X								
Escambia County Area Transit (ECAT)	X	X								
Gainesville Regional Transit System	X	X								
Hernando County (TheBus)	X	X								
Hillsborough Transit Authority (HART)	X	X							X	
Indian River (GoLine)	X	X								
Jacksonville Transportation Authority (JTA)	X	X	X			X		X		X
Key West Transit	X	X								
Lake County Public Transportation	X	X								
Lakeland Area Mass Transit District (Citrus Connection)	X	X								
Lee County (LeeTran)	X	X								
Manatee County Area Transit (MCAT)	X	X								
Martin County (Marty)	X	X								
Miami-Dade Transit (MDT)	X	X	X	X		X	X	X		
Okaloosa County (EC Rider)	X	X								
Palm Beach County (PalmTran)	X	X								
Pasco County Public Transportation	X	X								
Pinellas Suncoast Transit Authority (PSTA)	X	X						X		X
Sarasota County (The Breeze)	X	X								
South Florida Regional Transportation Authority (Tri-Rail)		X			X					
St. Johns County (Sunshine Bus)	X	X								
St. Lucie County (Area Regional Transit)	X	X								
Tallahassee (StarMetro)	X	X								
Volusia County (VoTran)	X	X								

STATEWIDE TRENDS

Statewide transit performance indicators show continued recovery and stabilization following pandemic-related disruptions. In 2024, Florida transit agencies reported steady gains in ridership, service levels, and operating revenues—reflecting both restored operations and growing demand across multiple modes. Agencies are already required to report many of the measures to the National Transit Database (NTD). Each indicator is defined with an explanation of how to interpret it, the indicators it supports, and a summary of recent trends along with key factors influencing those trends.

Annual Passenger Trips (Ridership)

Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Passenger trips or ridership is a good indicator for service effectiveness.



In 2024, Florida transit agencies provided 207 million trips across all modes, a 13.4% increase over 2023, bringing overall transit use to nearly pre-pandemic levels. While 2024 figures represent 93% of 2019 ridership, recovery has not been uniform across agencies. Demand response service is increasingly viewed as an alternative to lower-performing fixed routes, and ridership in this mode continues to grow.

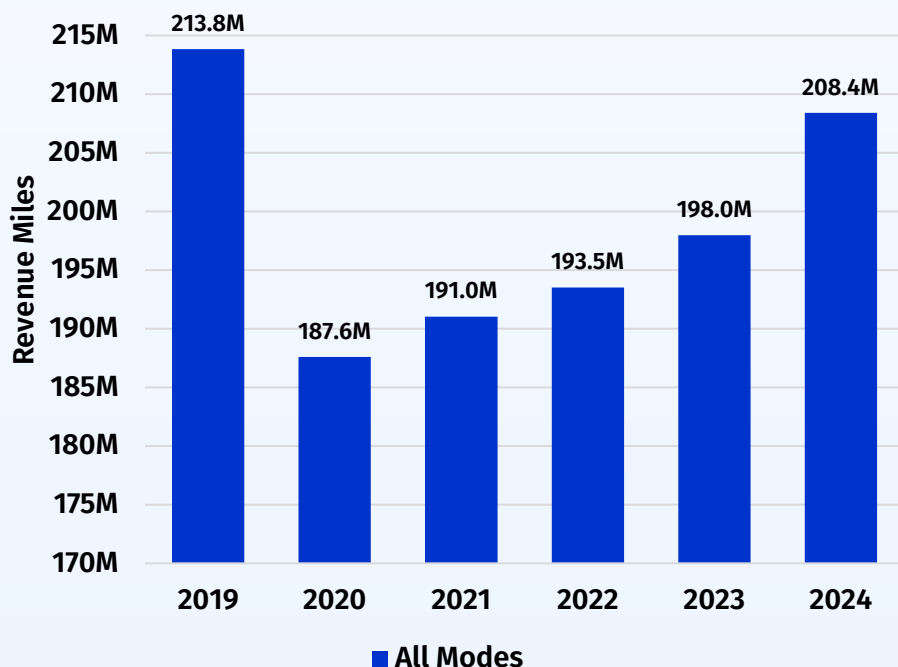
Factors:

- » Service effectiveness
- » Economic conditions
- » Population and employment density
- » Transit dependent population

PUBLIC TRANSIT AGENCY PROFILES

Revenue Miles

These are the total miles a vehicle travels while in revenue service meaning it is available to the general public and there is an expectation of carrying passengers. It does not include “deadhead” miles where a vehicle is traveling to or from the beginning or end of a route or any other non-revenue service mileage such as maintenance testing or chart service. Revenue Miles is an indicator of level of transit service.



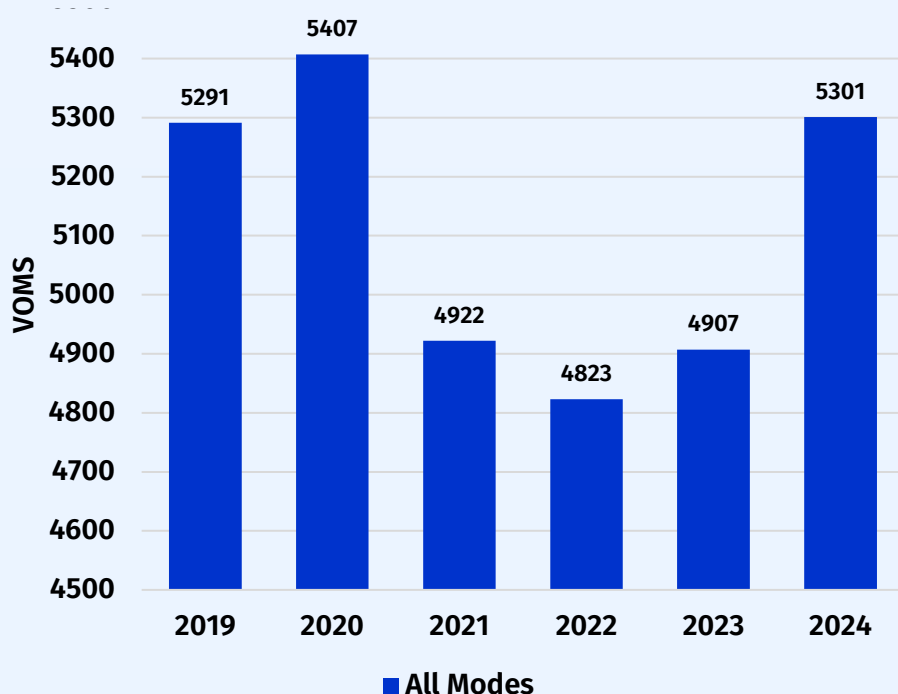
Revenue miles increased statewide by 5.2% and still remains 2.5% below 2019. As agencies have restored most of the service cuts made during COVID, this figure will likely see more modest increases in the future.

Factors:

- » Service frequency
- » Service coverage area

Vehicles Operating in Maximum Services (VOMS)

This is the number of revenue vehicles operated to meet the annual maximum service requirement. It represents the revenue vehicle count during the peak season of the year; on the week and day that maximum service is provided. It does not include atypical days or one-time special events. This is an indicator of level of transit service.



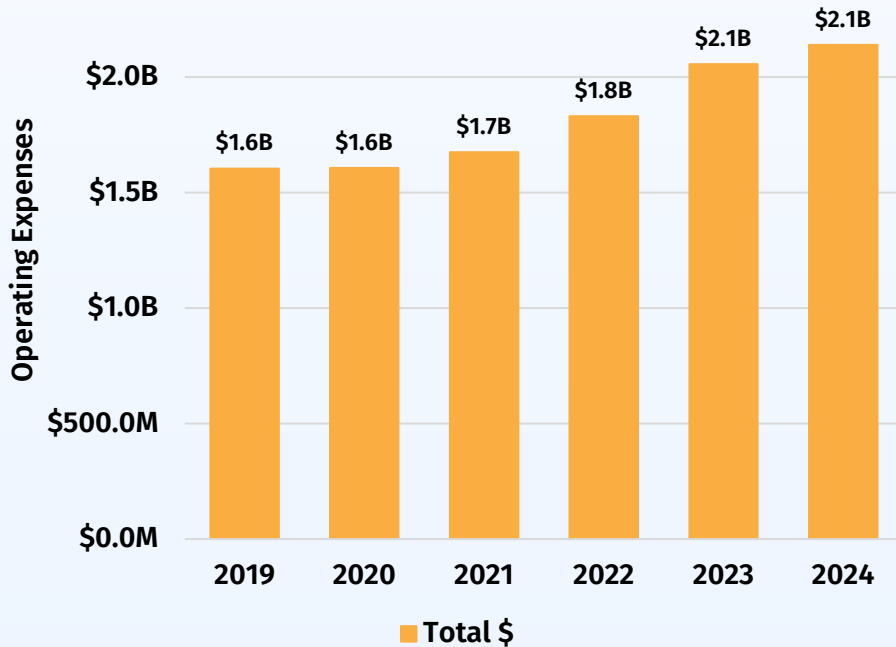
In 2024, the number of vehicles operating in maximum service (VOMS) increased 8% and now exceeds 2019 as agencies continue to return service that had been reduced or suspended during the pandemic.

Factors:

- » Service coverage
- » Service frequency
- » Span of service
- » Seasonal demand

Operating Expenses

This includes all expenses associated with the operation of the transit agency. It does not include capital expenses. Operating expenses is an indicator of level of transit service and is also a variable used when determining service efficiency.



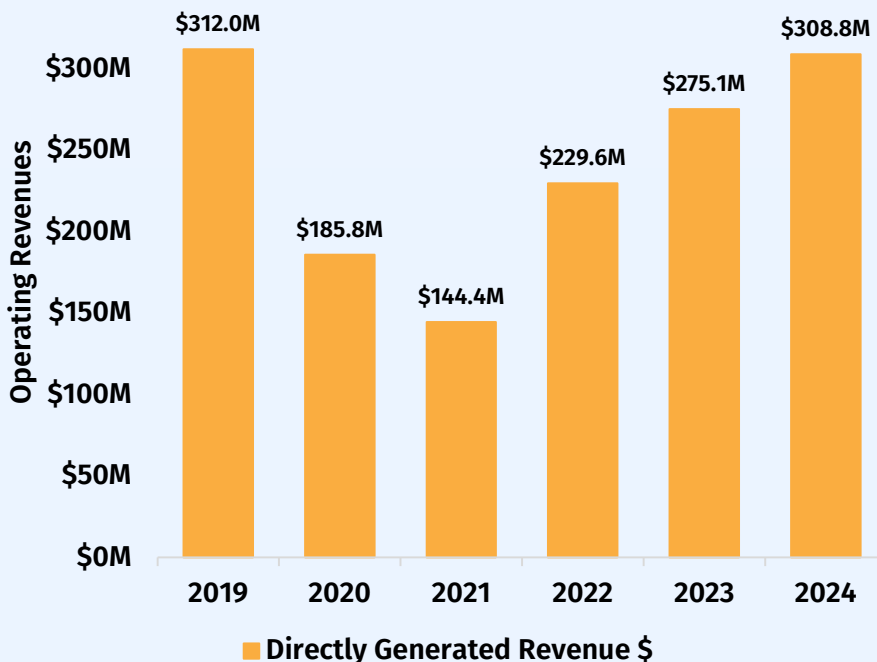
Operating expenses increased statewide by 4.1% in 2024. This increase should be considered in the context of the increase in VOMS and revenue miles as agencies continue to restore service. Additionally, agencies have also been impacted by general inflation and increased labor cost pressures due to the need to hire and retain new operators.

Factors:

- » Labor costs
- » Administrative expenses
- » Contracted services

Operating Revenue

Includes directly generated financial income from the operation of public transportation services. It includes revenues from fares collected, advertising revenues, and other income generated from revenue operations. Operating Revenue is an indicator of service effectiveness and financial health.



Operating revenue increased by 12.2% in 2024. This is an important sign as revenues have nearly returned to the 2019 level.

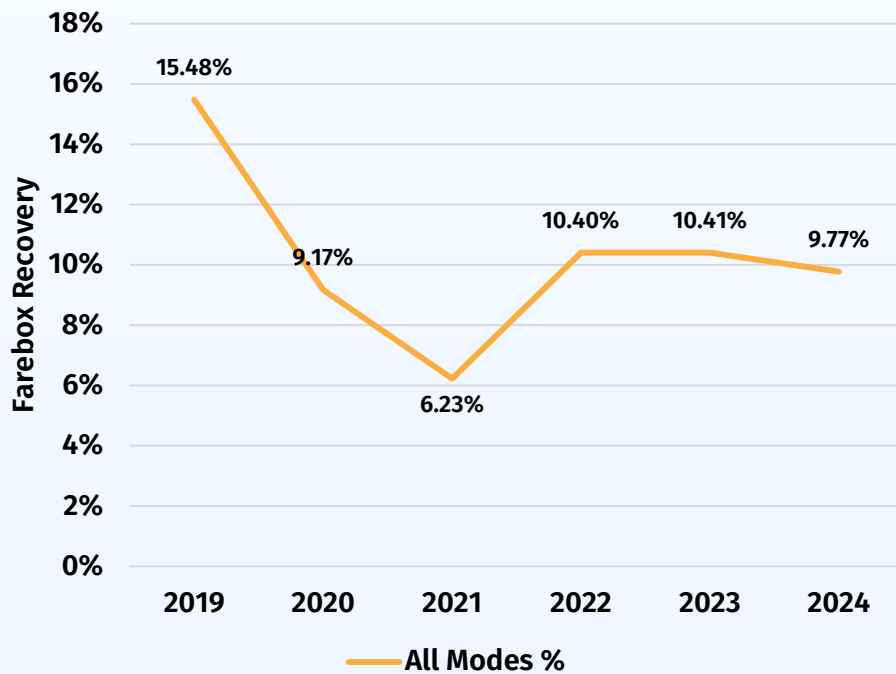
Factors:

- » Ridership
- » Fare policy
- » Alternative revenues (e.g., University transportation fee)

PUBLIC TRANSIT AGENCY PROFILES

Farebox Recovery Ratio

Measured as the percentage fare revenues divided by operating expenses. Farebox recovery is generally seen as an indicator of service effectiveness and financial sustainability.



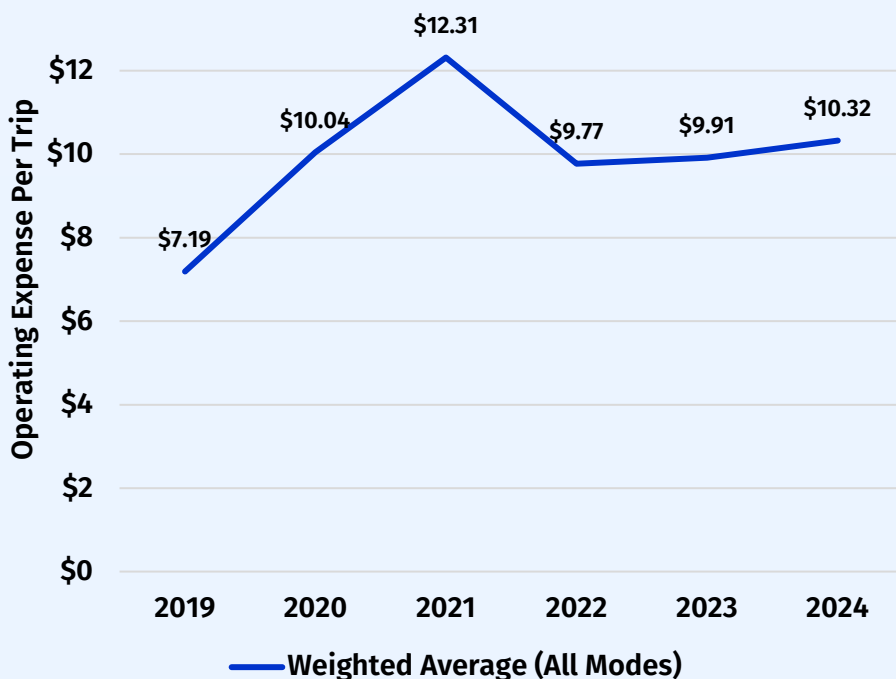
Farebox recovery ratio decreased slightly in 2024 from 10.41% to 9.77%. While increased costs have generally been offset by increased ridership, the decline in average fare likely reflects modifications in fare policy by agencies or increased use of passes. Of note, the percentage increase Operating Revenues exceeds the percentage increase in Operating Expenses which suggests agencies are generating more non-fare revenue.

Factors:

- » Service effectiveness
- » Operational efficiency
- » Fare policy

Operating Expense per Passenger Trip

This measure provides a per trip expense and offers a different perspective on efficiency and financial sustainability.



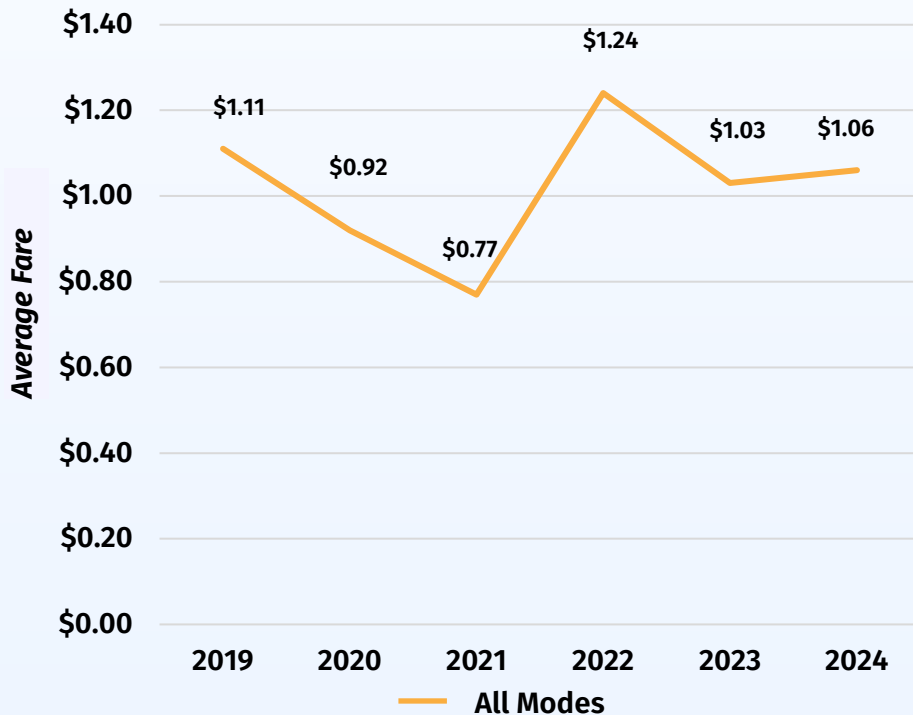
Operating expense per passenger trip increased from \$9.91 to \$10.32 or 4.1%. This figure appears to be leveling off from its dramatic increase during the pandemic as cost increases are generally offset by ridership increases.

Factors

- » Operational efficiency
- » Service effectiveness

Average Fare

The average fare is the average amount collected per trip. The average fare is impacted by the base fare and fare policies that provide passes (e.g. daily, weekly or monthly passes) or discounted fares to certain eligible riders. This is a common financial measure.



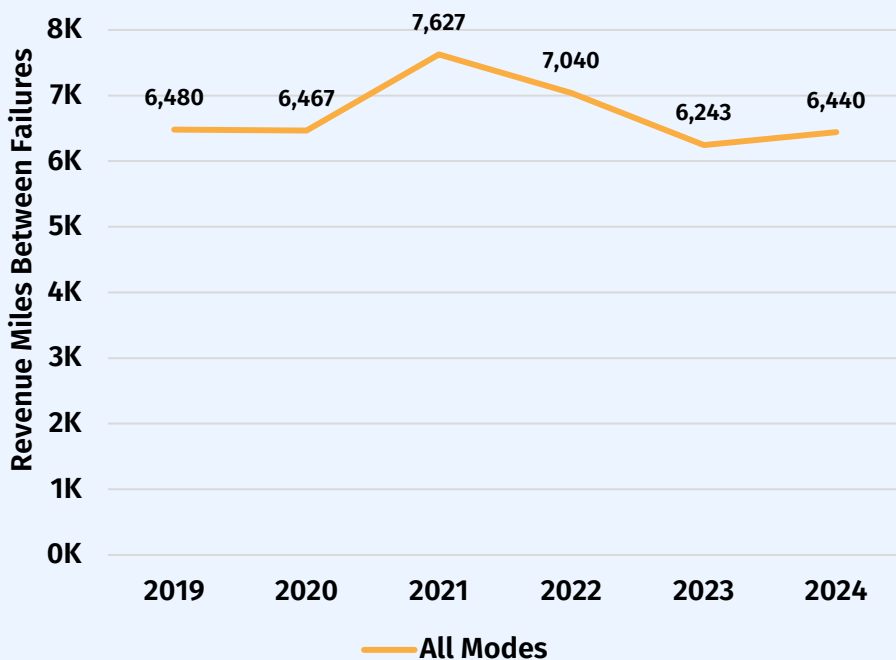
Average fare increased statewide from \$1.03 to \$1.06. Average fare decreased during the pandemic as many agencies suspended fares. While the average fare increased in 2022, the measure dropped again in 2023 and appears to have stabilized. This likely reflects agencies being able to align fare policy with post-pandemic demand changes, and riders taking advantage of pass discounts.

Factors:

- » Fare policy
- » Transfers “one-seat” rides

Revenue Miles Between Failures

This measure provides the average miles travelled in revenue service between mechanical failures. This is an important indicator of fleet condition and has a significant impact on service reliability, and therefore, customer experience.



Revenue miles between failures increased 3% in 2024 (a decrease is a negative trend). This figure had declined from the peak in 2021, and it is an important measure of reliability which can greatly impact ridership.

Factors:

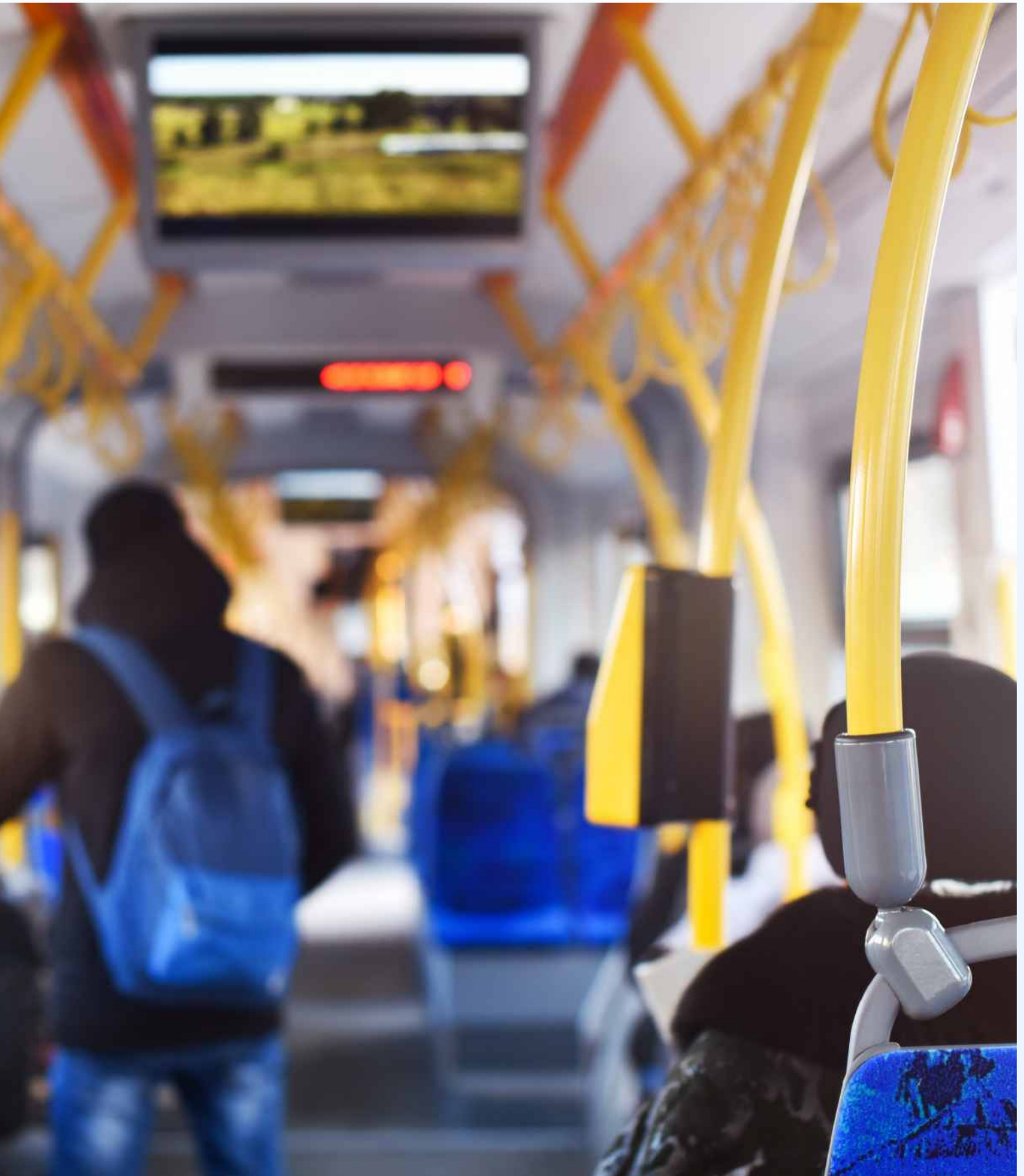
- » Age of fleet
- » Vehicle maintenance commitment

PUBLIC TRANSIT AGENCY PROFILES

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Note: agencies are listed alphabetically





BAY COUNTY (BAYWAY)

GENERAL INFORMATION

191K

Service Area
Population

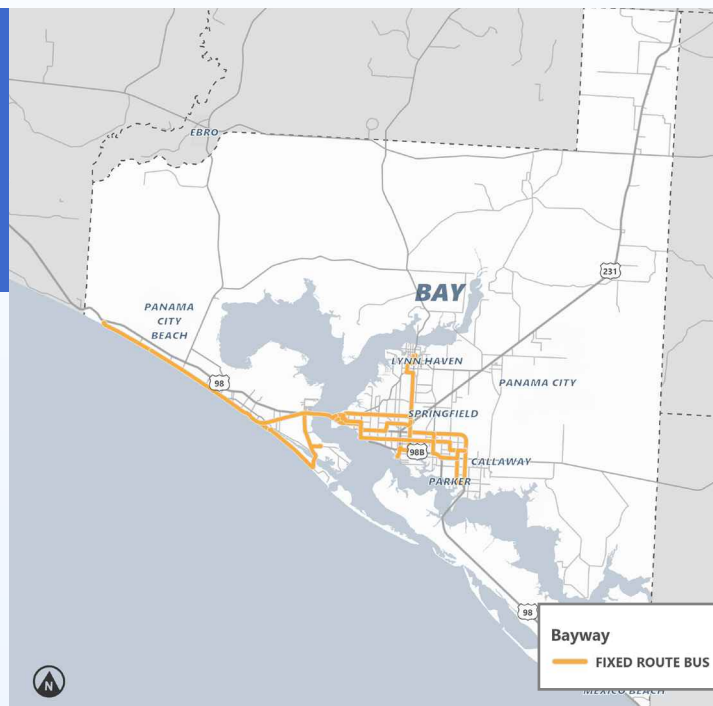


Tier II Agency



Governance
Type:
Transportation
Planning
Organization

FDOT
District 3



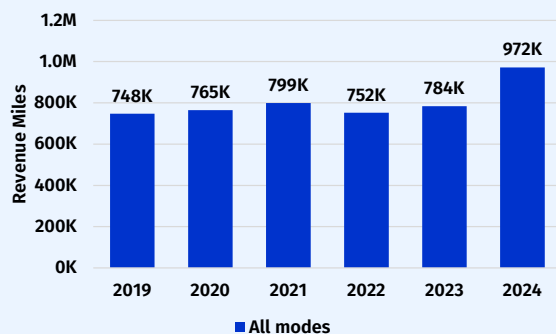
SERVICE SUPPLY & USAGE

Mode Types

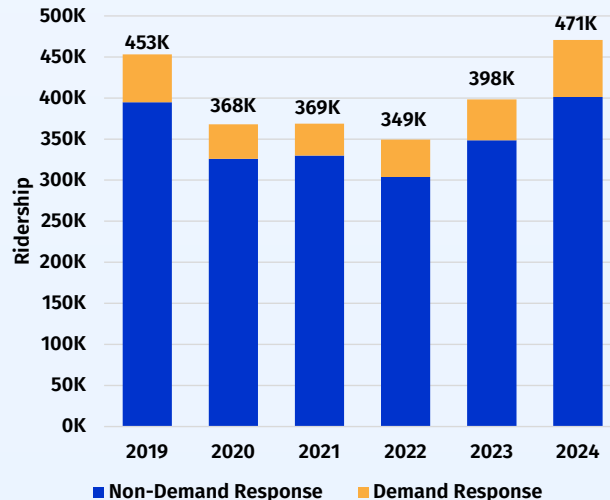
- ▶ Bus (Fixed Route)
- ▶ Demand Response



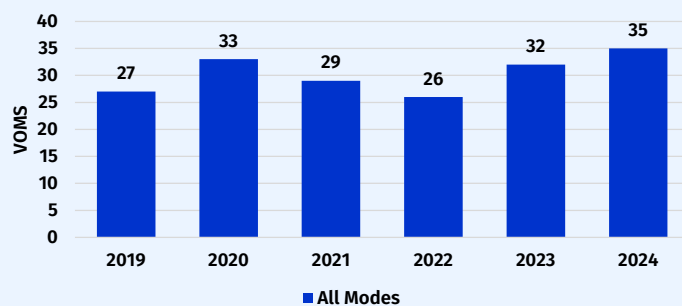
Revenue Miles



Annual Passenger Trips (Ridership)

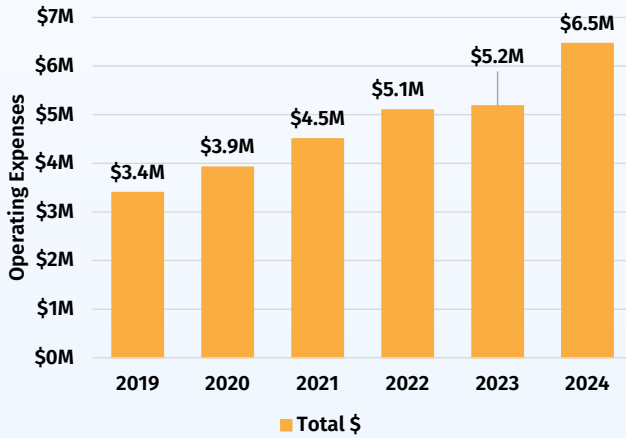


Vehicles Operating in Maximum Service (VOMS)

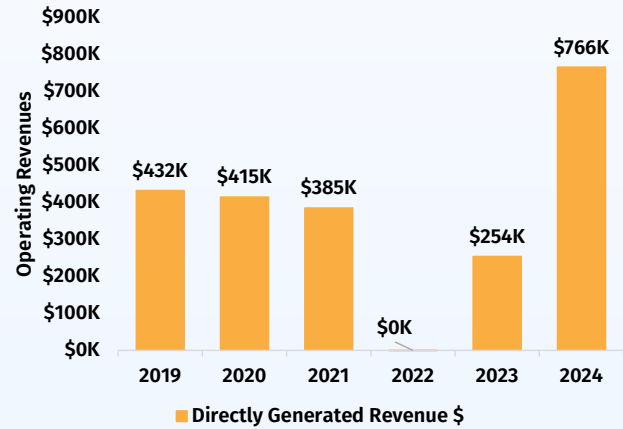


OPERATING REVENUE & EXPENSES

Operating Expenses

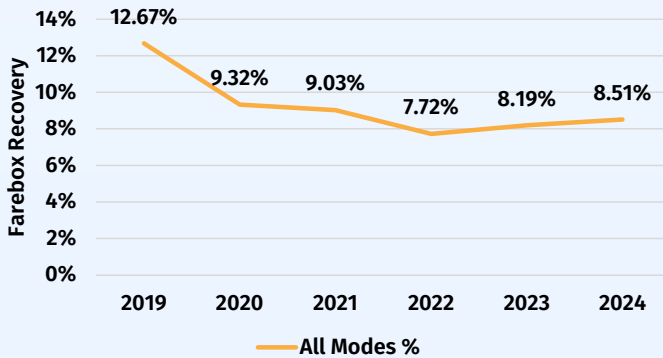


Operating Revenue

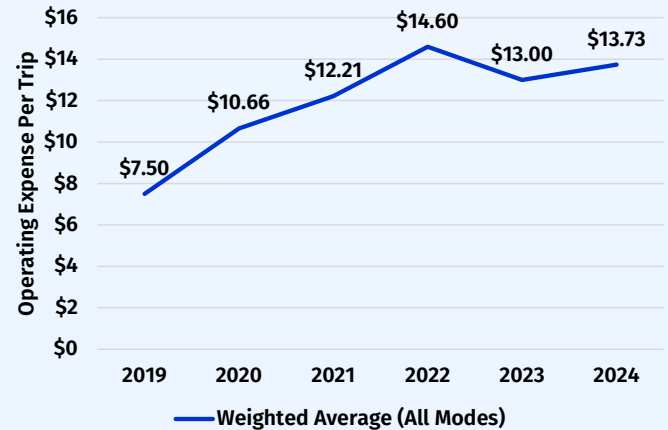


COST EFFECTIVENESS & SERVICE EFFICIENCY

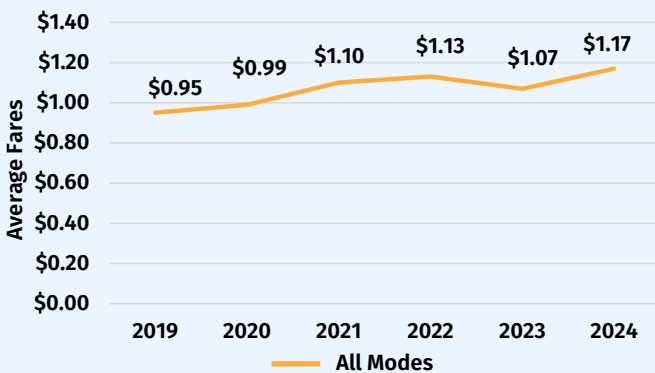
Farebox Recovery Ratio



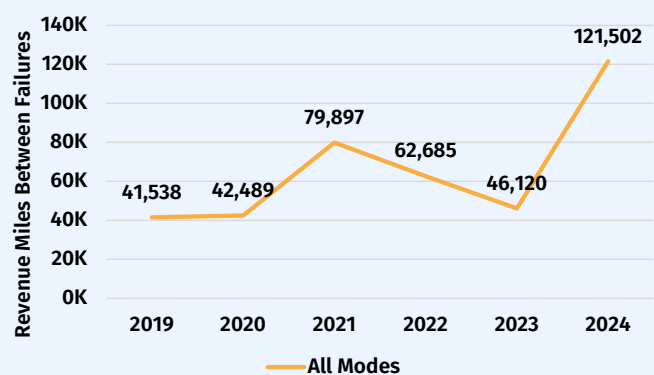
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



BREVARD COUNTY (SPACE COAST AREA TRANSIT - SCAT)

GENERAL INFORMATION

654K

Service Area
Population

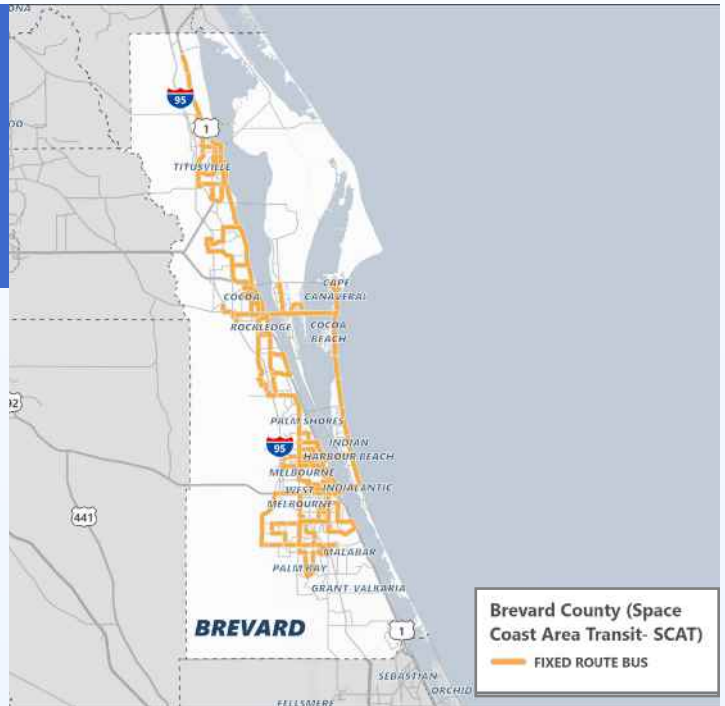


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 5



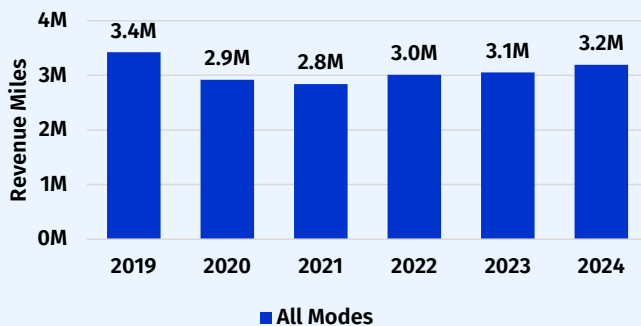
SERVICE SUPPLY & USAGE

Mode Types

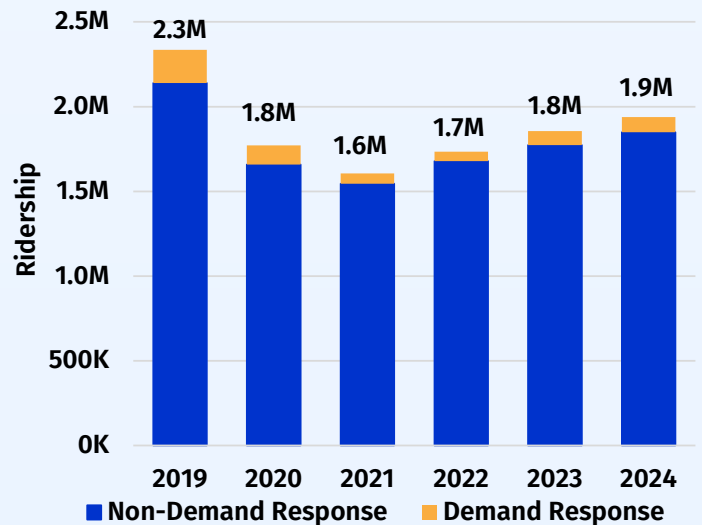
- Bus (Fixed Route)
- Demand Response
- Vanpool



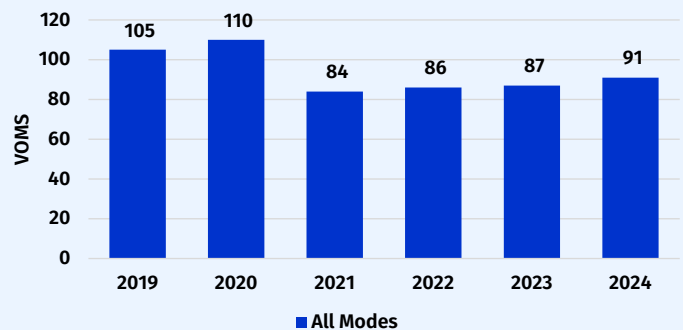
Revenue Miles



Annual Passenger Trips (Ridership)

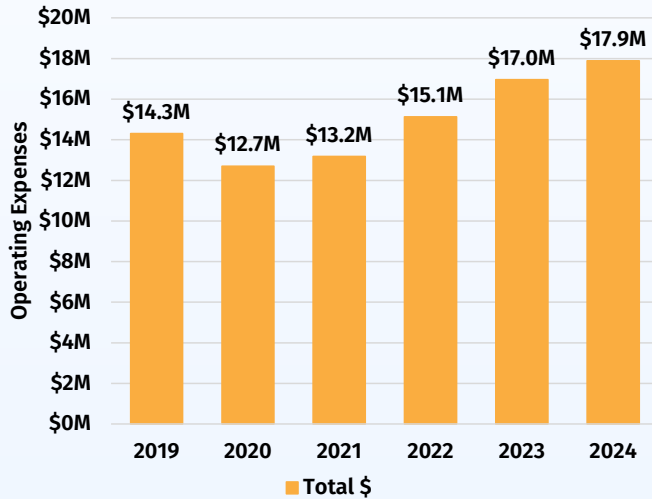


Vehicles Operating in Maximum Service (VOMS)

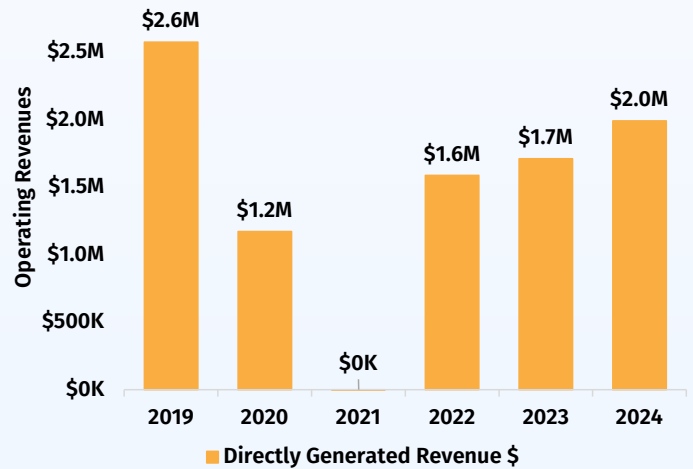


OPERATING REVENUE & EXPENSES

Operating Expenses

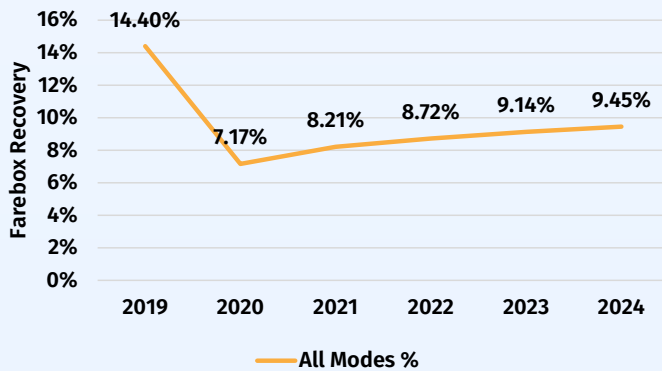


Operating Revenue

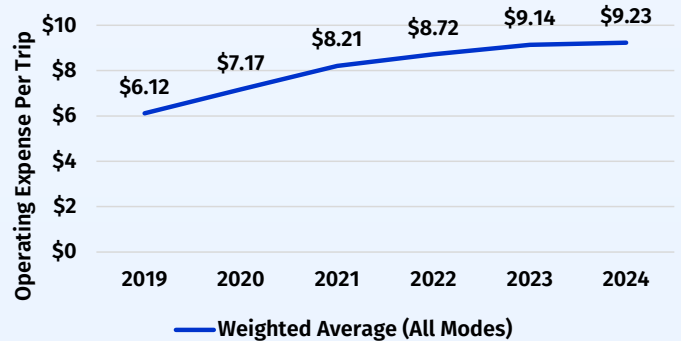


COST EFFECTIVENESS & SERVICE EFFICIENCY

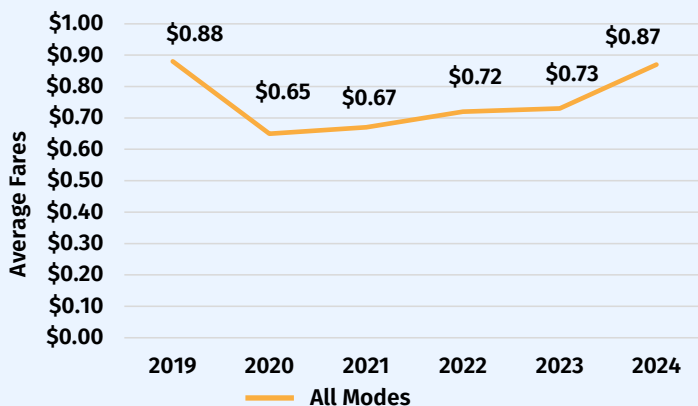
Farebox Recovery Ratio



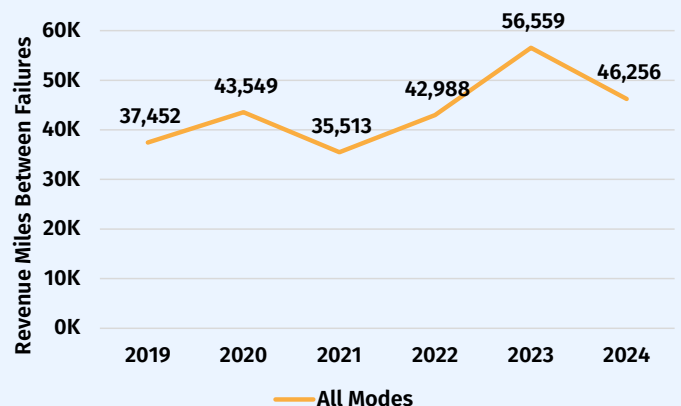
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



BROWARD COUNTY TRANSIT

GENERAL INFORMATION

2.2M

Service Area
Population

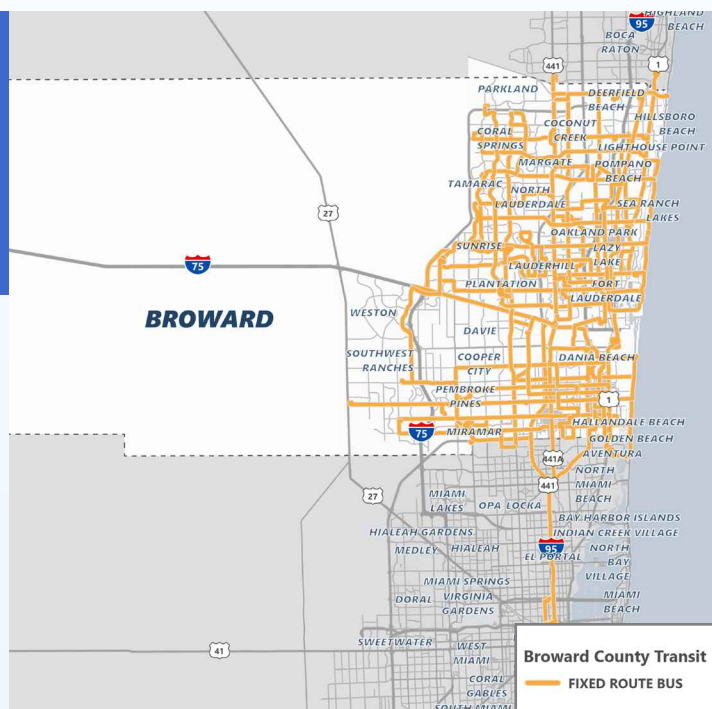


Tier I Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 4



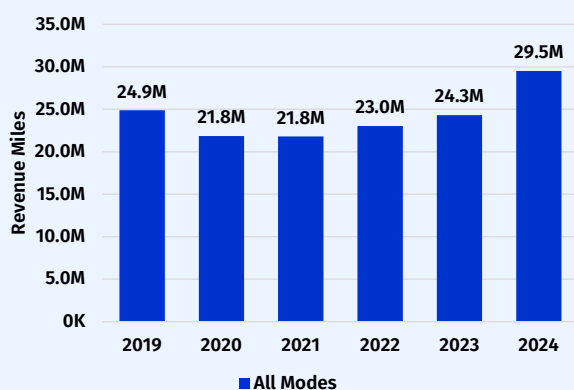
SERVICE SUPPLY & USAGE

Mode Types

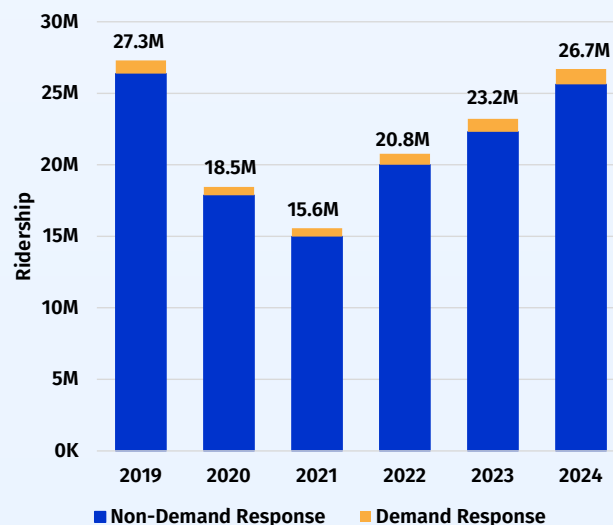
- ▶ Bus (Fixed Route)
- ▶ Demand Response



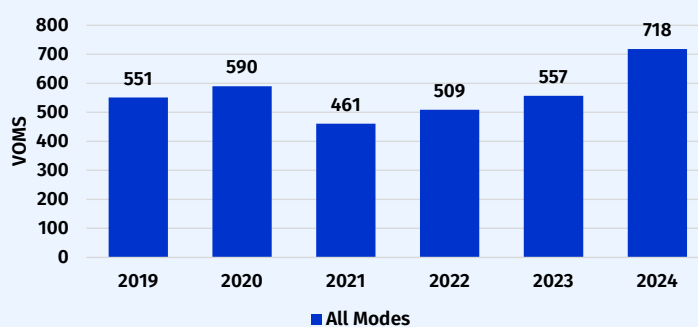
Revenue Miles



Annual Passenger Trips (Ridership)

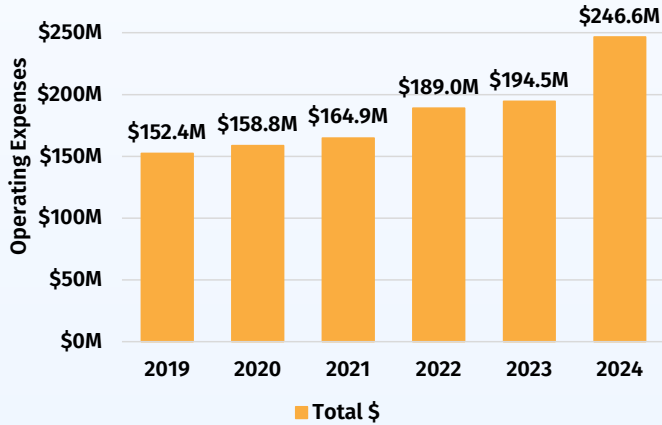


Vehicles Operating in Maximum Service (VOMS)

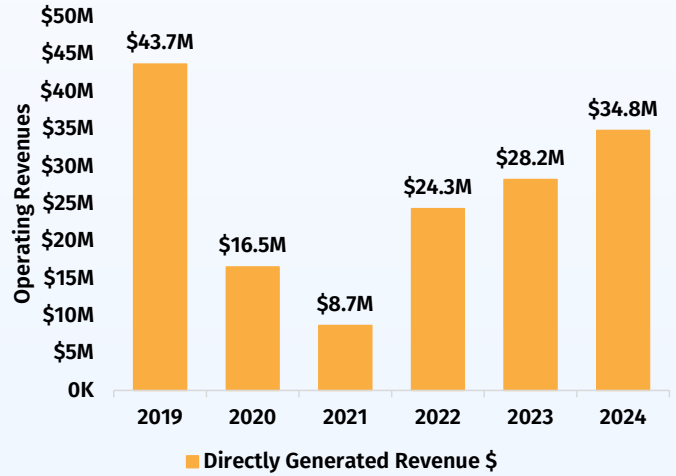


OPERATING REVENUE & EXPENSES

Operating Expenses

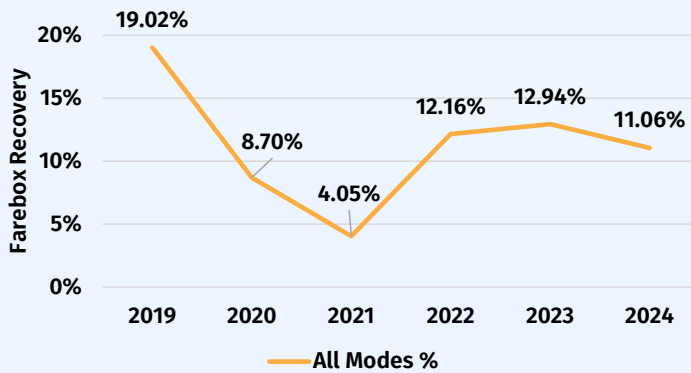


Operating Revenue

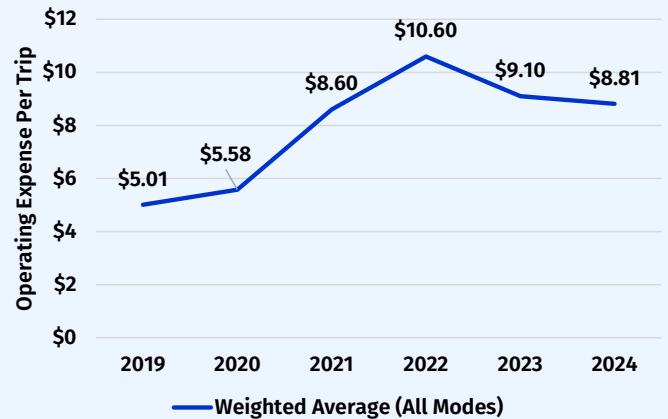


COST EFFECTIVENESS & SERVICE EFFICIENCY

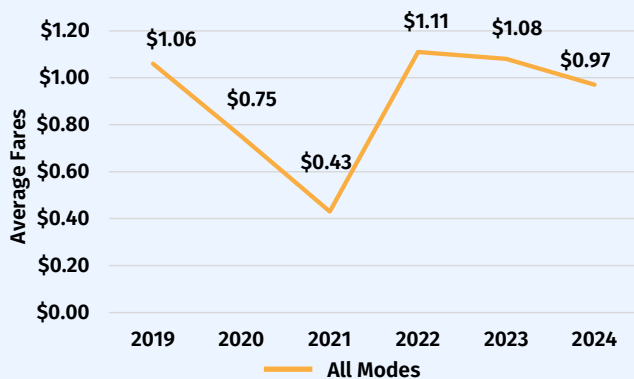
Farebox Recovery Ratio



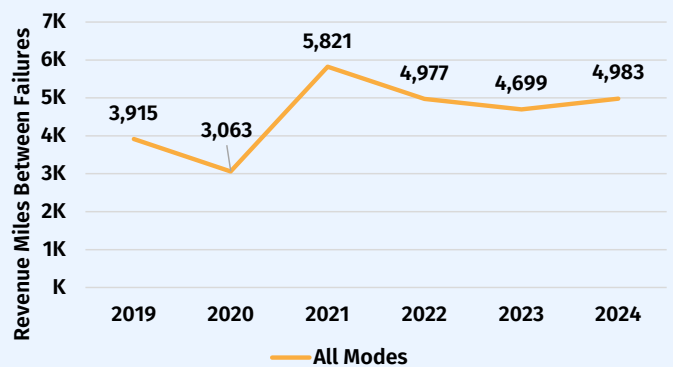
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



PUBLIC TRANSIT AGENCY PROFILES

CENTRAL FLORIDA TRANSPORTATION AUTHORITY (LYNX)

GENERAL INFORMATION

2.46M

Service Area
Population

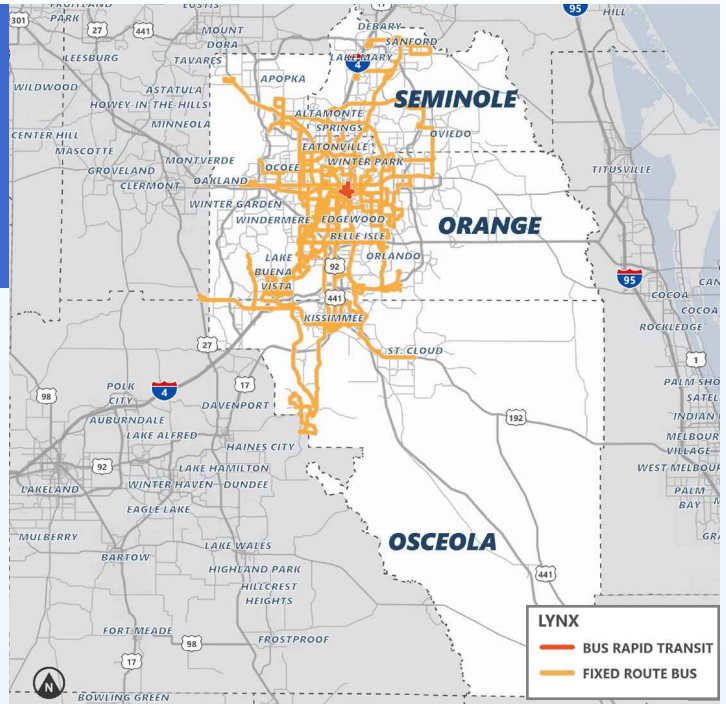


Tier I Agency



Governance
Type:
Regional
Authority by
Statute

FDOT
District 5



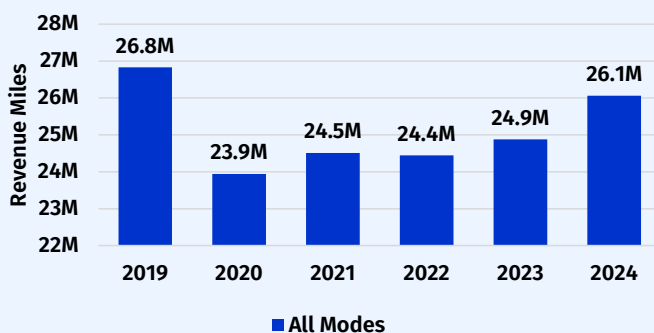
SERVICE SUPPLY & USAGE

Mode Types

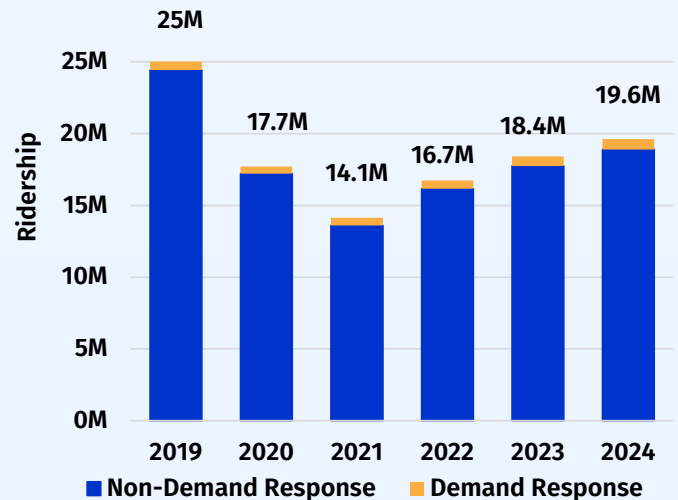
- ▶ Bus (Fixed Route)
- ▶ Vanpool
- ▶ Demand Response
- ▶ Bus Rapid Transit



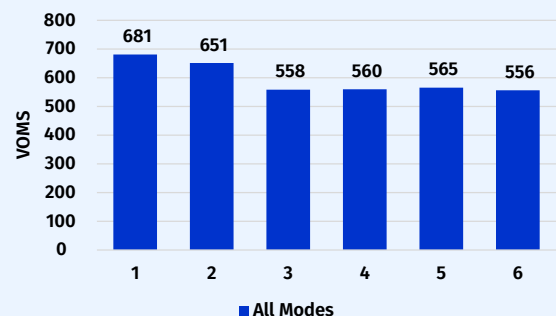
Revenue Miles



Annual Passenger Trips (Ridership)

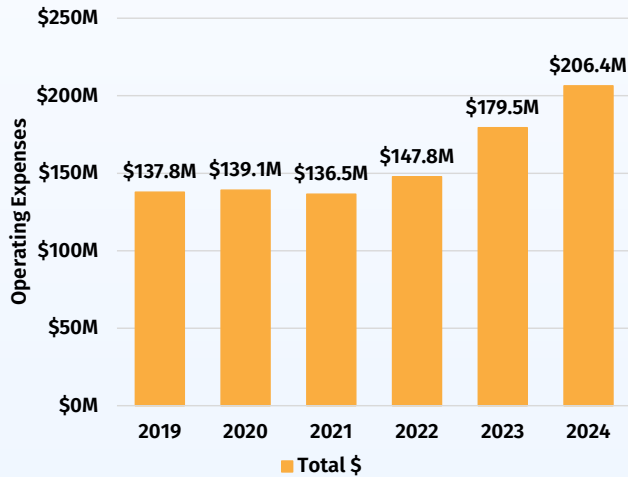


Vehicles Operating in Maximum Service (VOMS)

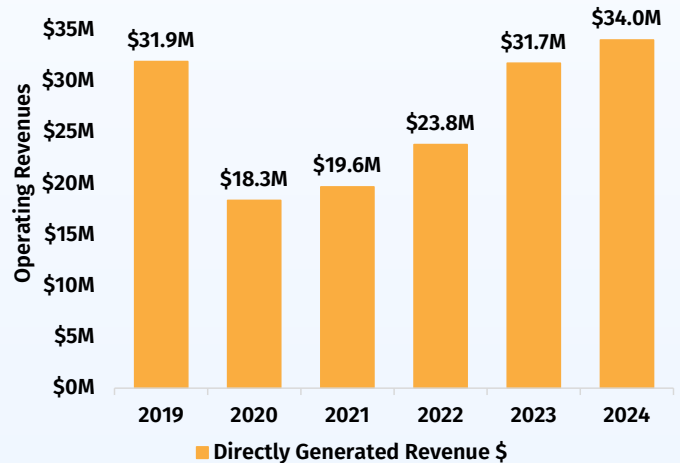


OPERATING REVENUE & EXPENSES

Operating Expenses

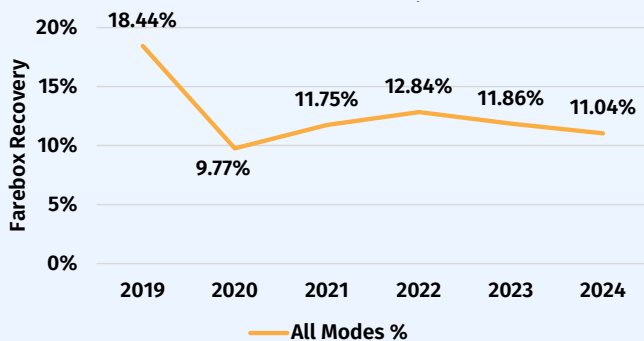


Operating Revenue

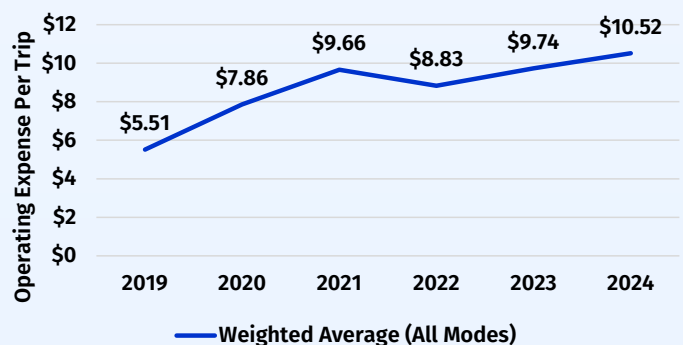


COST EFFECTIVENESS & SERVICE EFFICIENCY

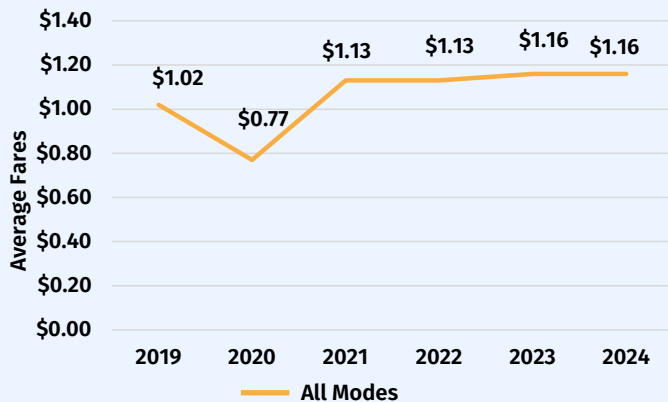
Farebox Recovery Ratio



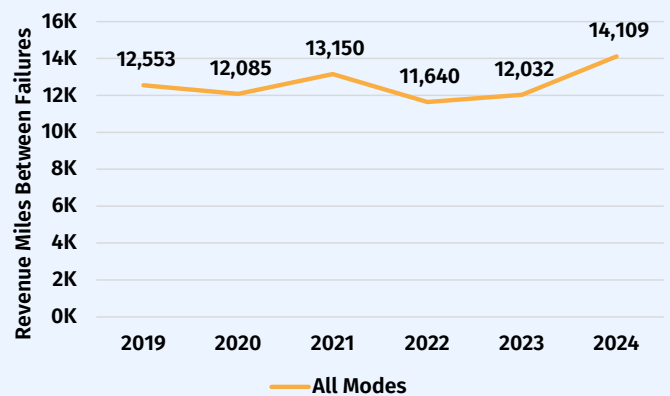
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



CHARLOTTE COUNTY TRANSIT

GENERAL INFORMATION

187K

Service Area
Population



Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT

District 1



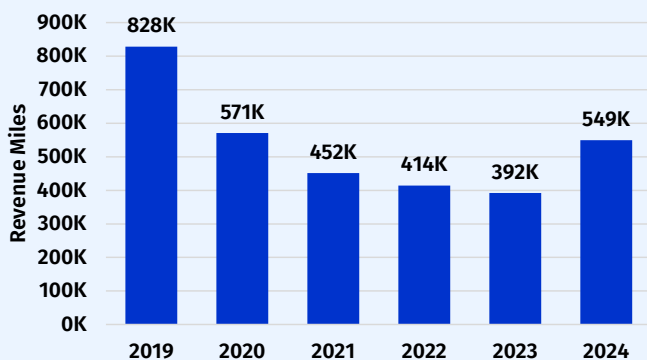
SERVICE SUPPLY & USAGE

Mode Types

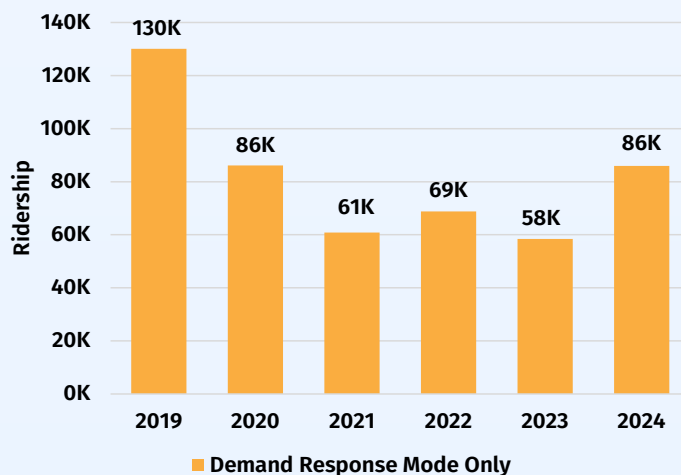
- Demand Response



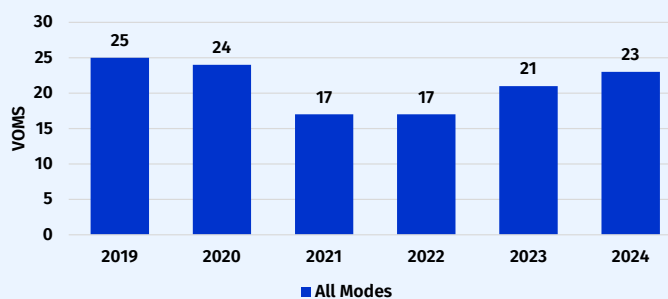
Revenue Miles



Annual Passenger Trips (Ridership)

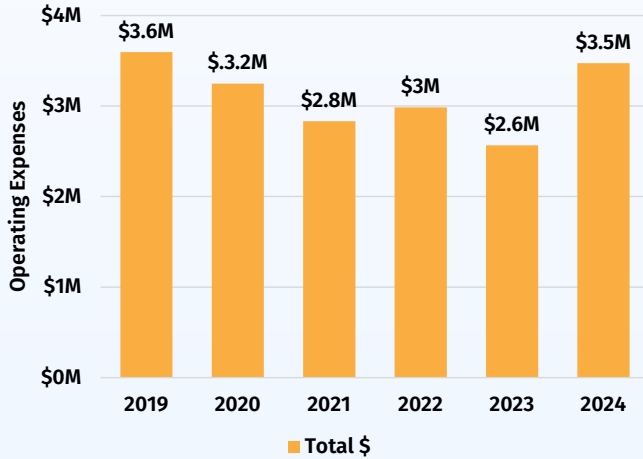


Vehicles Operating in Maximum Service (VOMS)

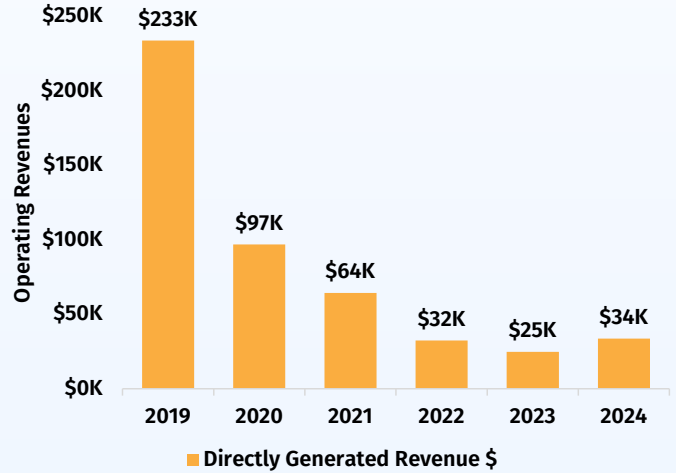


OPERATING REVENUE & EXPENSES

Operating Expenses

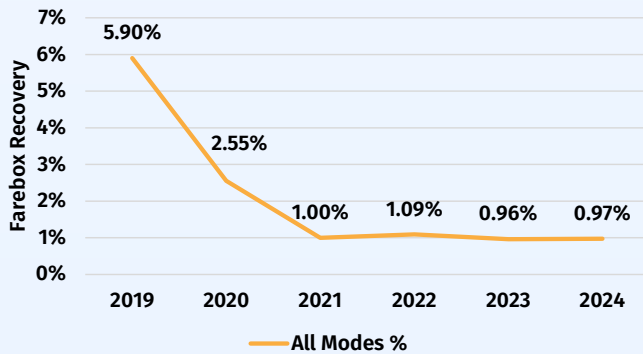


Operating Revenue

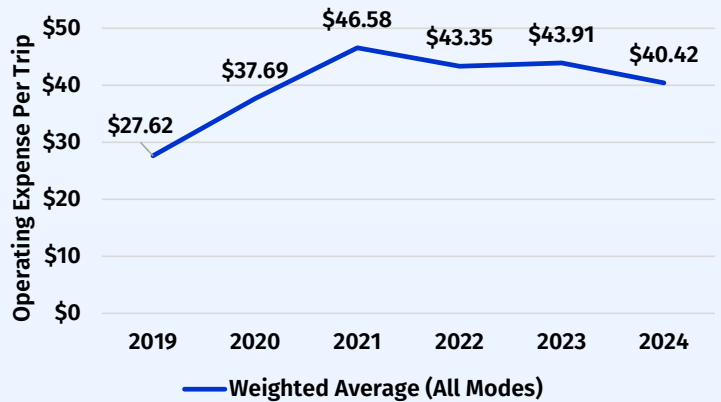


COST EFFECTIVENESS & SERVICE EFFICIENCY

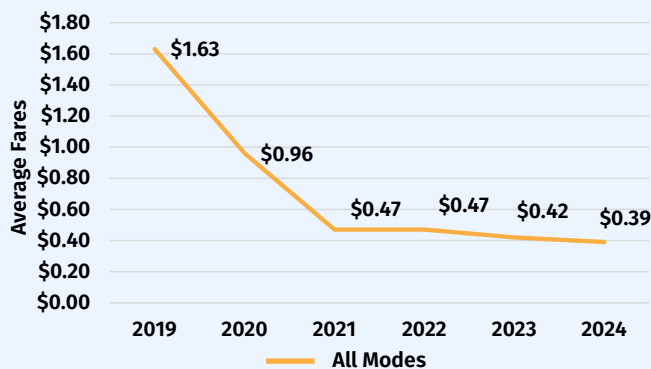
Farebox Recovery Ratio



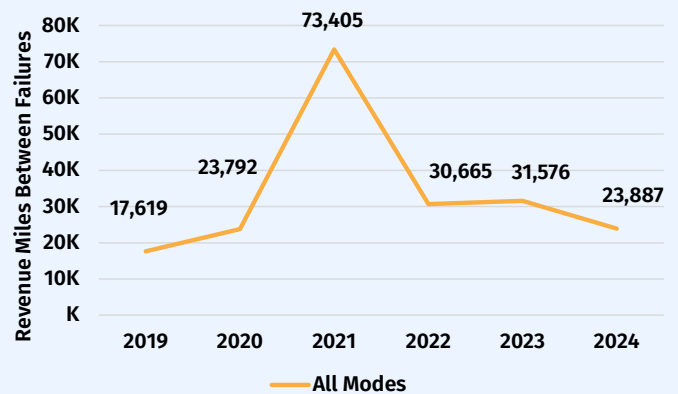
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



CITRUS COUNTY TRANSIT

GENERAL INFORMATION

31K

Service Area Population



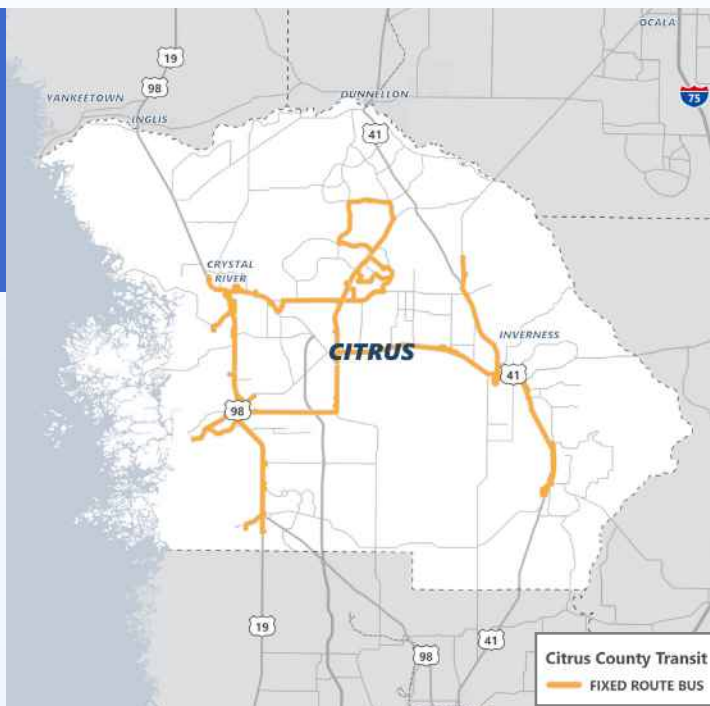
Tier II Agency



Governance Type:
Board of County Commissioners

FDOT

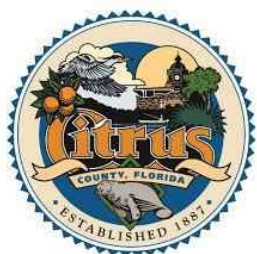
District 7



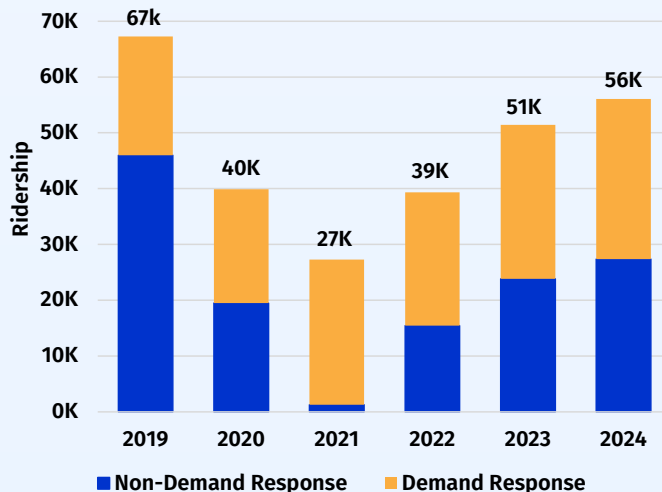
SERVICE SUPPLY & USAGE

Mode Types

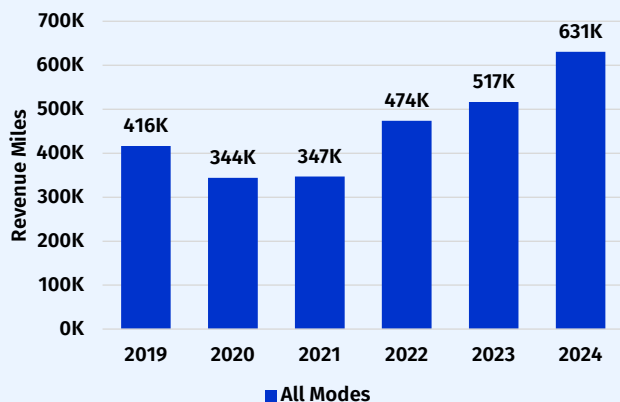
- Bus (Fixed Route)
- Demand Response



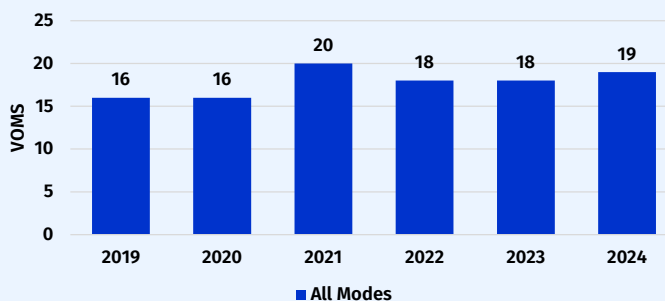
Annual Passenger Trips (Ridership)



Revenue Miles



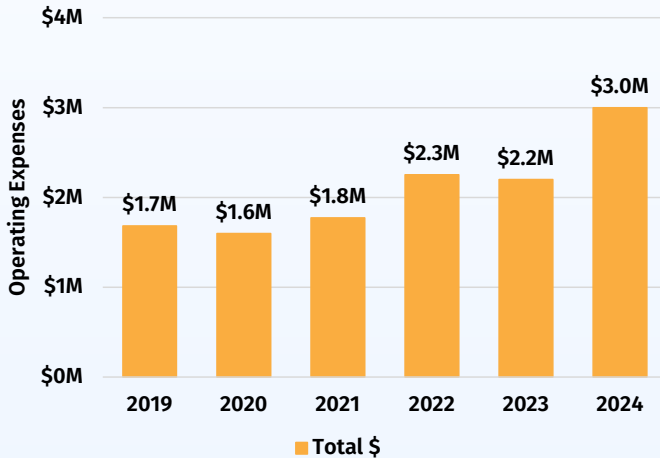
Vehicles Operating in Maximum Service (VOMS)



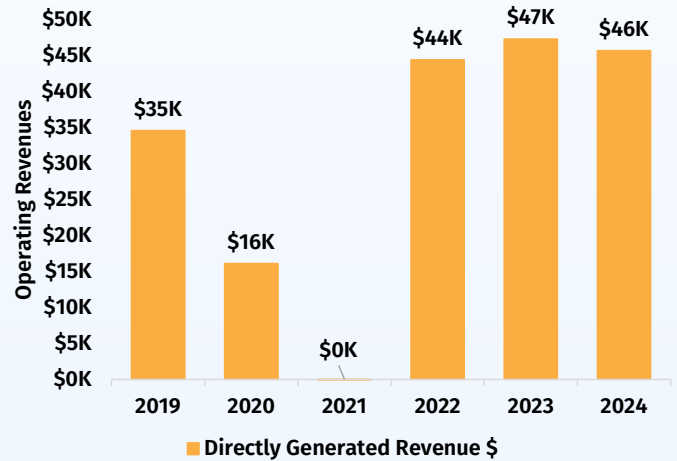
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

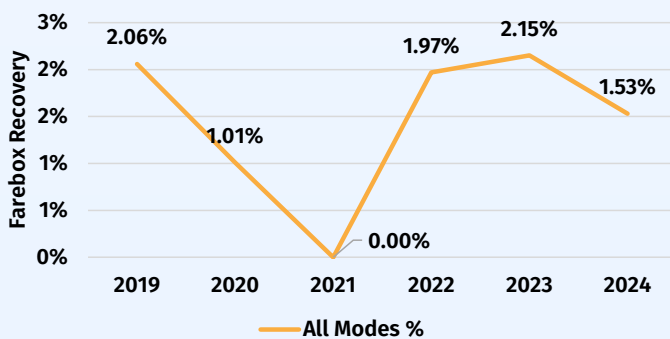


Operating Revenue

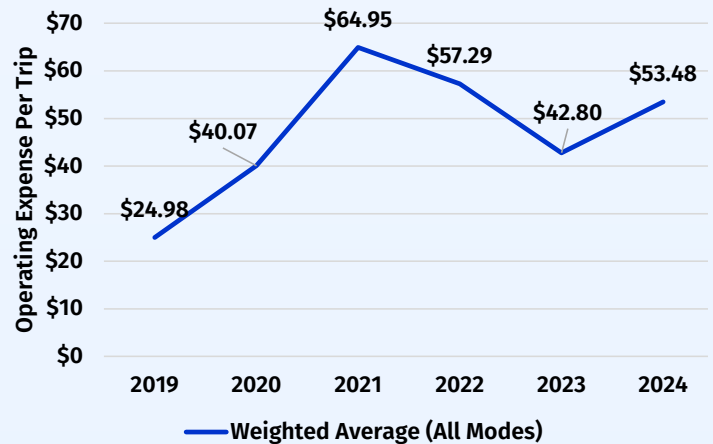


COST EFFECTIVENESS & SERVICE EFFICIENCY

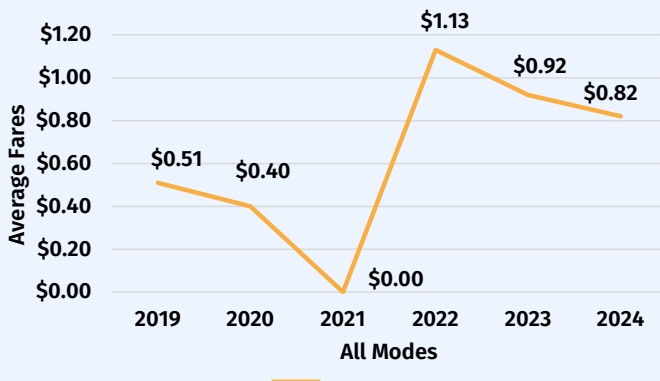
Farebox Recovery Ratio



Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures

Data not reported to NTD by this agency

CITY OF OCALA (SUNTRAN)

GENERAL INFORMATION

87K

Service Area
Population

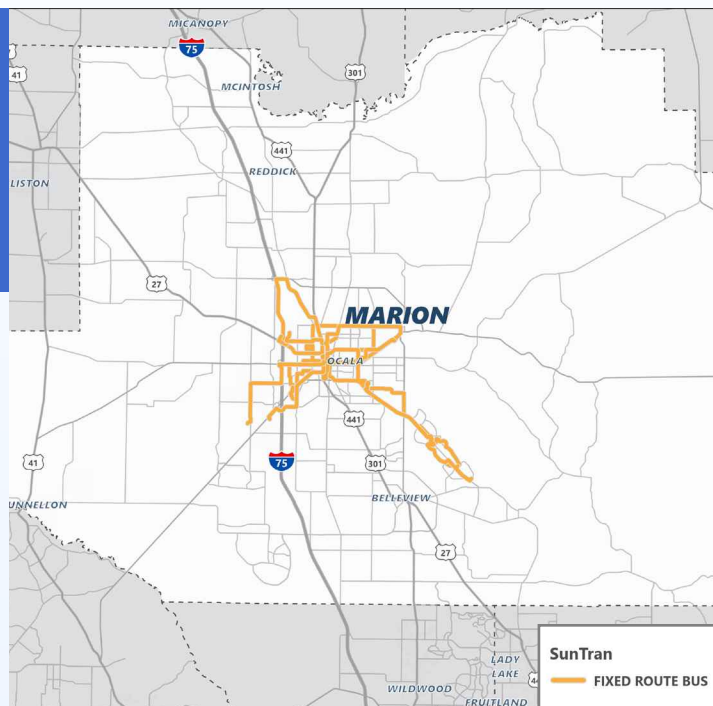


Tier II Agency



Governance
Type:
City
Commission/
Council

FDOT
District 5



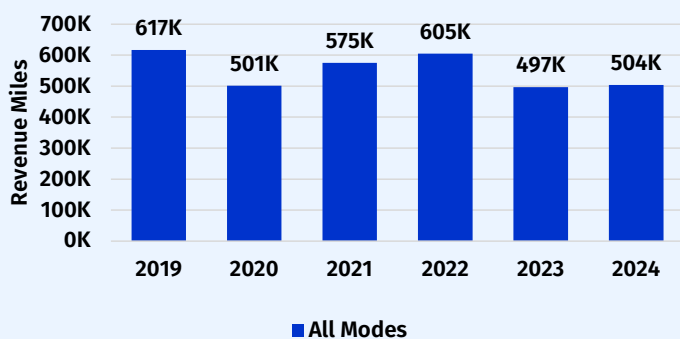
SERVICE SUPPLY & USAGE

Mode Types

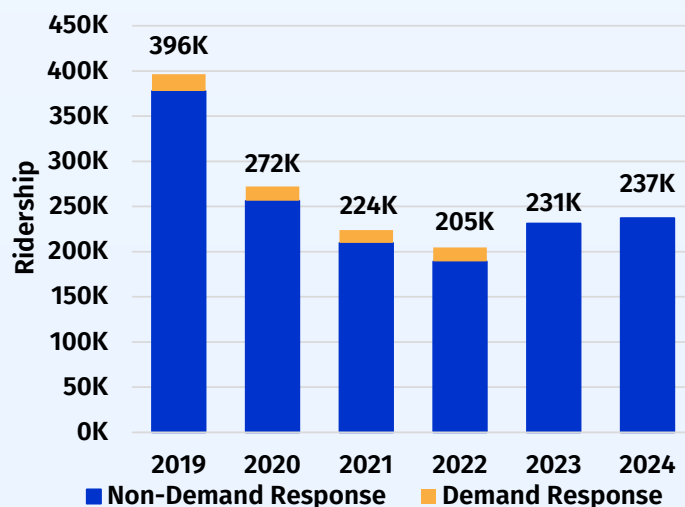
- Bus (Fixed Route)



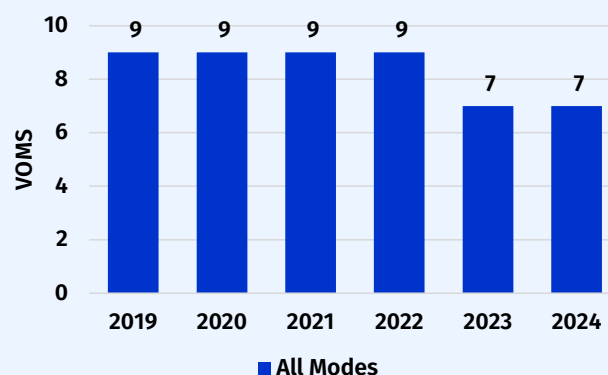
Revenue Miles



Annual Passenger Trips (Ridership)



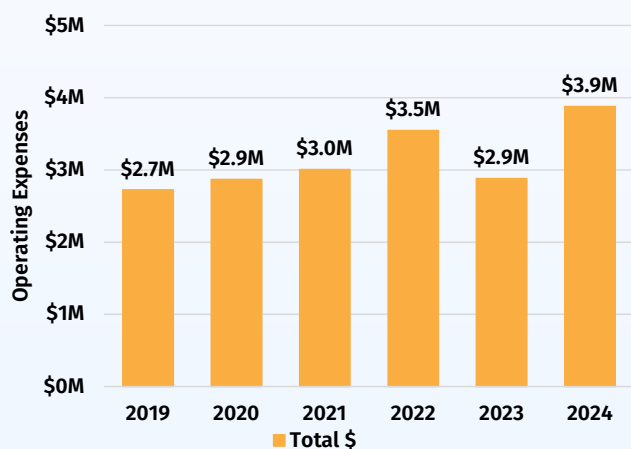
Vehicles Operating in Maximum Service (VOMS)



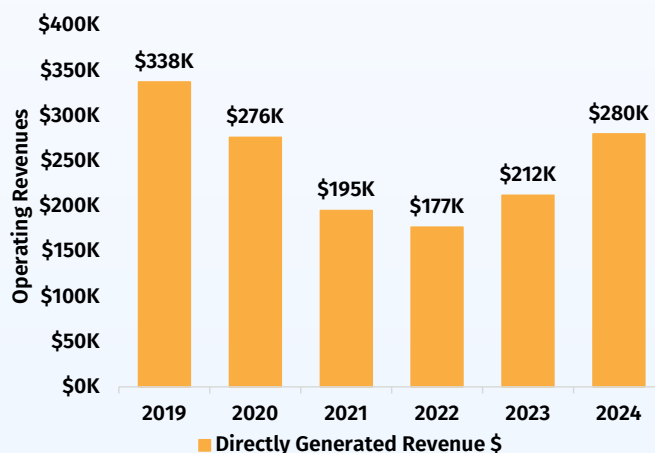
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

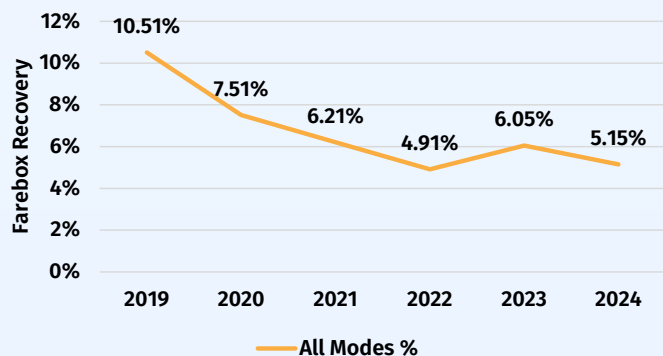


Operating Revenue

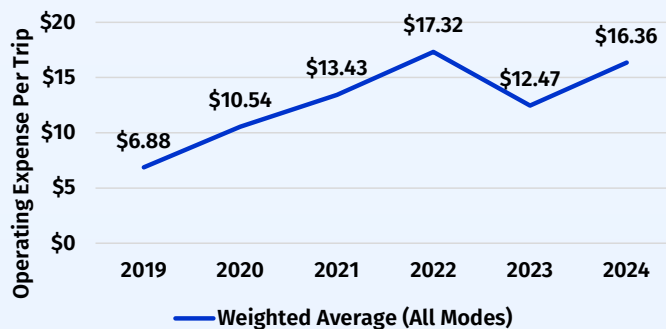


COST EFFECTIVENESS & SERVICE EFFICIENCY

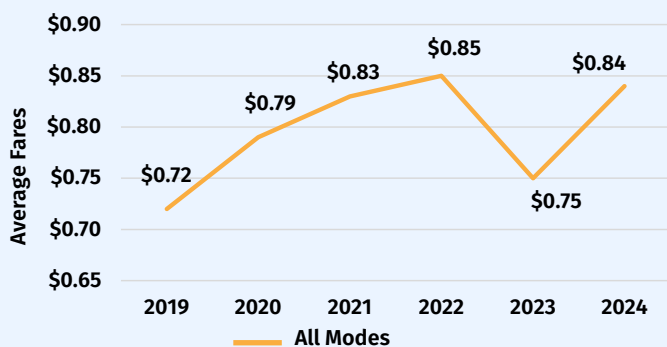
Farebox Recovery Ratio



Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures

Data not reported to NTD by this agency

COLLIER AREA TRANSIT (CAT)

GENERAL INFORMATION

404K

Service Area Population



Tier II Agency



Governance Type:
Board of County Commissioners

FDOT

District 1



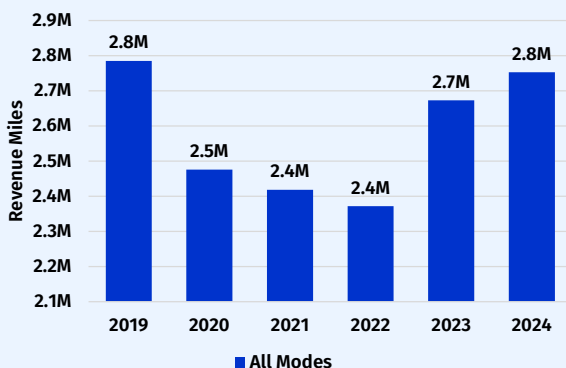
SERVICE SUPPLY & USAGE

Mode Types

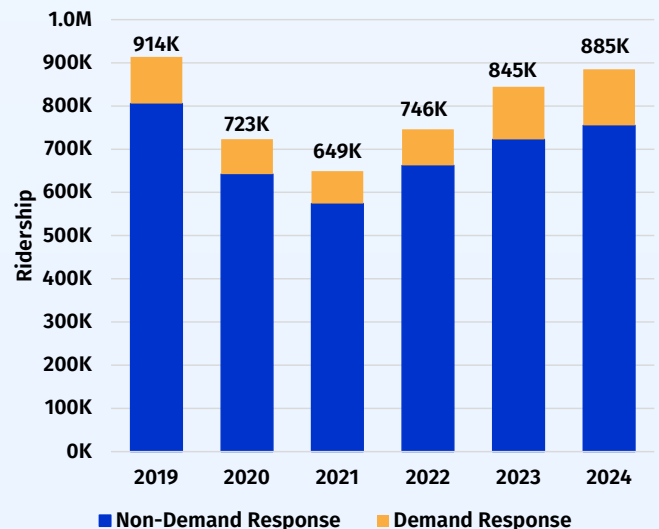
- ▶ Bus (Fixed Route)
- ▶ Demand Response



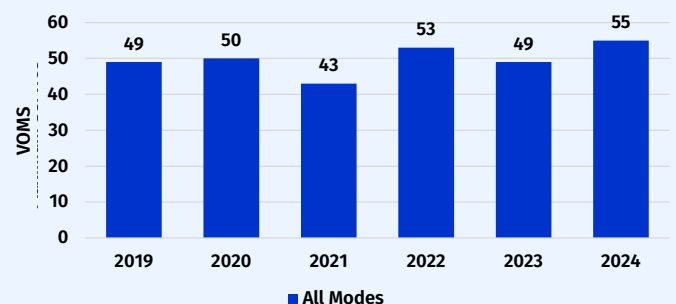
Revenue Miles



Annual Passenger Trips (Ridership)

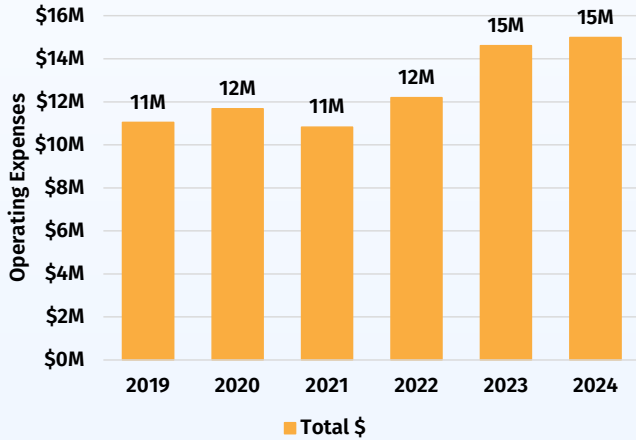


Vehicles Operating in Maximum Service (VOMS)

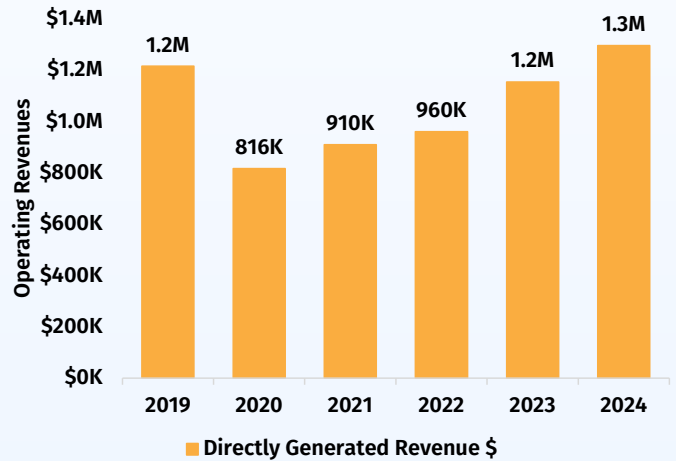


OPERATING REVENUE & EXPENSES

Operating Expenses

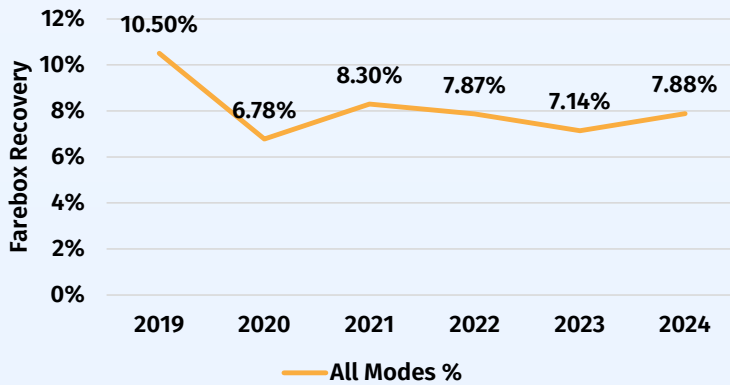


Operating Revenue

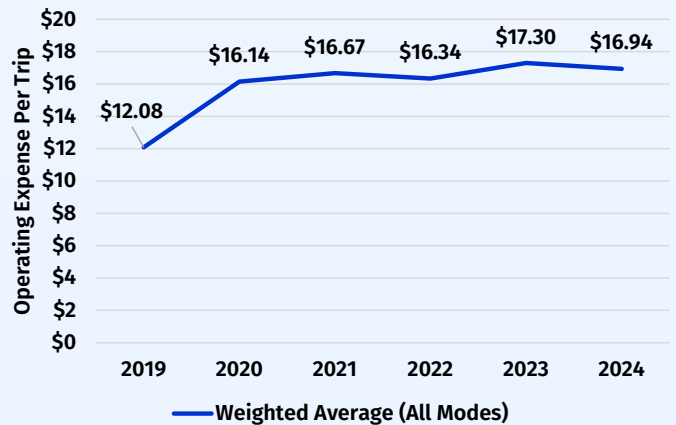


COST EFFECTIVENESS & SERVICE EFFICIENCY

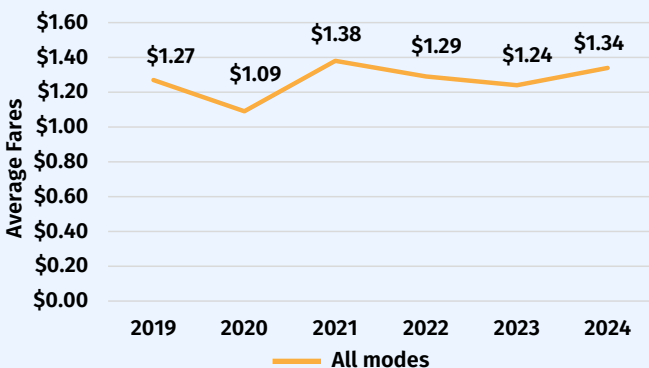
Farebox Recovery Ratio



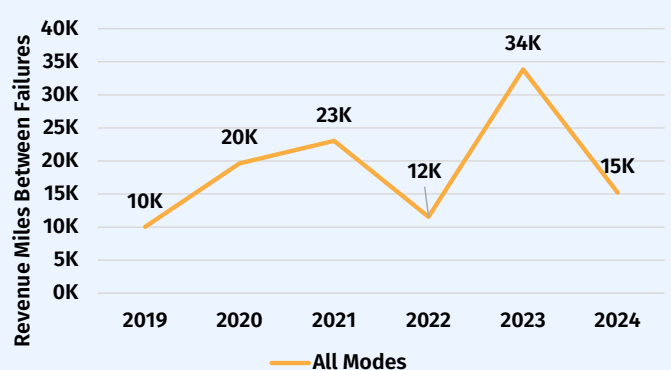
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



ESCAMBIA COUNTY AREA TRANSIT (ECAT)

GENERAL INFORMATION

258K

Service Area
Population

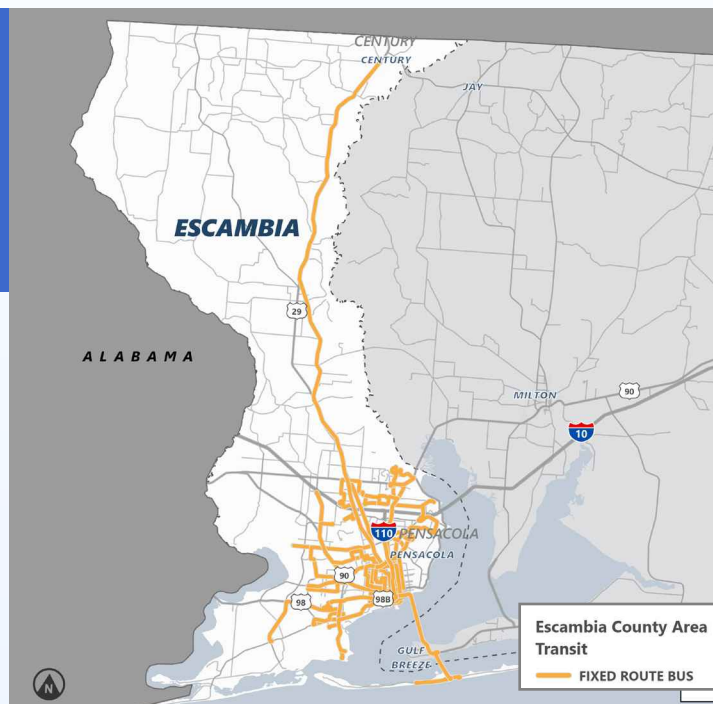


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 1



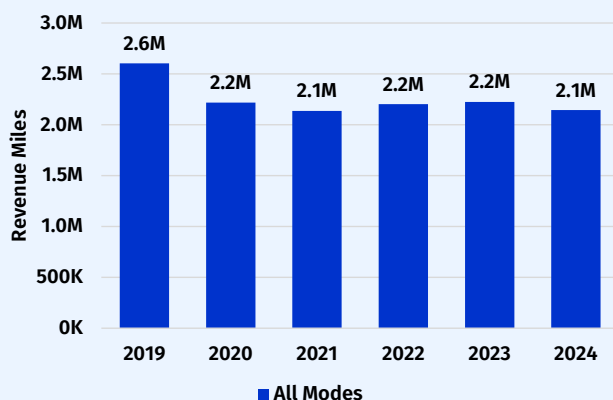
SERVICE SUPPLY & USAGE

Mode Types

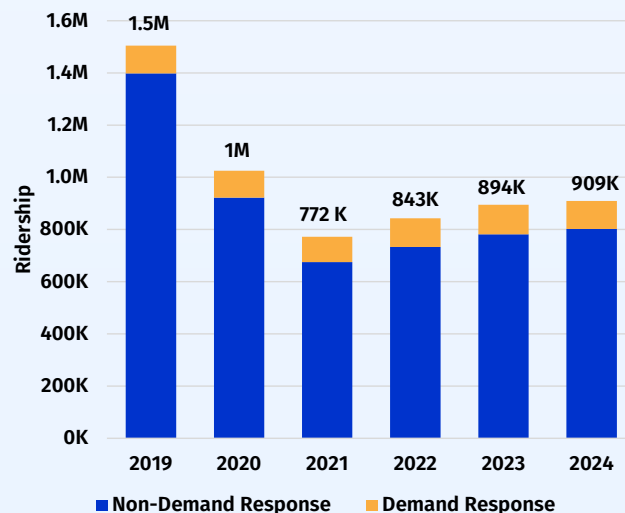
- ▶ Bus (Fixed Route)
- ▶ Demand Response



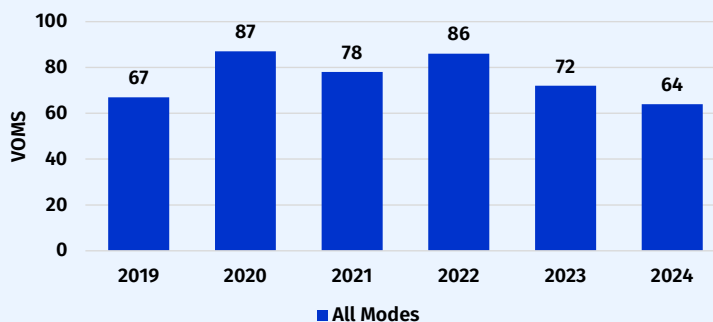
Revenue Miles



Annual Passenger Trips (Ridership)



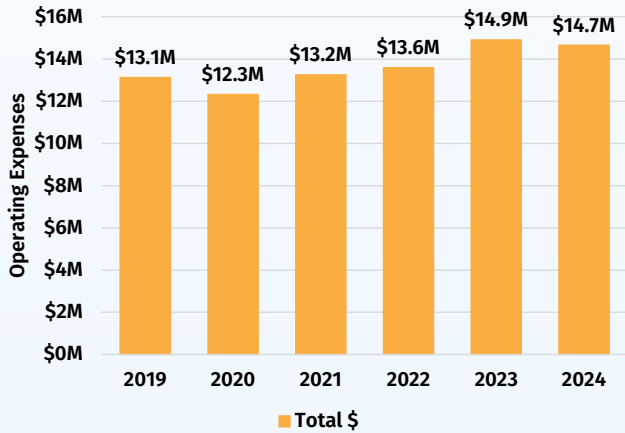
Vehicles Operating in Maximum Service (VOMS)



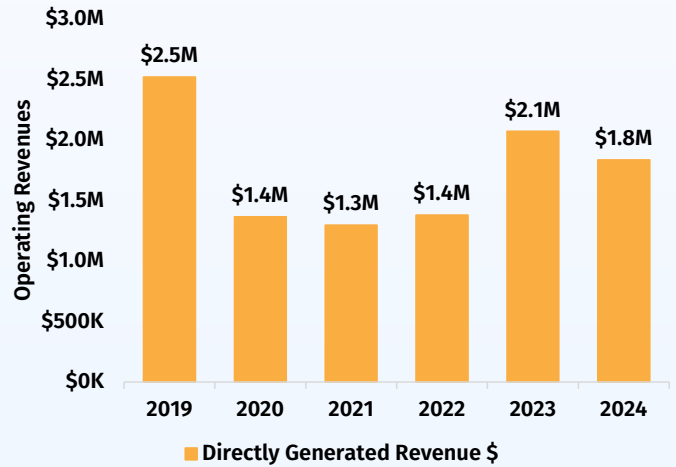
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

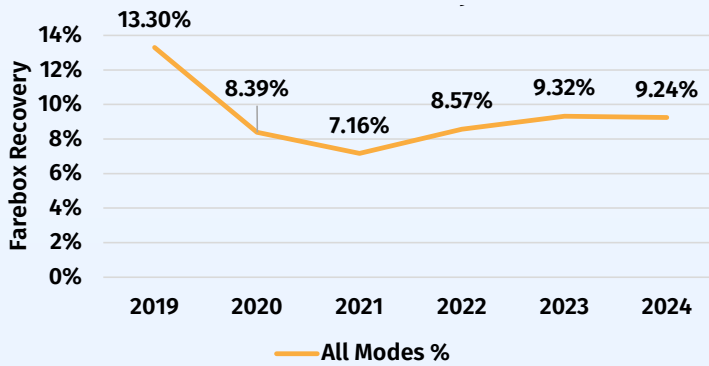


Operating Revenue

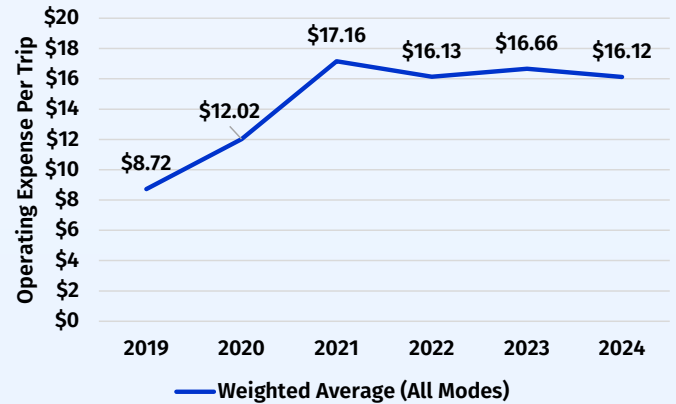


COST EFFECTIVENESS & SERVICE EFFICIENCY

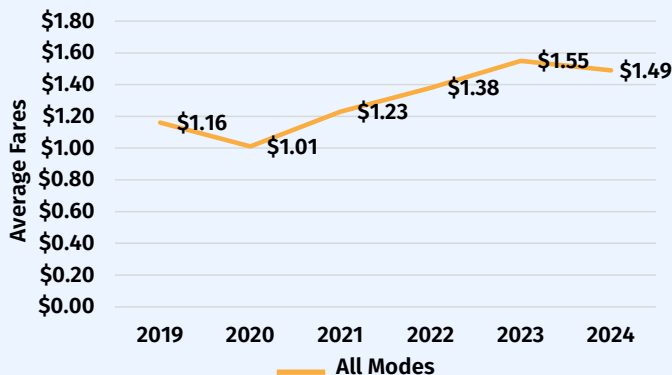
Farebox Recovery Ratio



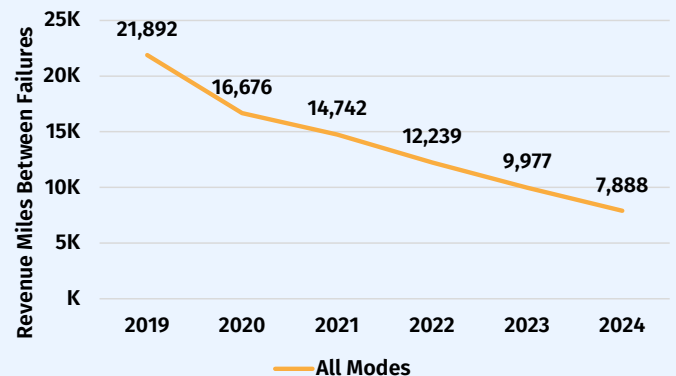
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



GAINESVILLE REGIONAL TRANSIT SYSTEM

GENERAL INFORMATION

199K

Service Area
Population

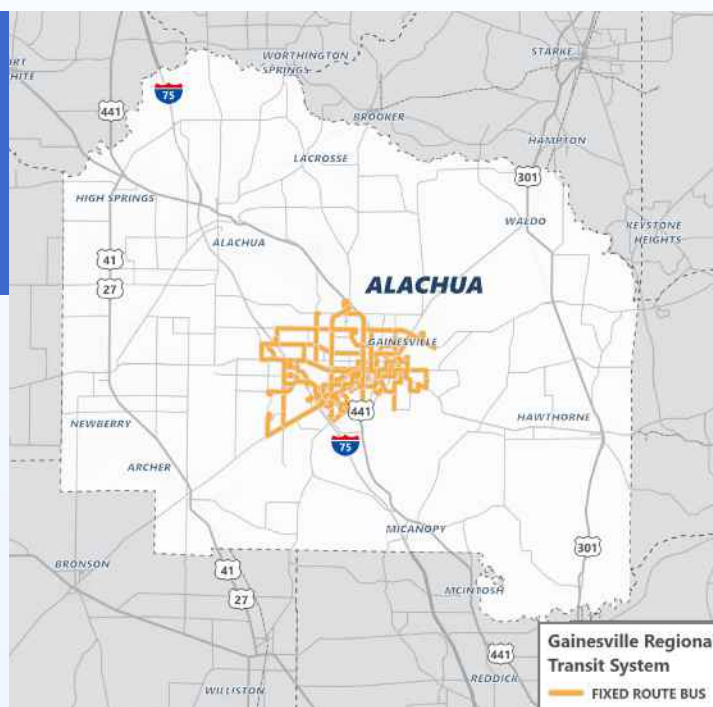


Tier II Agency



Governance
Type:
City
Commission/
Council

FDOT
District 2



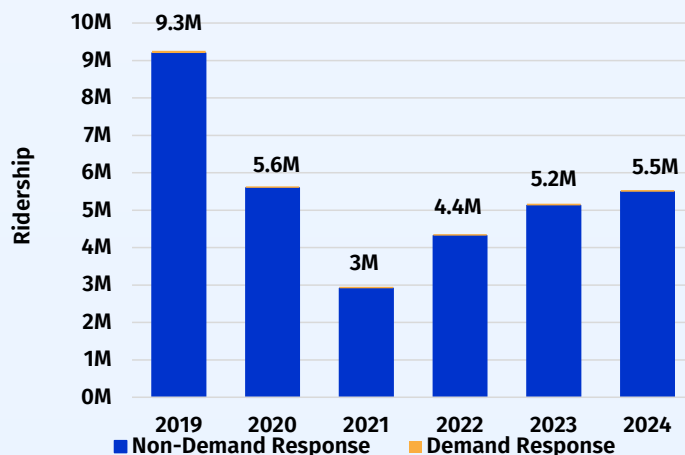
SERVICE SUPPLY & USAGE

Mode Types

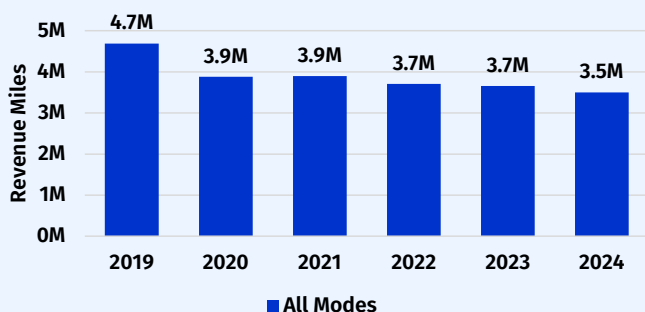
- Bus (Fixed Route)
- Demand Response



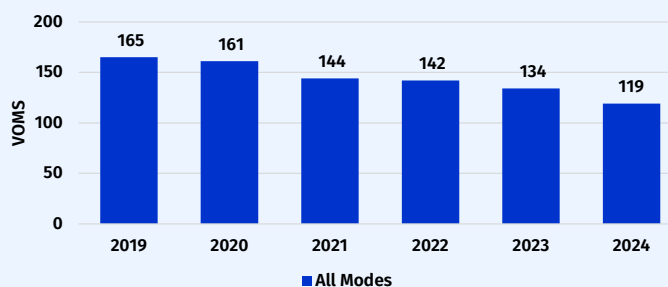
Annual Passenger Trips (Ridership)



Revenue Miles

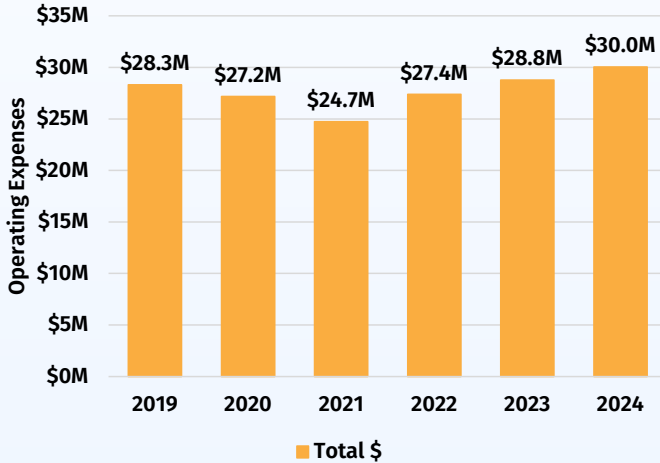


Vehicles Operating in Maximum Service (VOMS)

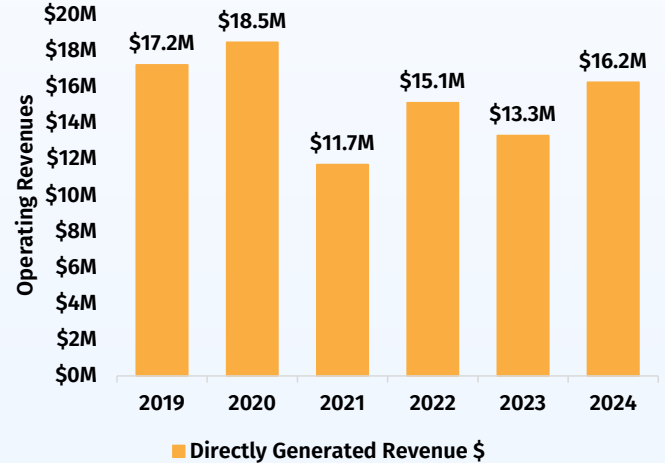


OPERATING REVENUE & EXPENSES

Operating Expenses

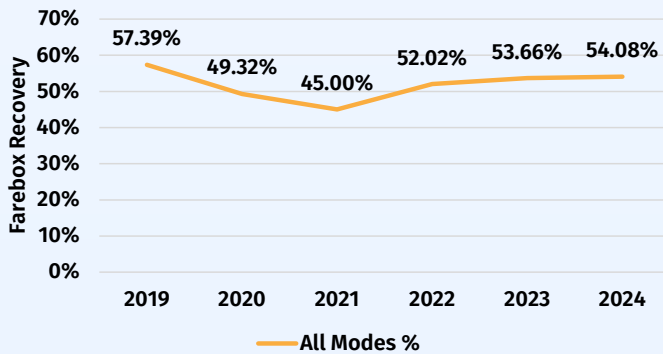


Operating Revenue

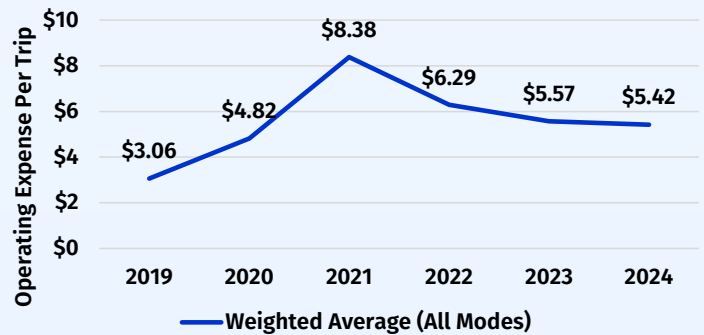


COST EFFECTIVENESS & SERVICE EFFICIENCY

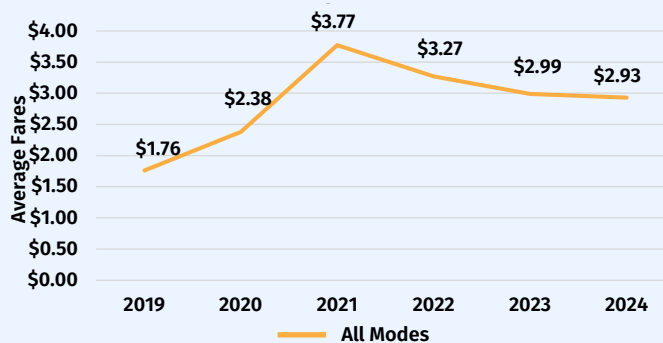
Farebox Recovery Ratio



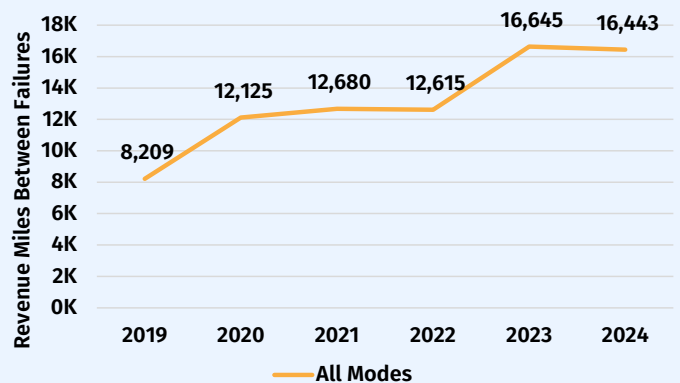
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



HERNANDO COUNTY (THEBUS)

GENERAL INFORMATION

119K

Service Area
Population

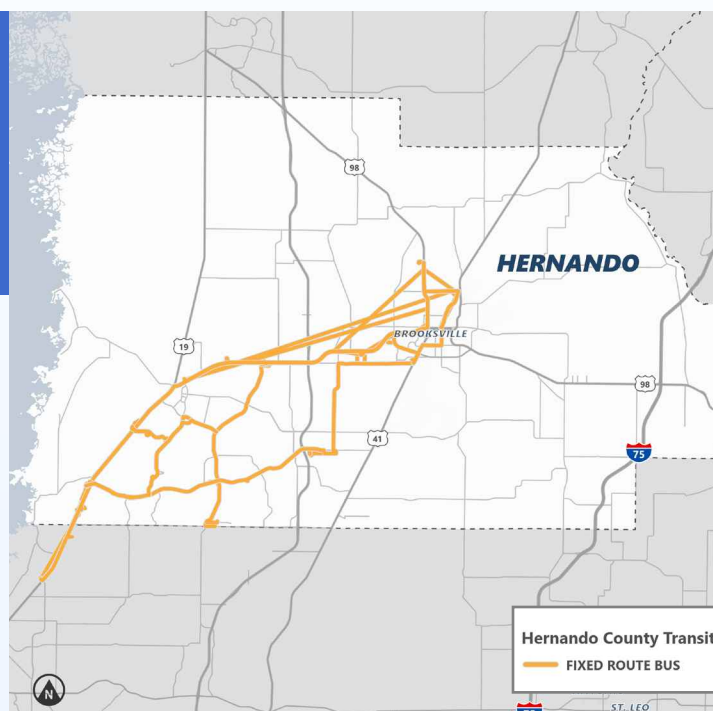


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 7



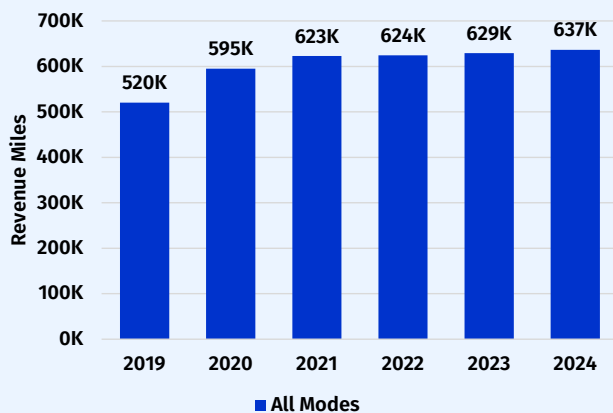
SERVICE SUPPLY & USAGE

Mode Types

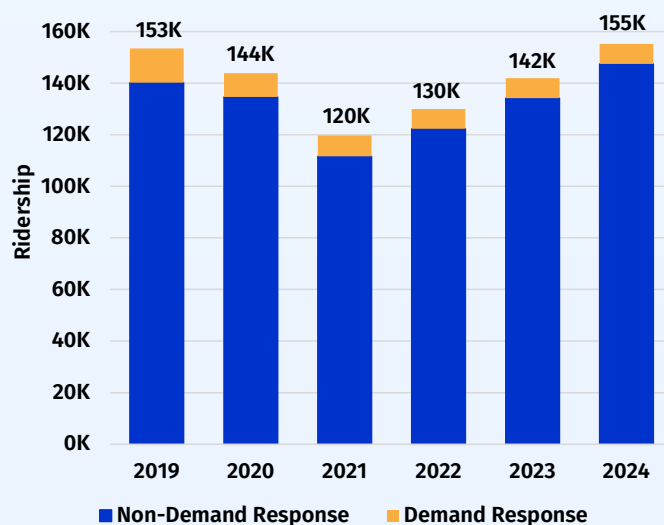
- ▶ Bus (Fixed Route)
- ▶ Demand Response



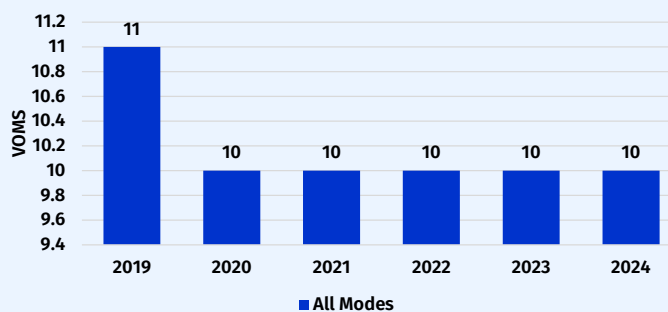
Revenue Miles



Annual Passenger Trips (Ridership)



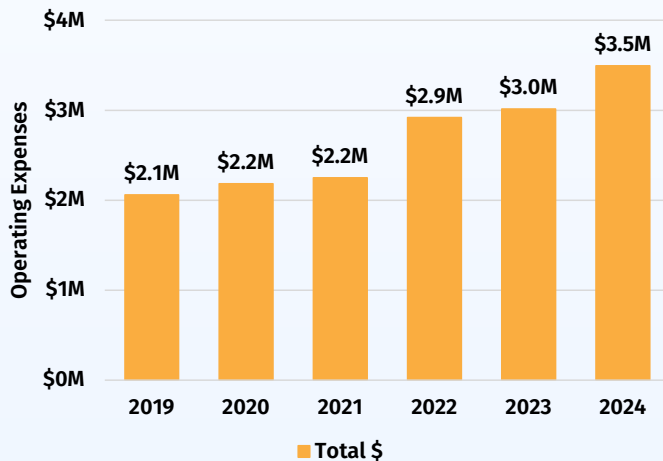
Vehicles Operating in Maximum Service (VOMS)



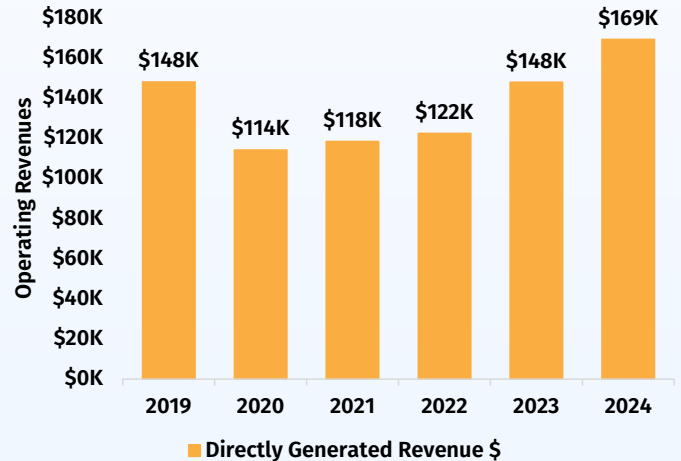
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

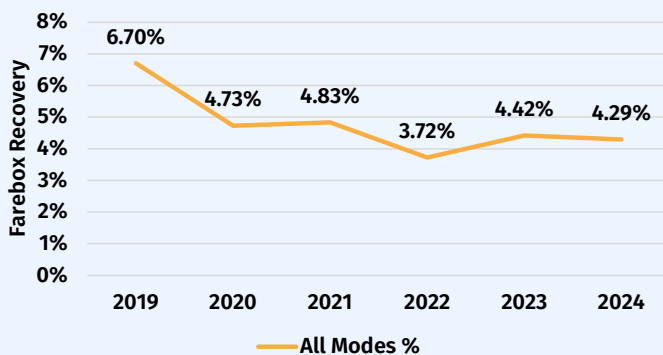


Operating Revenue

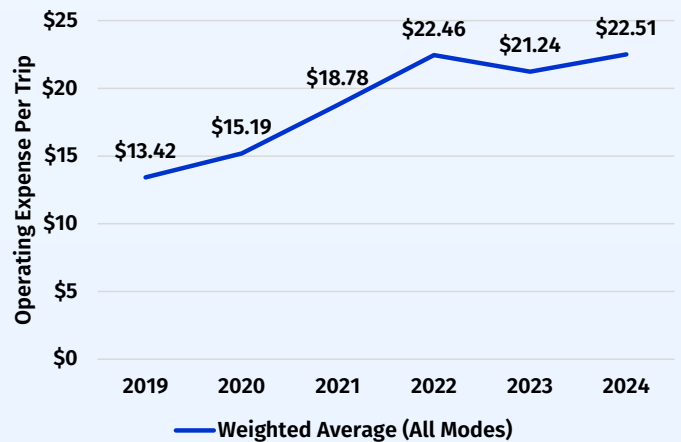


COST EFFECTIVENESS & SERVICE EFFICIENCY

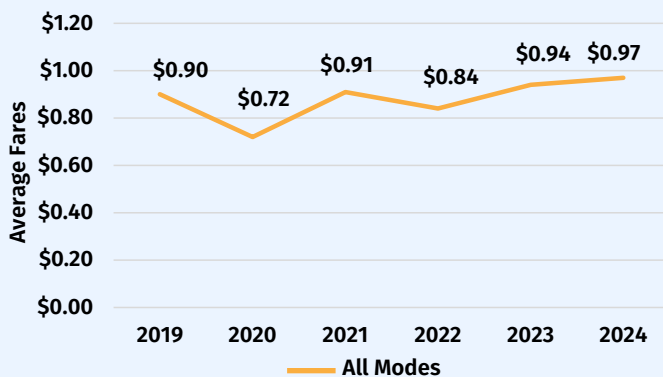
Farebox Recovery Ratio



Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures

Data not reported to NTD by this agency

HILLSBOROUGH TRANSIT AUTHORITY (HART)

GENERAL INFORMATION

1.13M

Service Area
Population

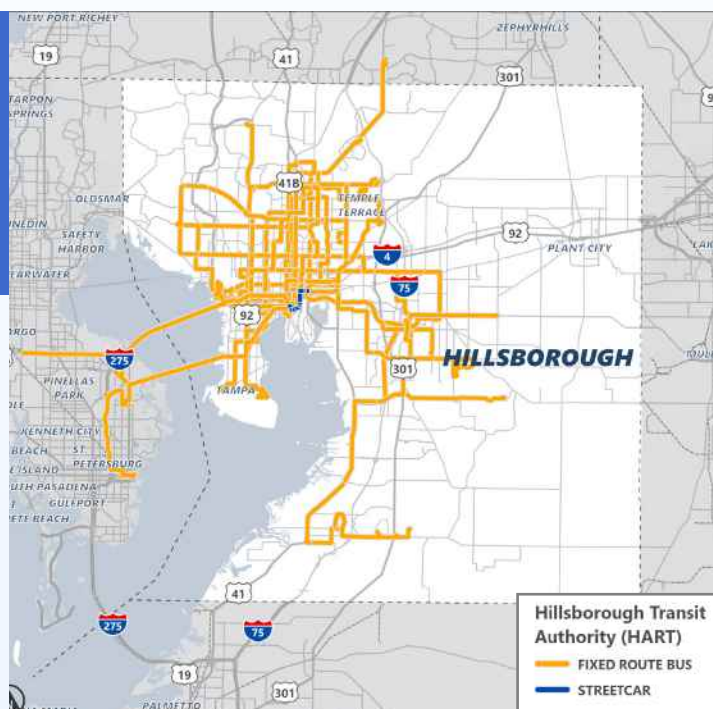


Tier II Agency



Governance
Type:
Authority by
Statute

FDOT
District 7



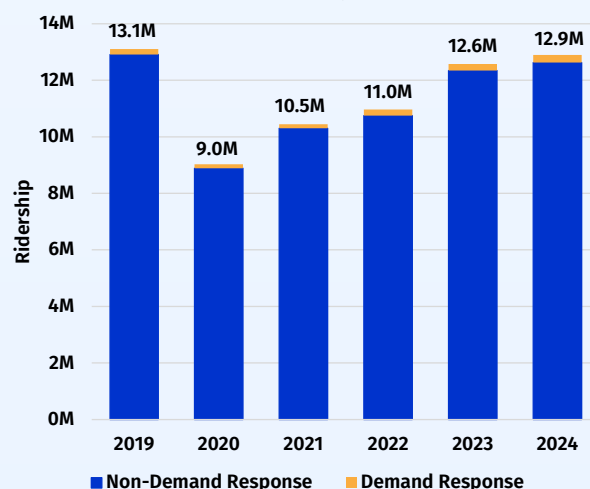
SERVICE SUPPLY & USAGE

Mode Types

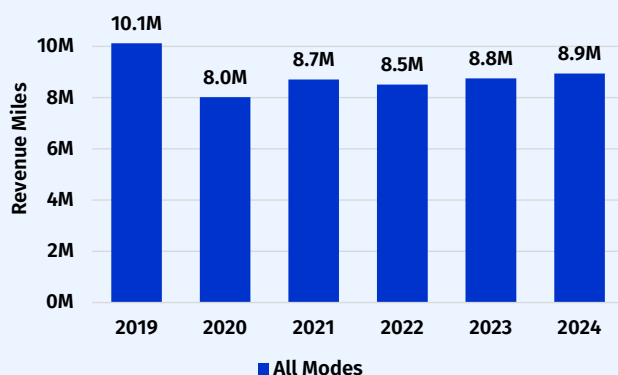
- ▶ Bus (Fixed Route)
- ▶ Demand Response
- ▶ Streetcar



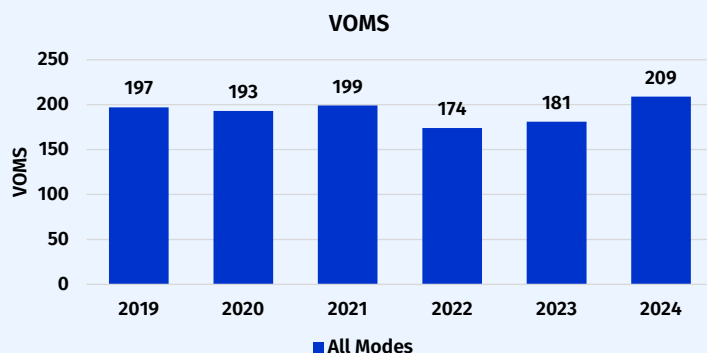
Annual Passenger Trips (Ridership)



Revenue Miles



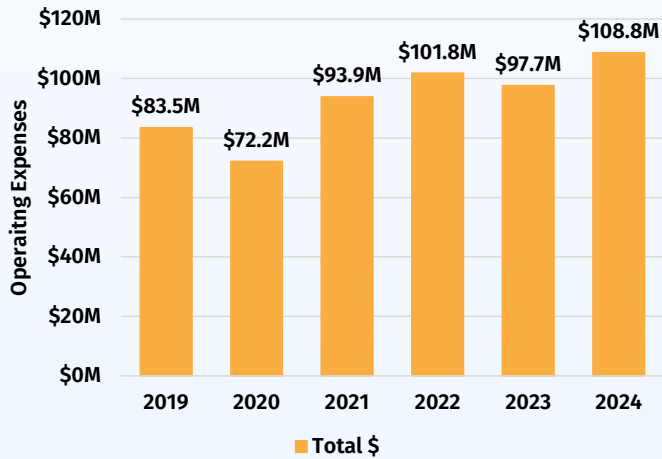
Vehicles Operating in Maximum Service (VOMS)



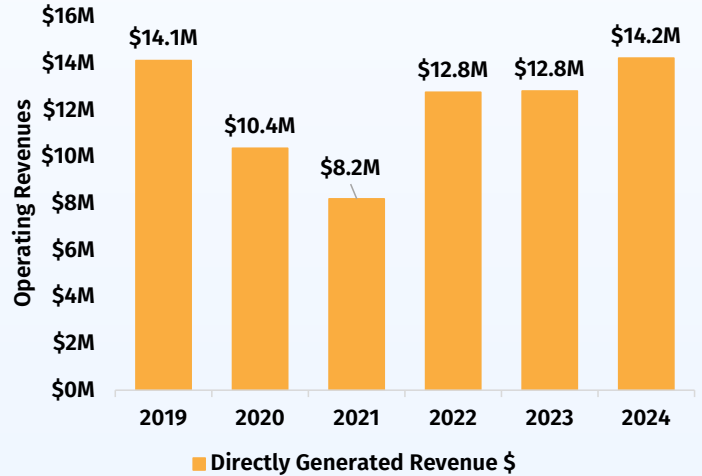
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

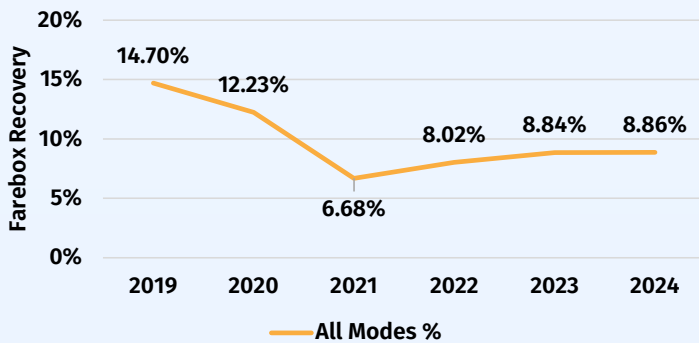


Operating Revenue

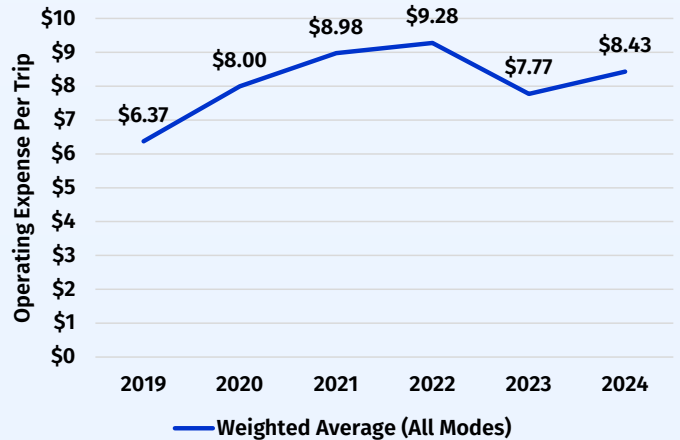


COST EFFECTIVENESS & SERVICE EFFICIENCY

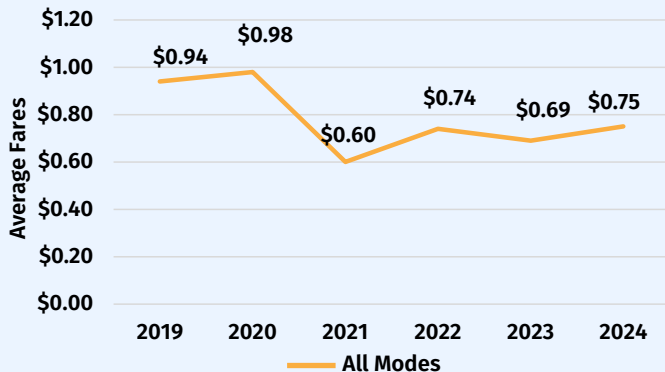
Farebox Recovery Ratio



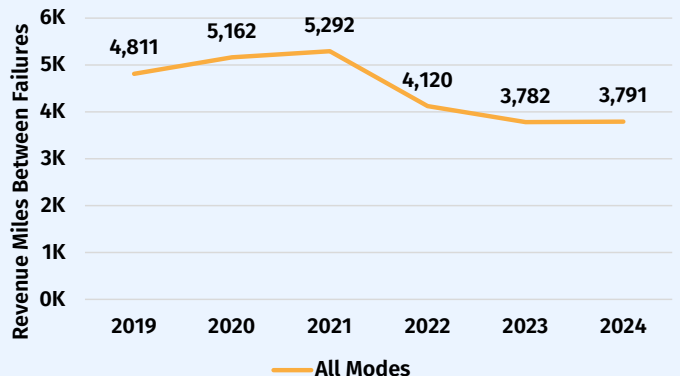
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



INDIAN RIVER (GOLINE)

GENERAL INFORMATION

167K

Service Area
Population



Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 4



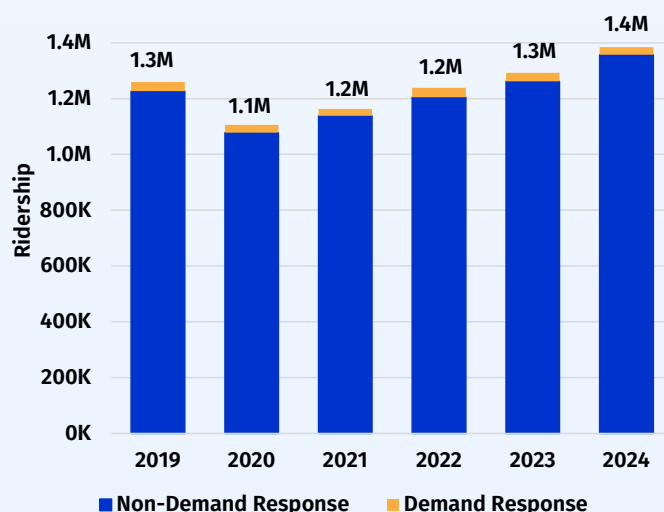
SERVICE SUPPLY & USAGE

Mode Types

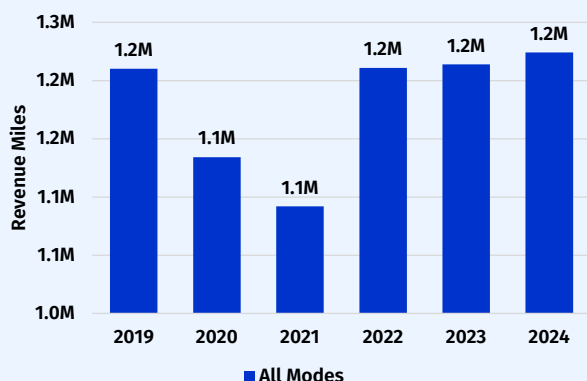
- ▶ Bus (Fixed Route)
- ▶ Demand Response



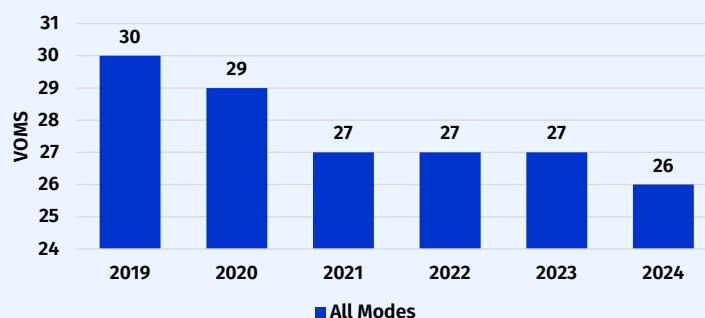
Annual Passenger Trips (Ridership)



Revenue Miles

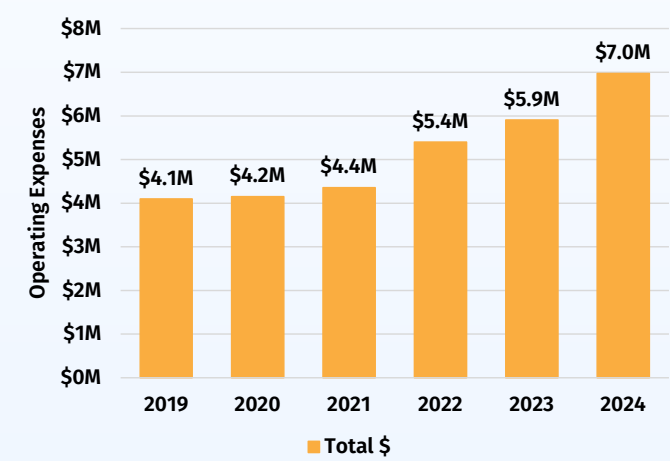


Vehicles Operating in Maximum Service (VOMS)

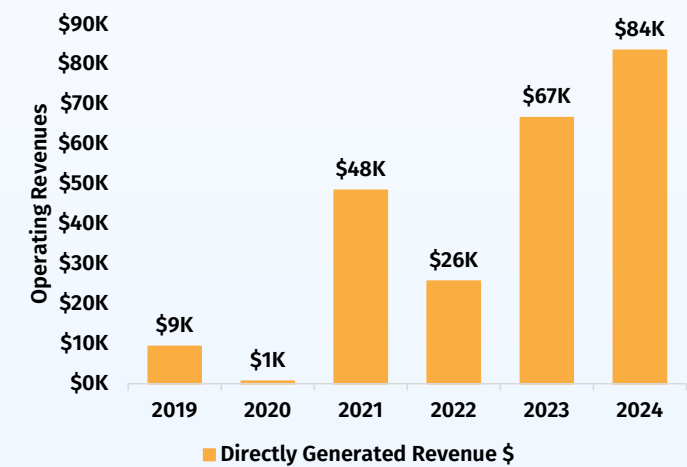


OPERATING REVENUE & EXPENSES

Operating Expenses

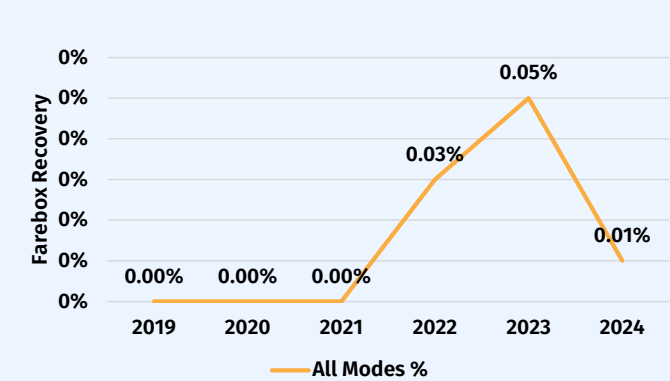


Operating Revenue

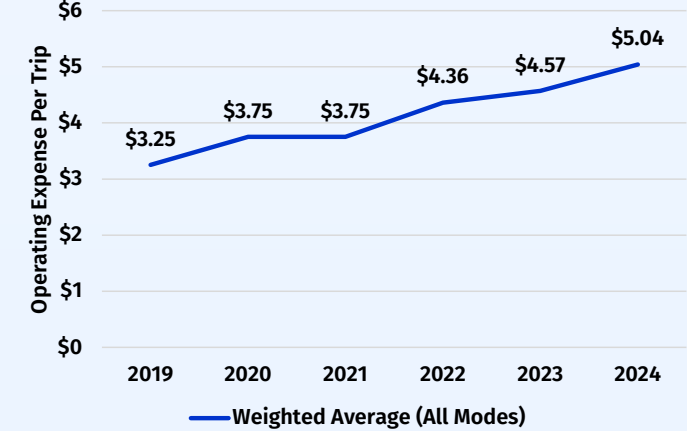


COST EFFECTIVENESS & SERVICE EFFICIENCY

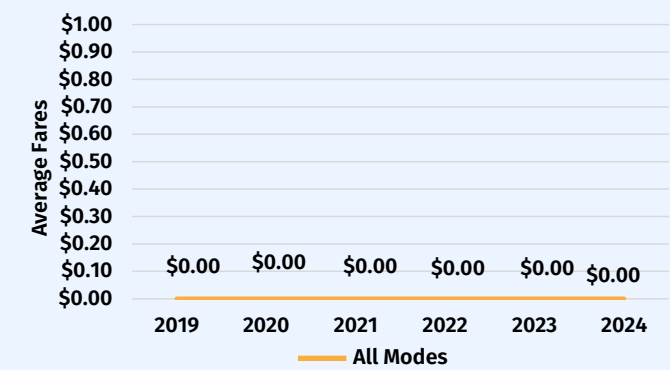
Farebox Recovery Ratio



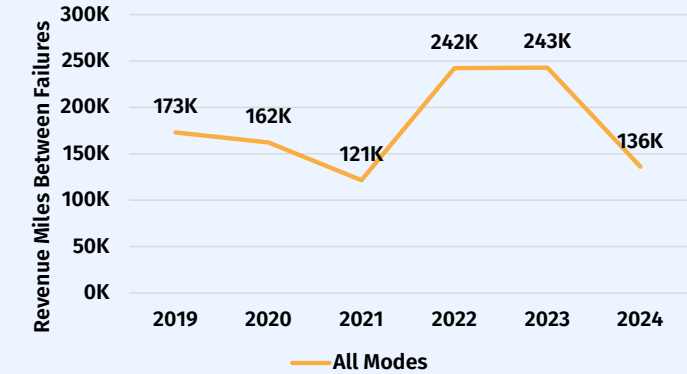
Operating Expense Per Passenger Trip



Average Fare (Fare Free System)



Miles Between Failures



JACKSONVILLE TRANSPORTATION AUTHORITY (JTA)

GENERAL INFORMATION

1.28M

Service Area
Population

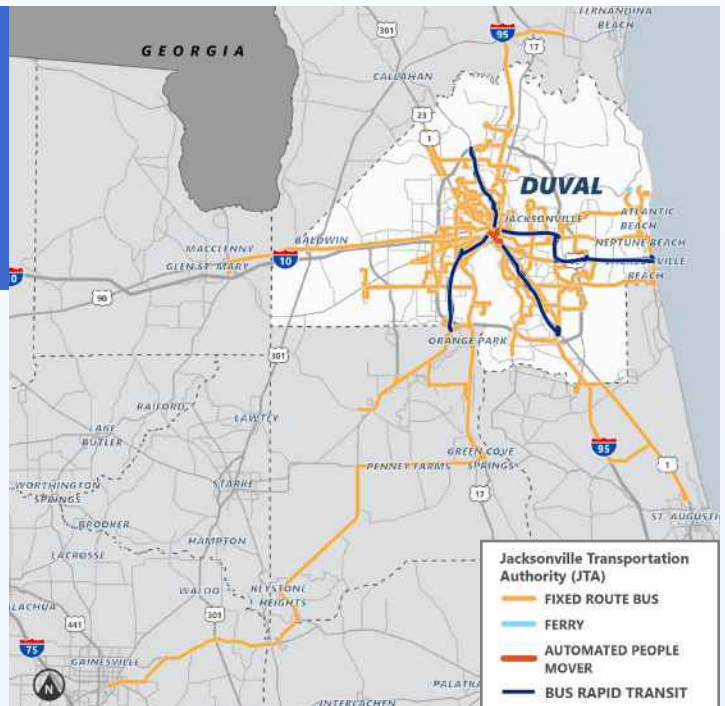


Tier I Agency



Governance
Type:
Authority by
Statute

FDOT
District 2



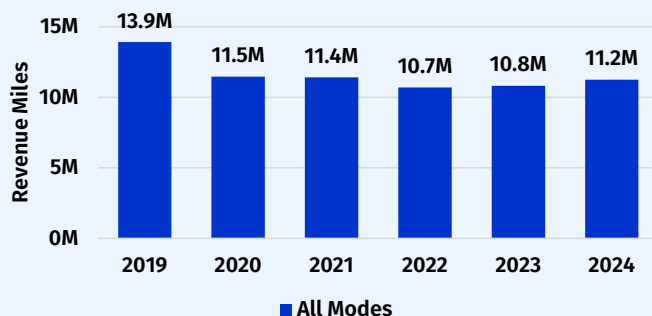
SERVICE SUPPLY & USAGE

Mode Types

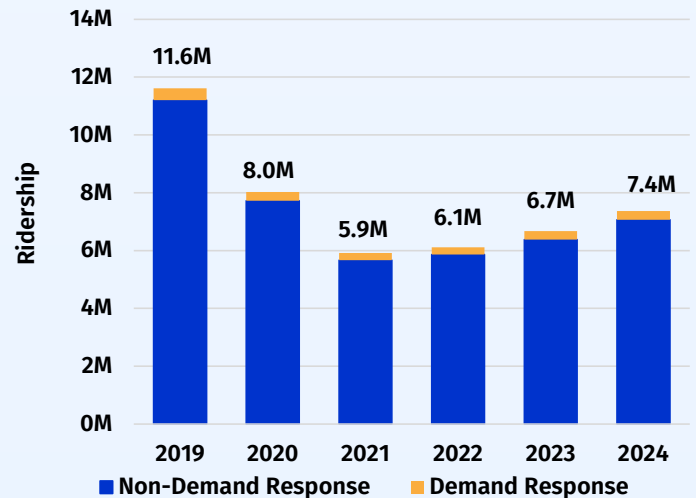
- ▶ Bus (Fixed Route)
- ▶ Monorail/ Automated
- ▶ Demand Response
- ▶ Ferryboat
- ▶ Commuter Bus
- ▶ Bus Rapid Transit



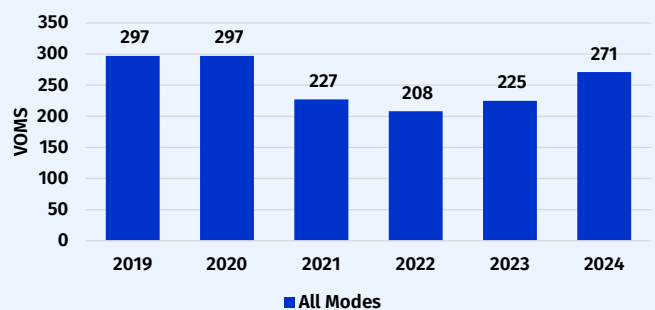
Revenue Miles



Annual Passenger Trips (Ridership)

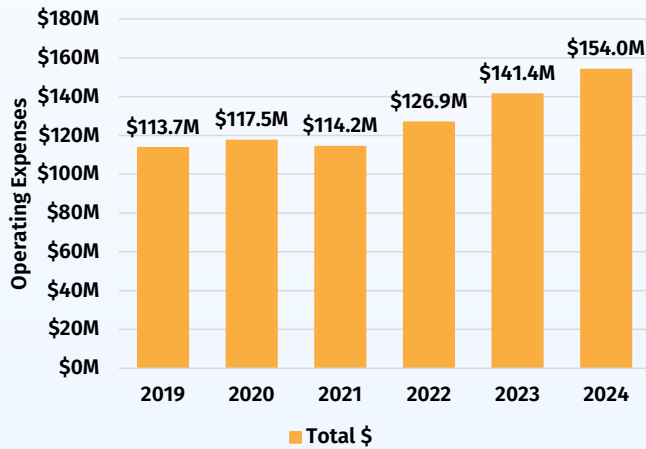


Vehicles Operating in Maximum Service (VOMS)

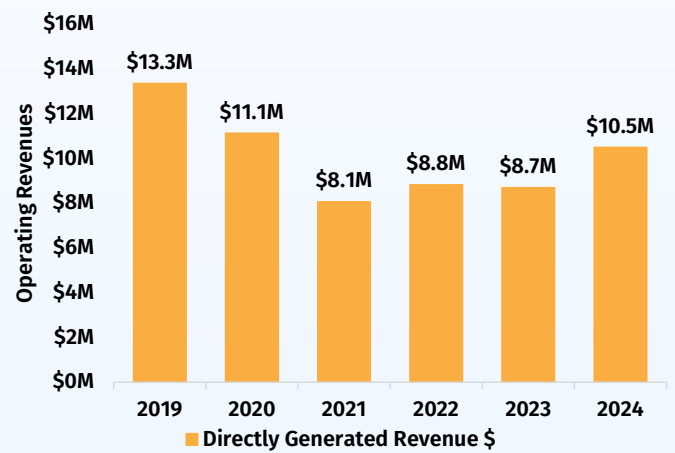


OPERATING REVENUE & EXPENSES

Operating Expenses

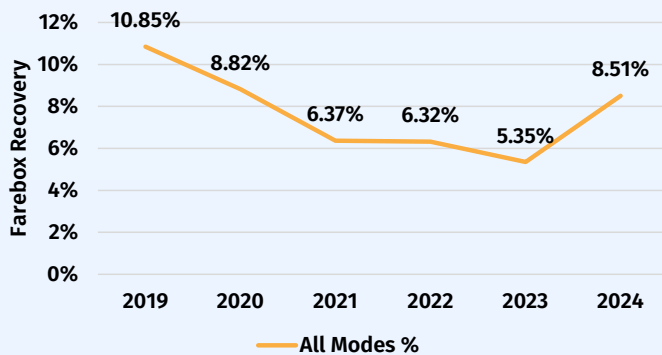


Operating Revenue

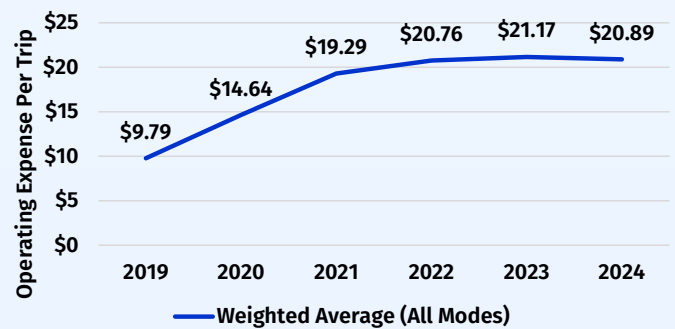


COST EFFECTIVENESS & SERVICE EFFICIENCY

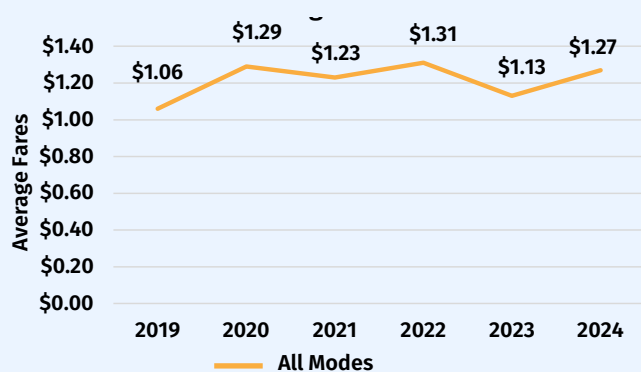
Farebox Recovery Ratio



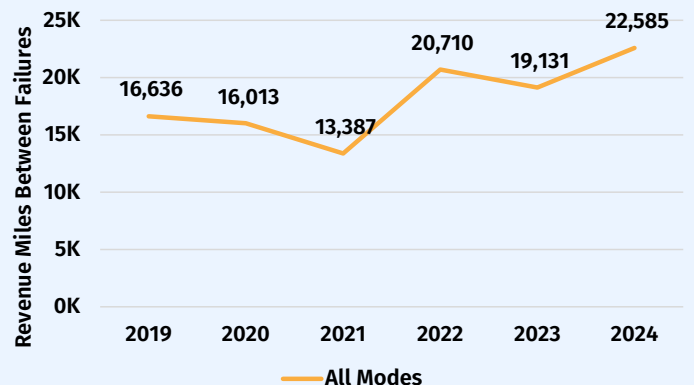
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



KEY WEST TRANSIT

GENERAL INFORMATION

31K

Service Area
Population



Tier II Agency



Governance
Type:
City
Commission/
Council

FDOT

District 6



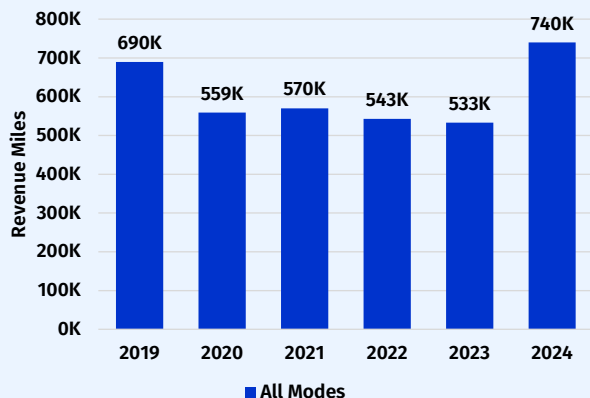
SERVICE SUPPLY & USAGE

Mode Types

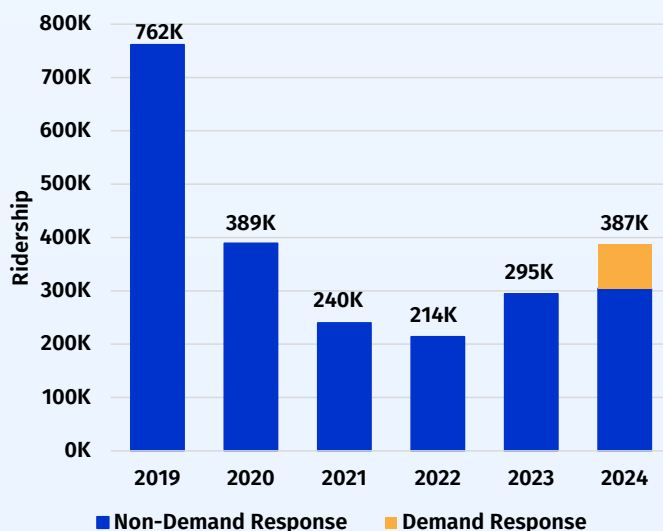
- ▶ Bus (Fixed Route)
- ▶ Demand Response



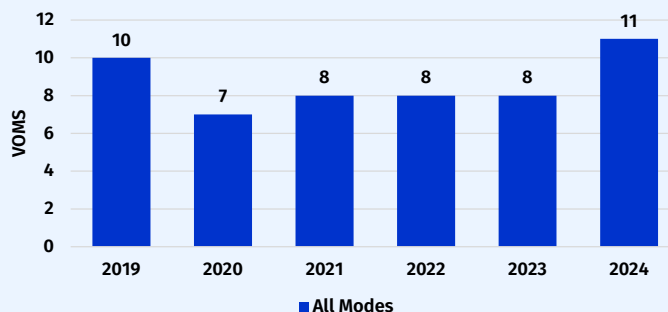
Revenue Miles



Annual Passenger Trips (Ridership)



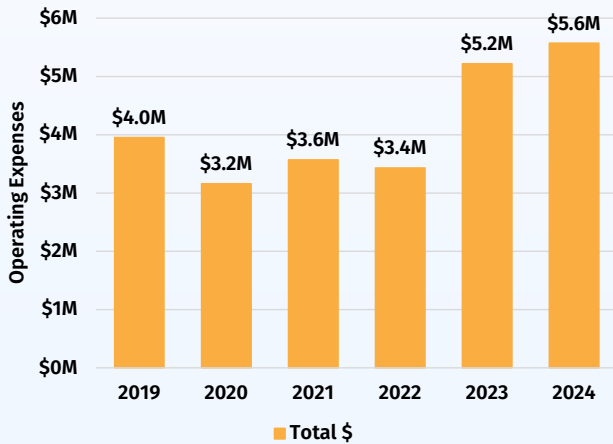
Vehicles Operating in Maximum Service (VOMS)



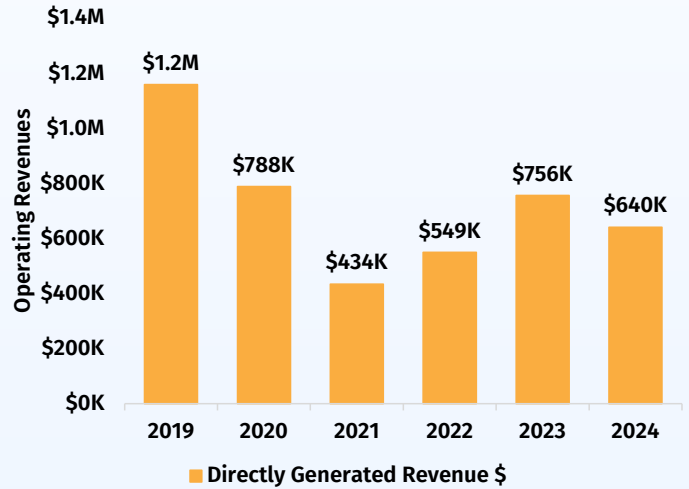
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

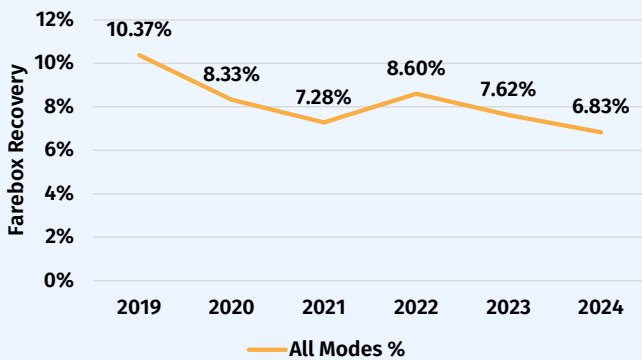


Operating Revenue

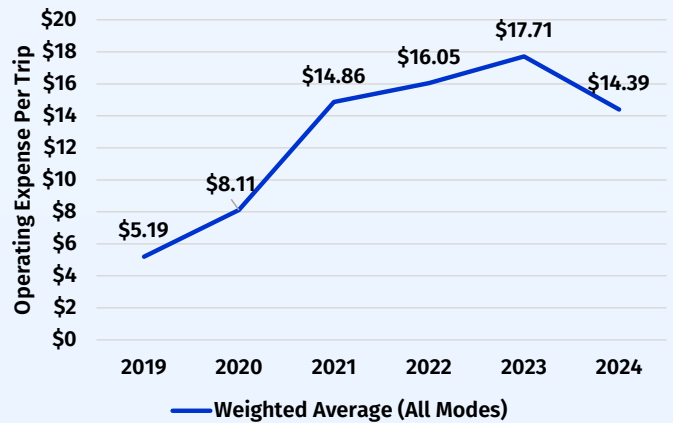


COST EFFECTIVENESS & SERVICE EFFICIENCY

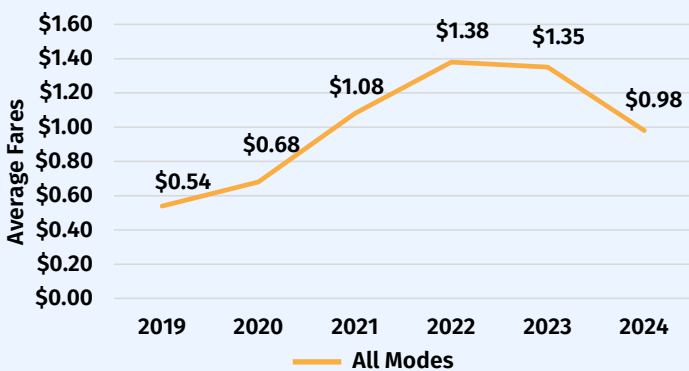
Farebox Recovery Ratio



Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures

Data not reported to NTD by this agency

LAKE COUNTY PUBLIC TRANSPORTATION

GENERAL INFORMATION

97K

Service Area
Population

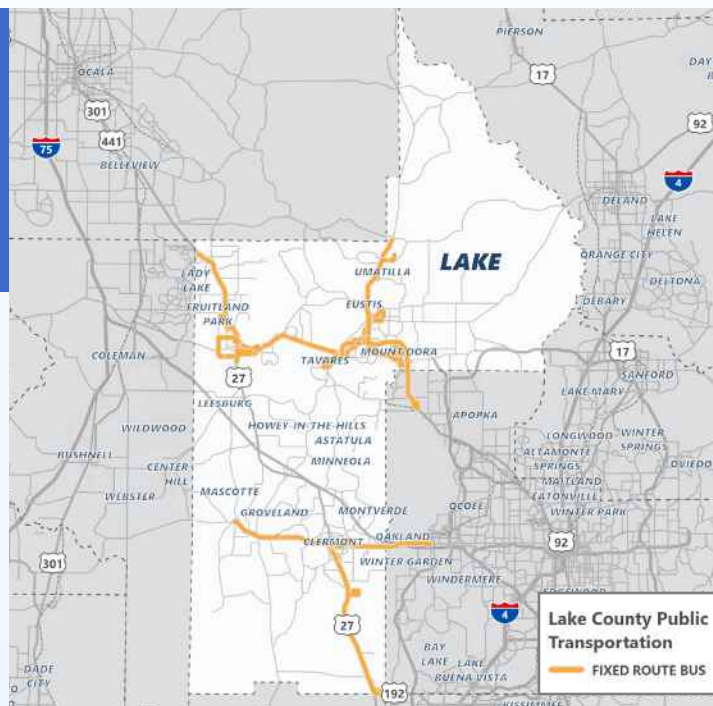


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 5



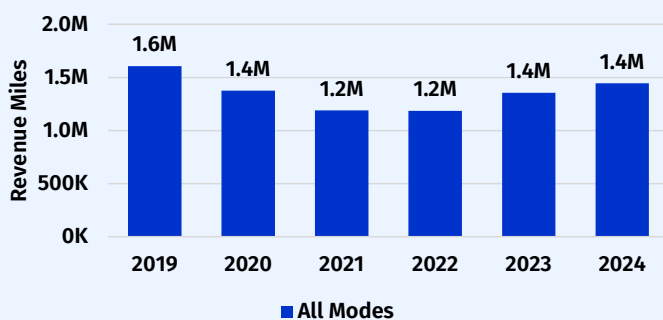
SERVICE SUPPLY & USAGE

Mode Types

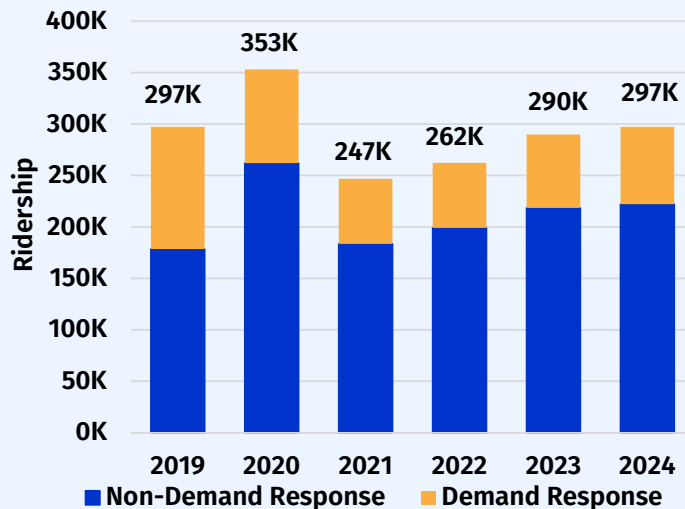
- ▶ Bus (Fixed Route)
- ▶ Demand Response



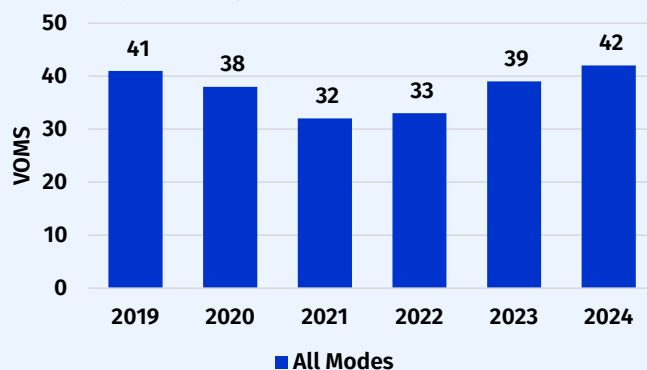
Revenue Miles



Annual Passenger Trips (Ridership)



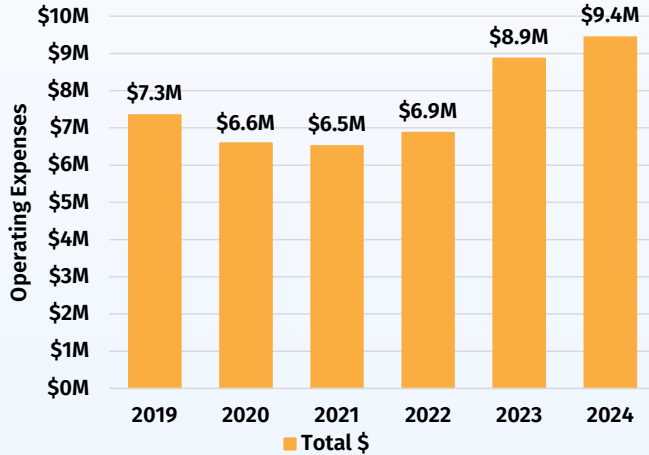
Vehicles Operating in Maximum Service (VOMS)



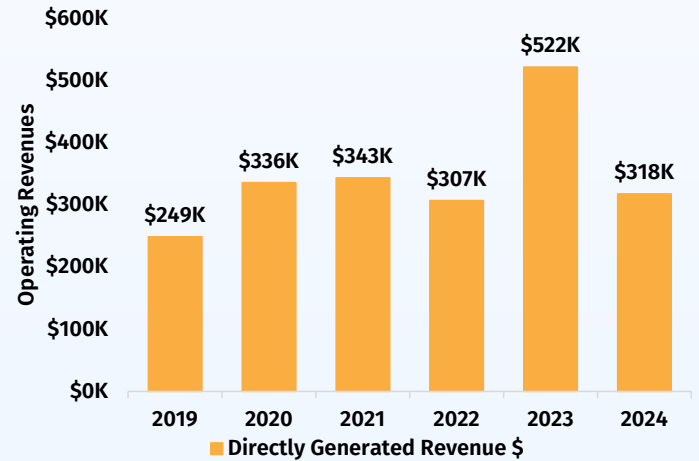
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

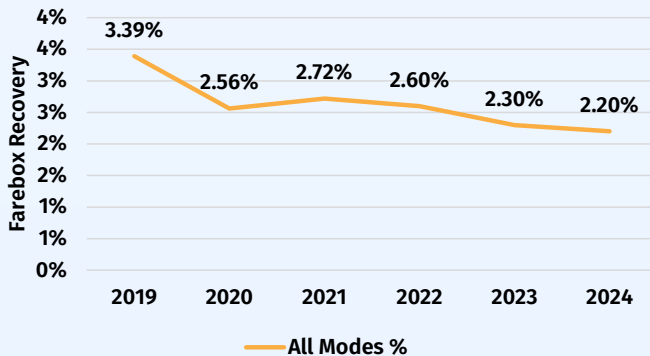


Operating Revenue

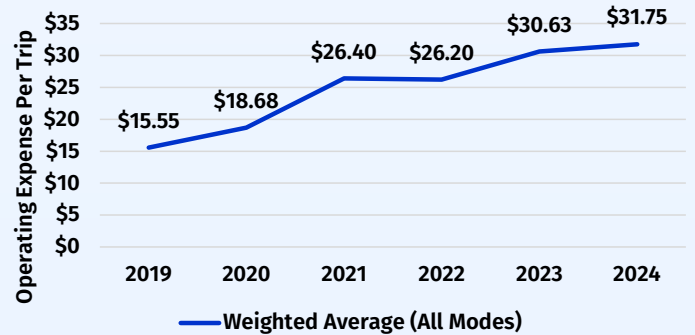


COST EFFECTIVENESS & SERVICE EFFICIENCY

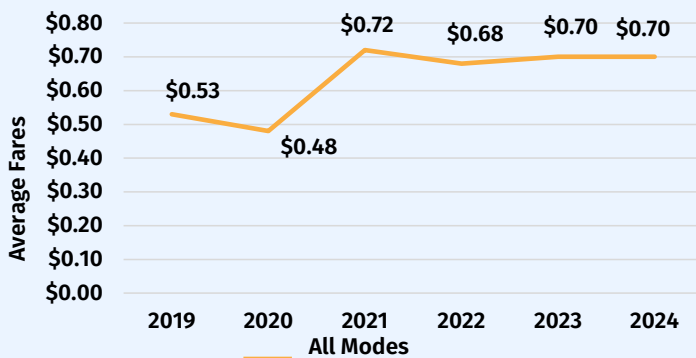
Farebox Recovery Ratio



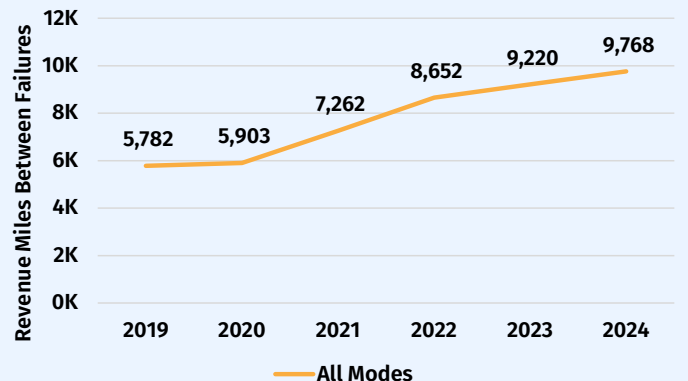
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



LAKELAND AREA MASS TRANSIT DISTRICT (CITRUS CONNECTION)

GENERAL INFORMATION

818K

Service Area Population

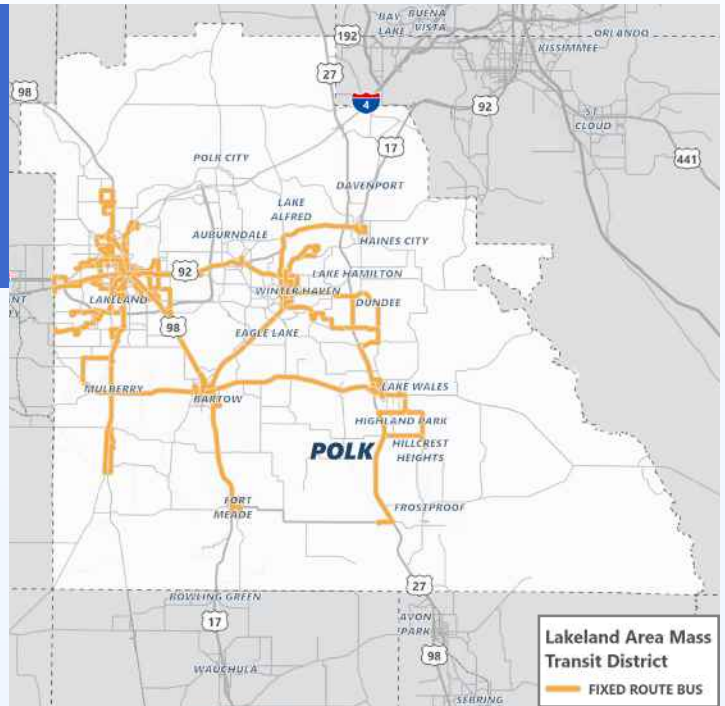


Tier II Agency



Governance Type:
Authority by Agreement

FDOT
District 1



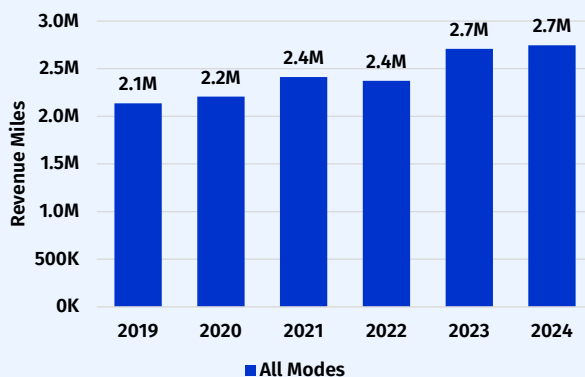
SERVICE SUPPLY & USAGE

Mode Types

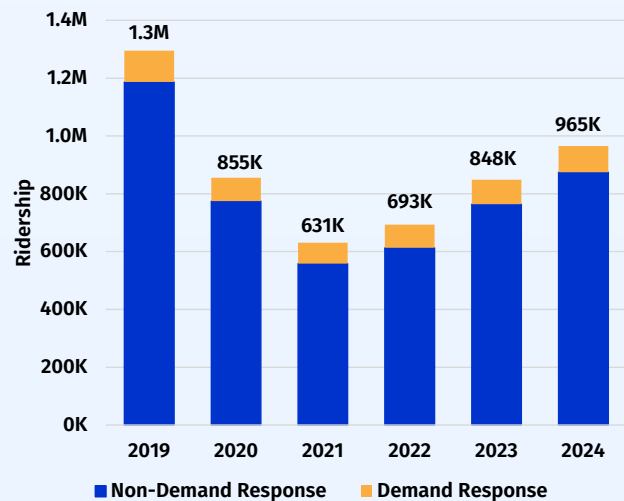
- Bus (Fixed Route)
- Demand Response



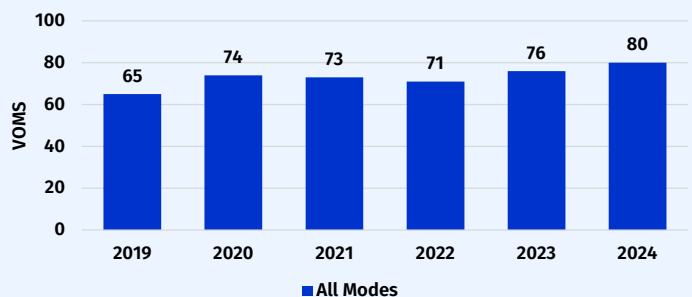
Revenue Miles



Annual Passenger Trips (Ridership)

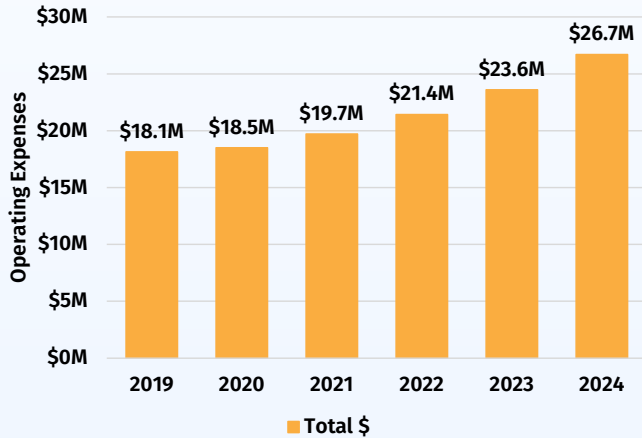


Vehicles Operating in Maximum Service (VOMS)

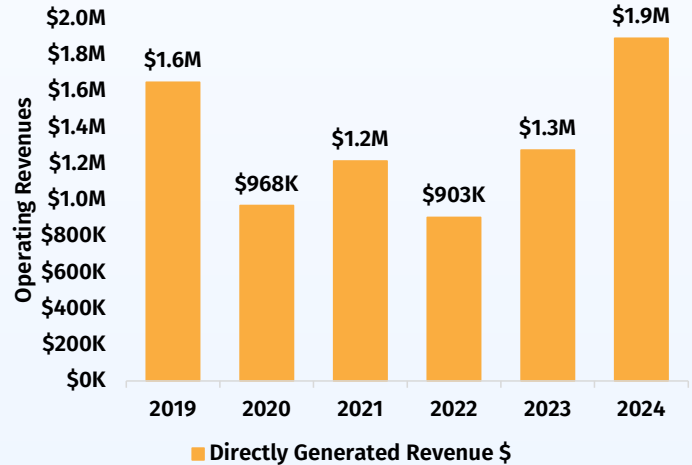


OPERATING REVENUE & EXPENSES

Operating Expenses

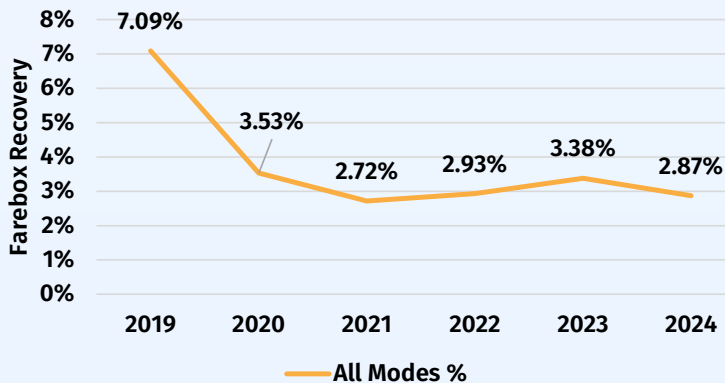


Operating Revenue

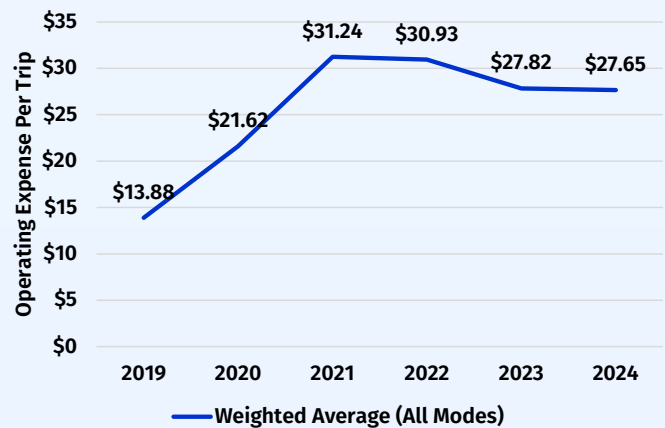


COST EFFECTIVENESS & SERVICE EFFICIENCY

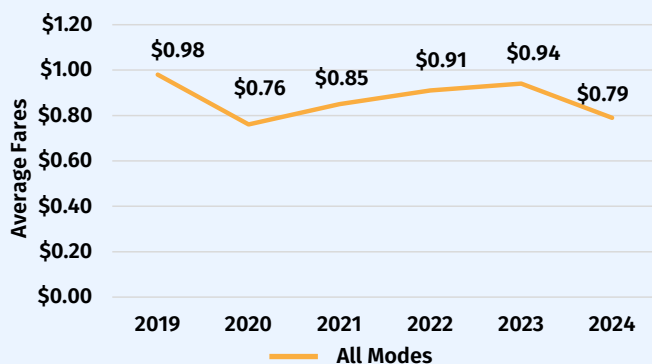
Farebox Recovery Ratio



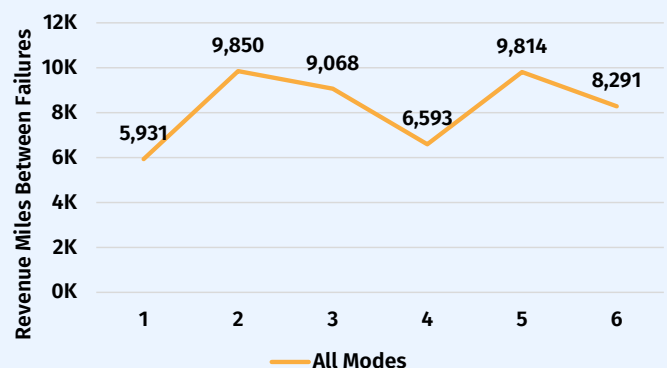
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



LEE COUNTY (LEETRAN)

GENERAL INFORMATION

840K

Service Area
Population

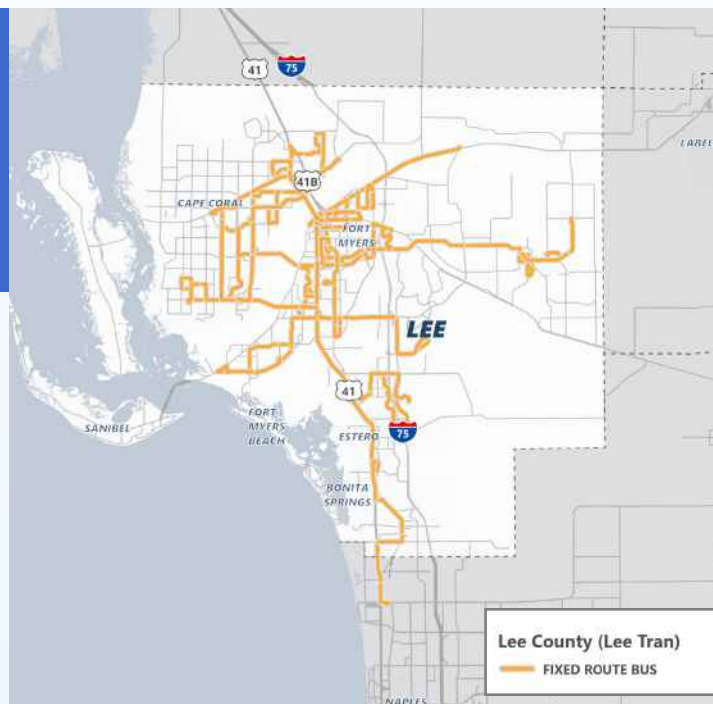


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 1



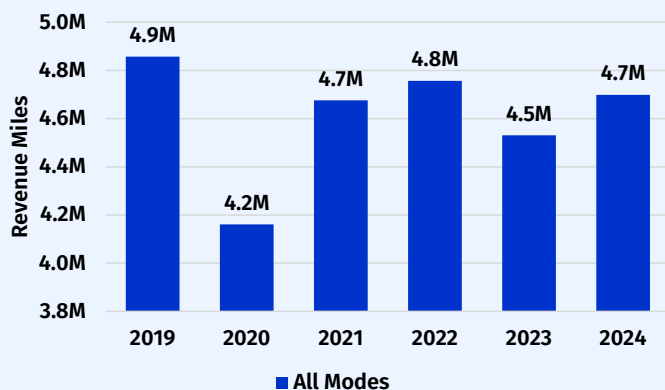
SERVICE SUPPLY & USAGE

Mode Types

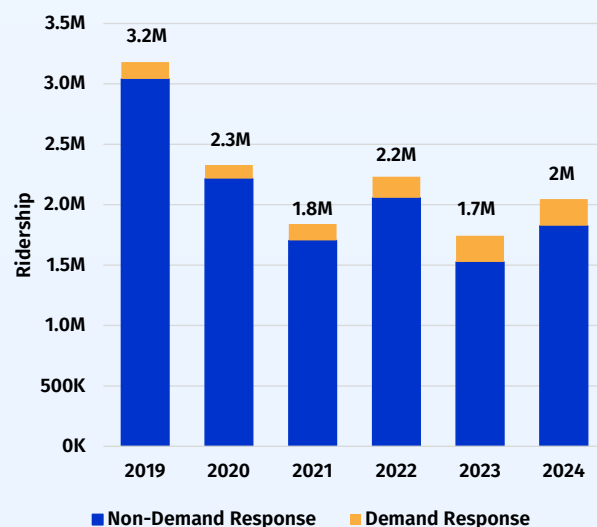
- ▶ Bus (Fixed Route)
- ▶ Demand Response



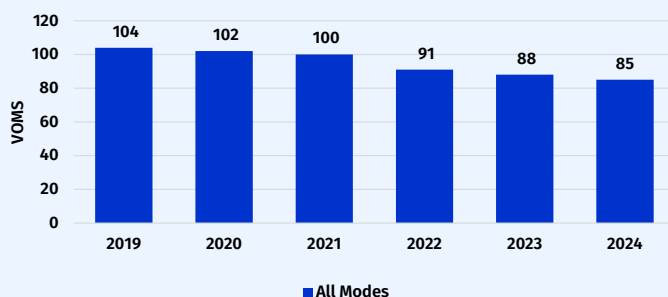
Revenue Miles



Annual Passenger Trips (Ridership)



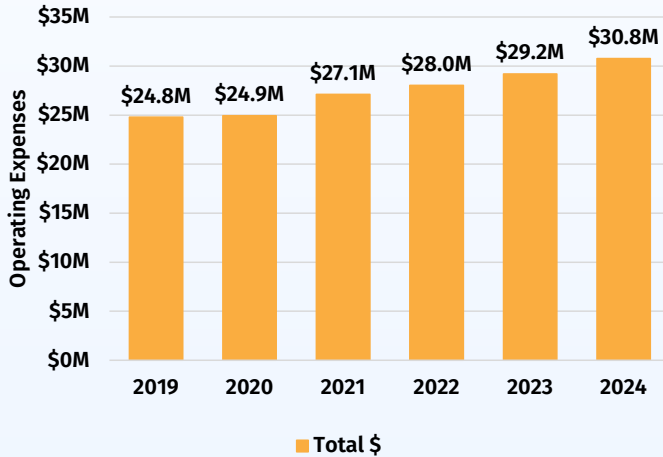
Vehicles Operating in Maximum Service (VOMS)



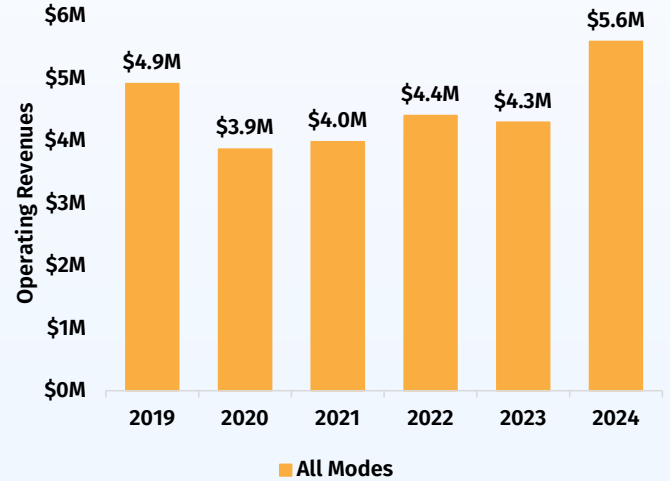
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

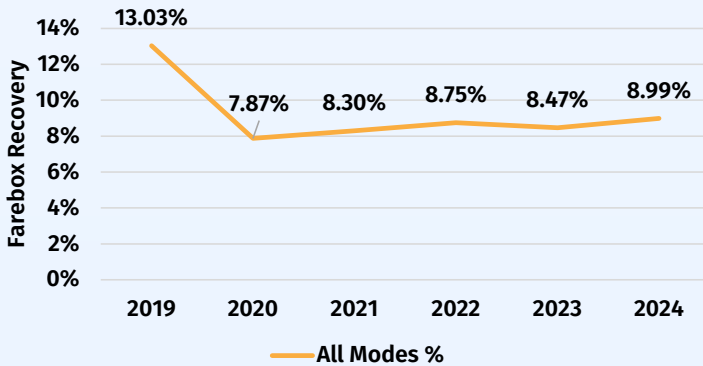


Operating Revenue

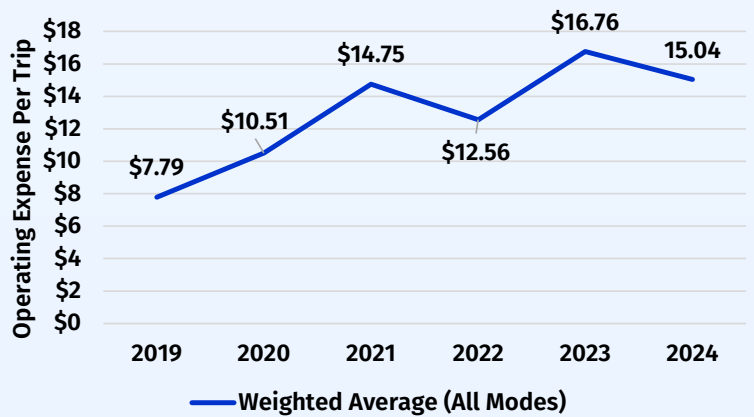


COST EFFECTIVENESS & SERVICE EFFICIENCY

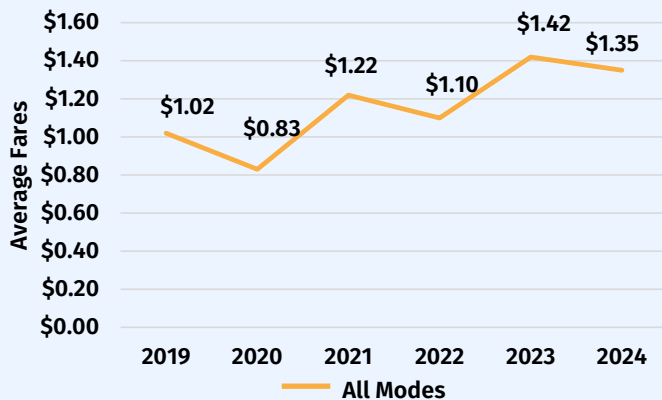
Farebox Recovery Ratio



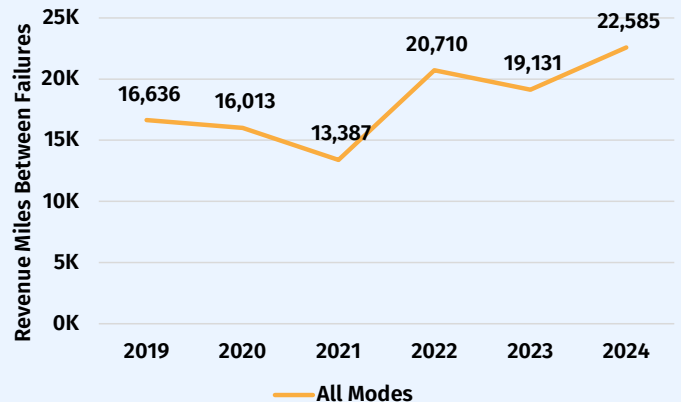
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



MANATEE COUNTY AREA TRANSIT (MCAT)

GENERAL INFORMATION

440K

Service Area
Population

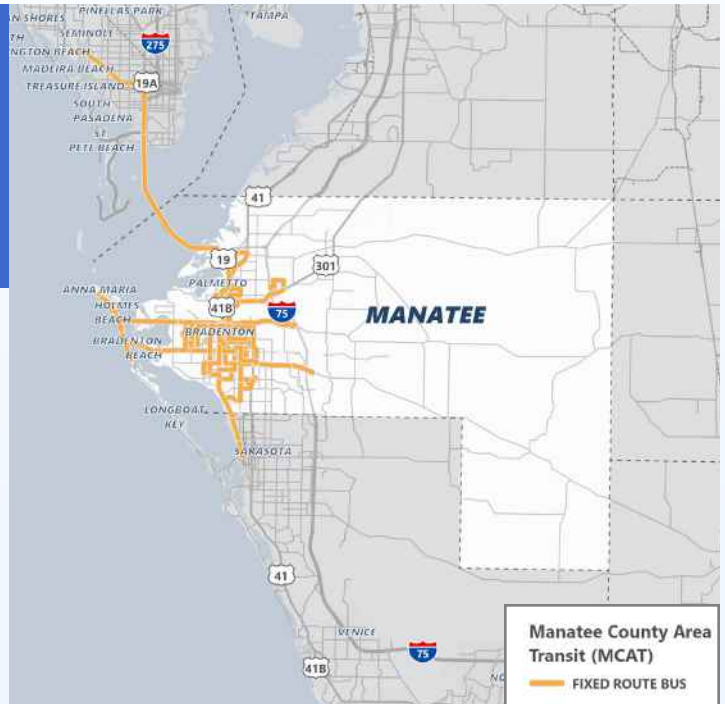


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 7



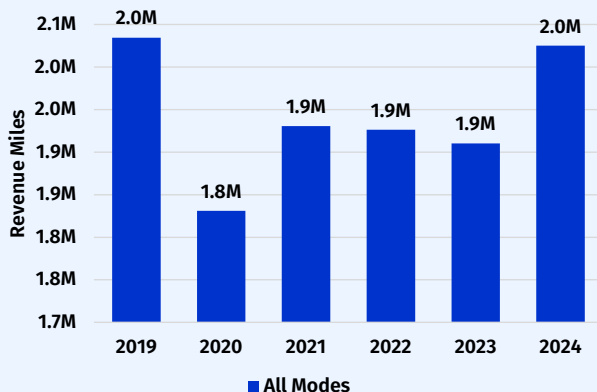
SERVICE SUPPLY & USAGE

Mode Types

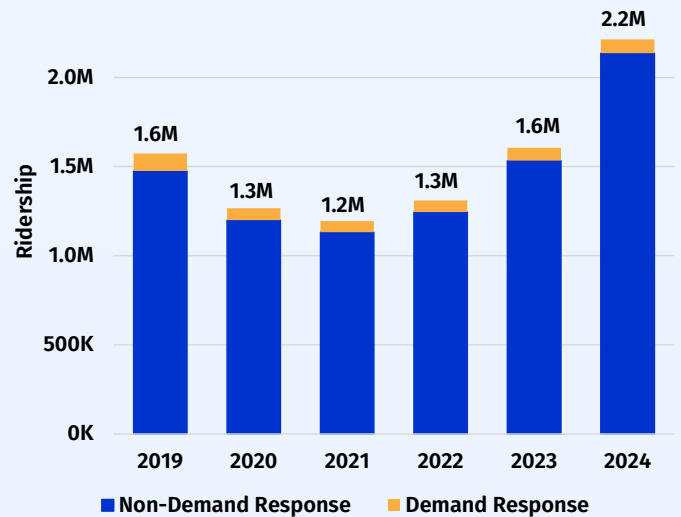
- Bus (Fixed Route)
- Demand Response



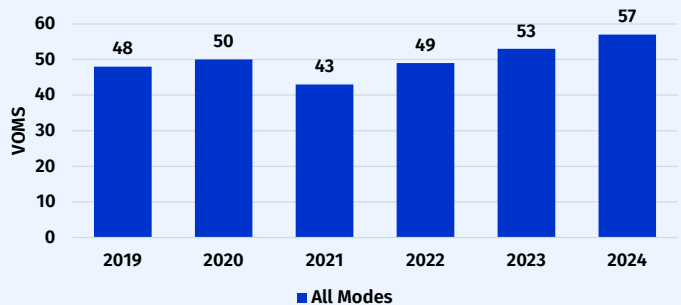
Revenue Miles



Annual Passenger Trips (Ridership)



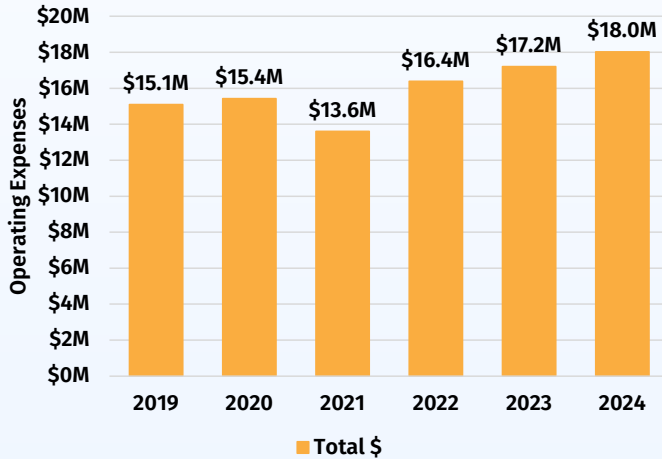
Vehicles Operating in Maximum Service (VOMS)



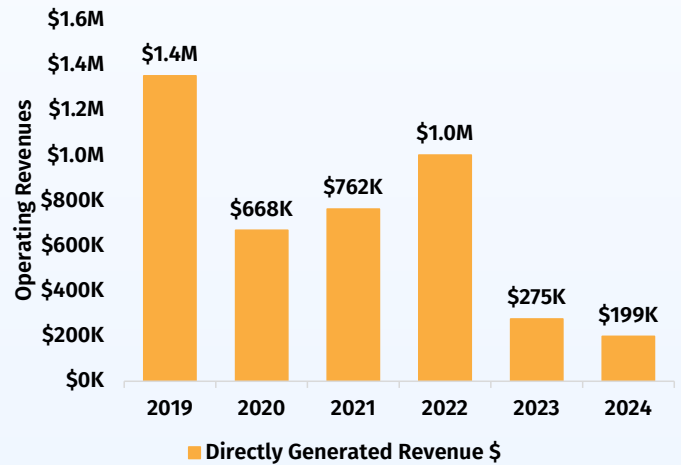
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

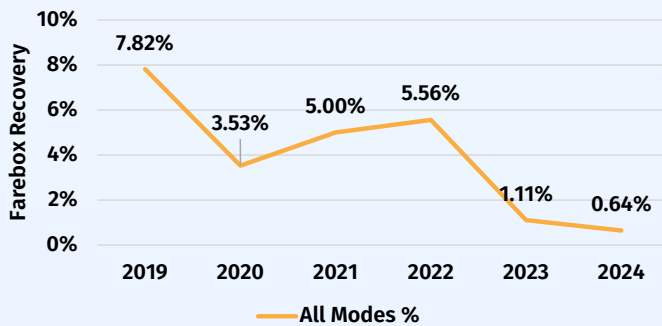


Operating Revenue

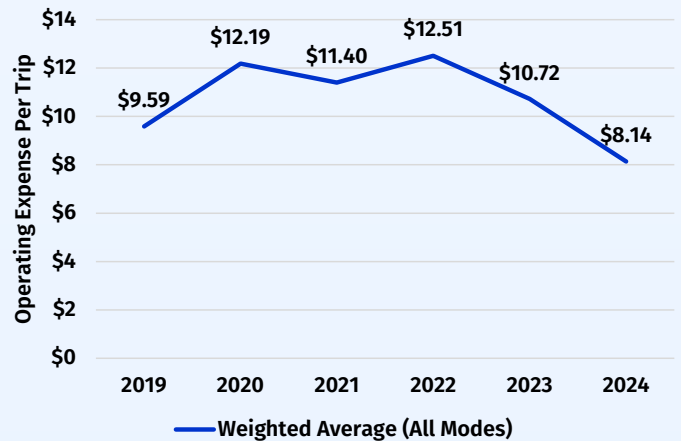


COST EFFECTIVENESS & SERVICE EFFICIENCY

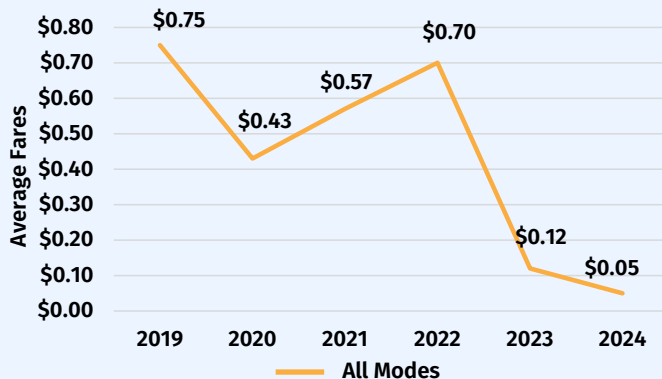
Farebox Recovery Ratio



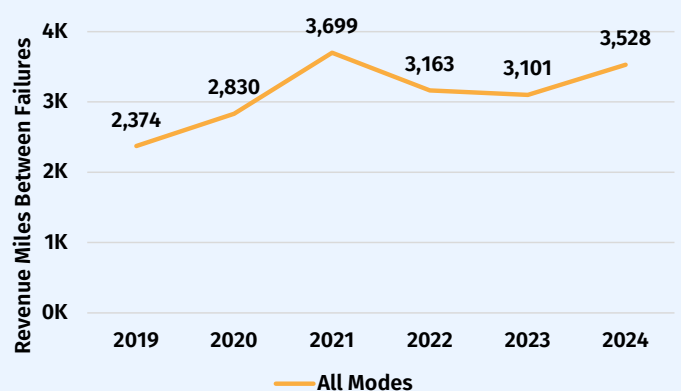
Operating Expense Per Passenger Trip



Average Fare (Fare Free System as of FY2023)



Miles Between Failures



MARTIN COUNTY (MARTY)

GENERAL INFORMATION

160K

Service Area Population



Tier II Agency



Governance Type:
Board of County Commissioners

FDOT

District 4



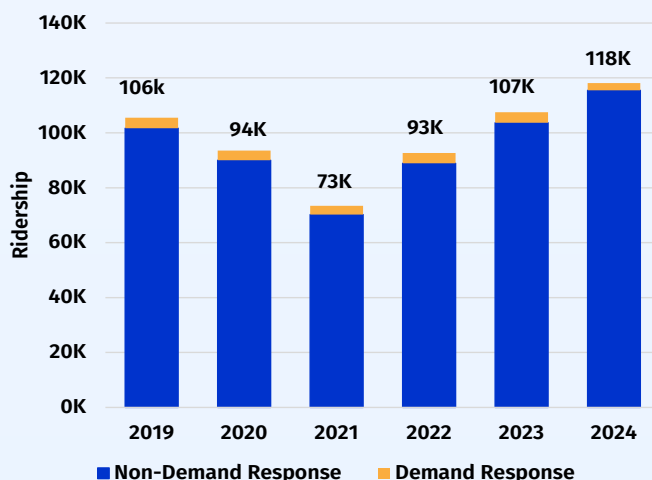
SERVICE SUPPLY & USAGE

Mode Types

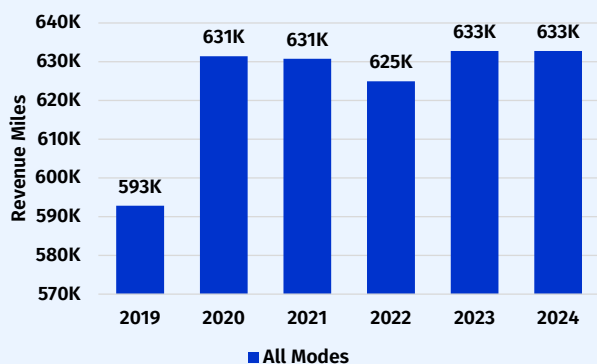
- ▶ Bus (Fixed Route)
- ▶ Demand Response



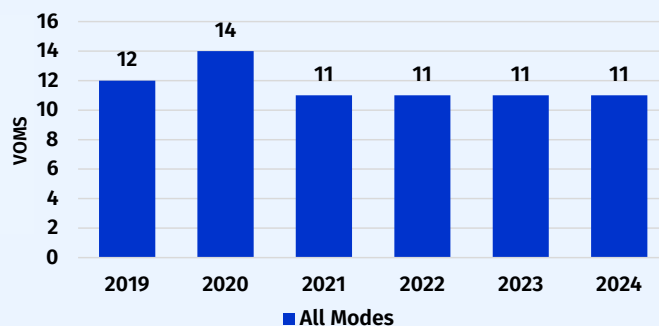
Annual Passenger Trips (Ridership)



Revenue Miles



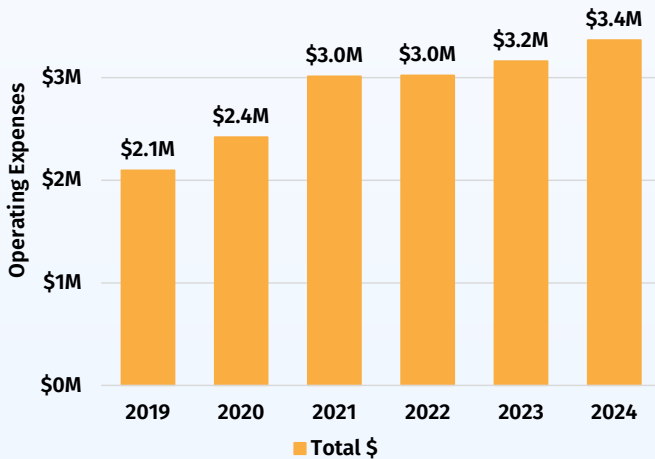
Vehicles Operating in Maximum Service (VOMS)



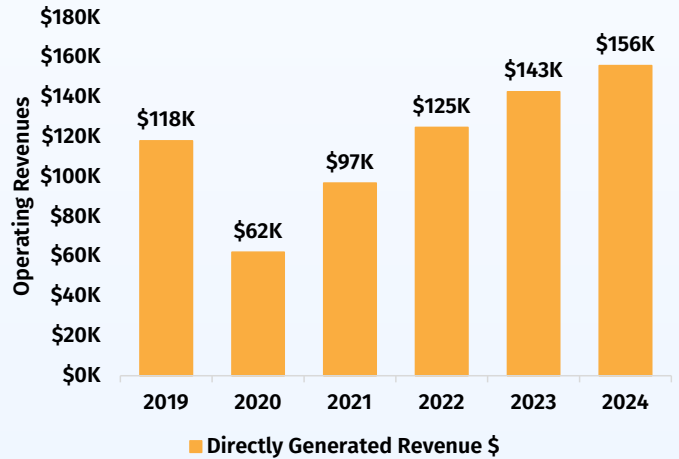
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

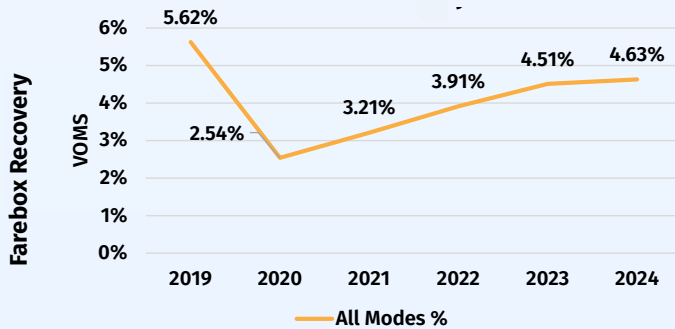


Operating Revenue

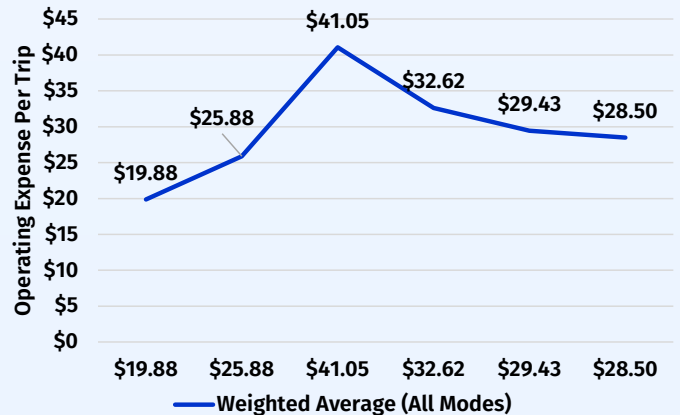


COST EFFECTIVENESS & SERVICE EFFICIENCY

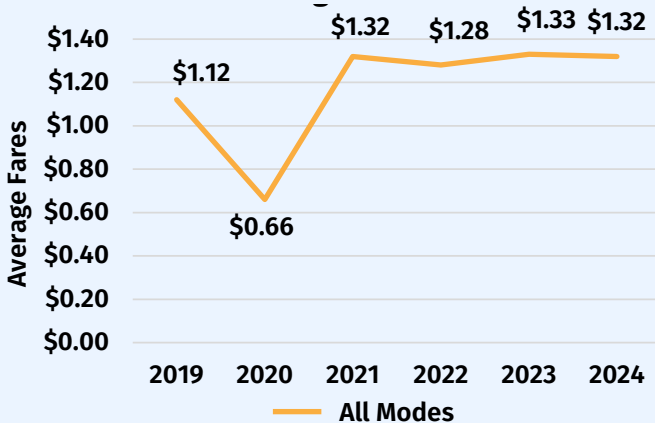
Farebox Recovery Ratio



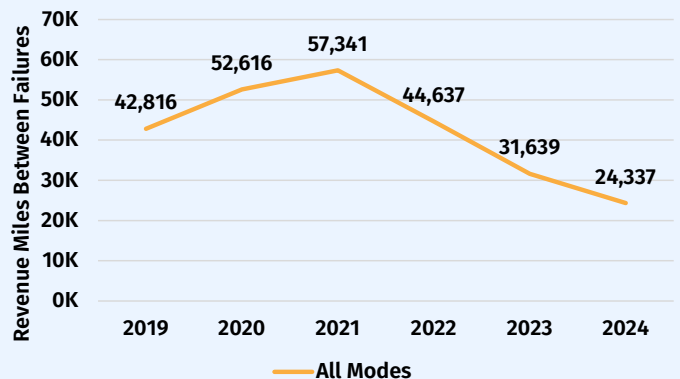
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



MIAMI-DADE TRANSIT (MDT)

GENERAL INFORMATION

2.7M

Service Area
Population

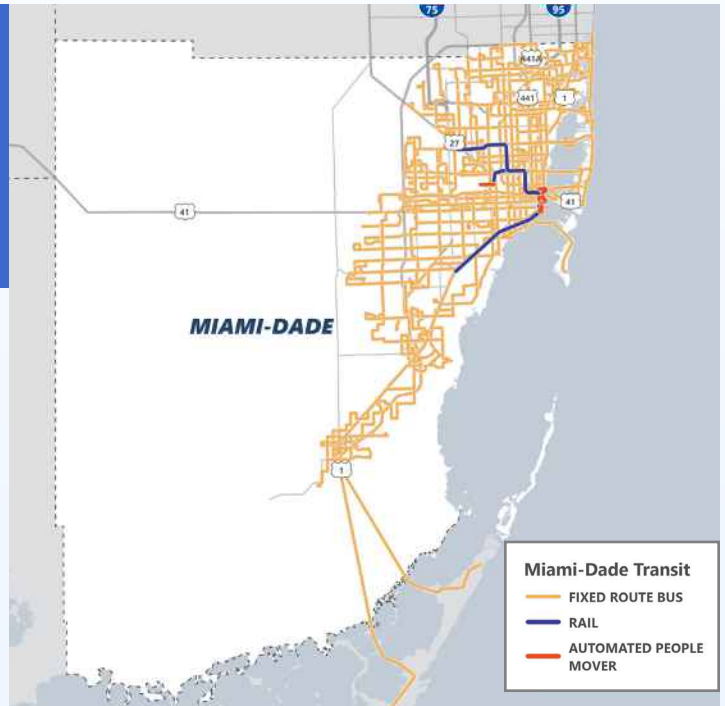


Tier I Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 6



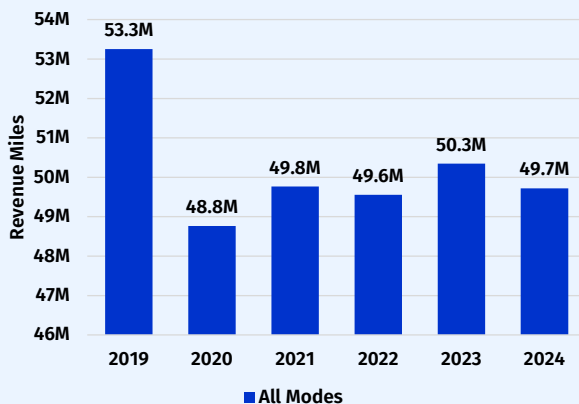
SERVICE SUPPLY & USAGE

Mode Types

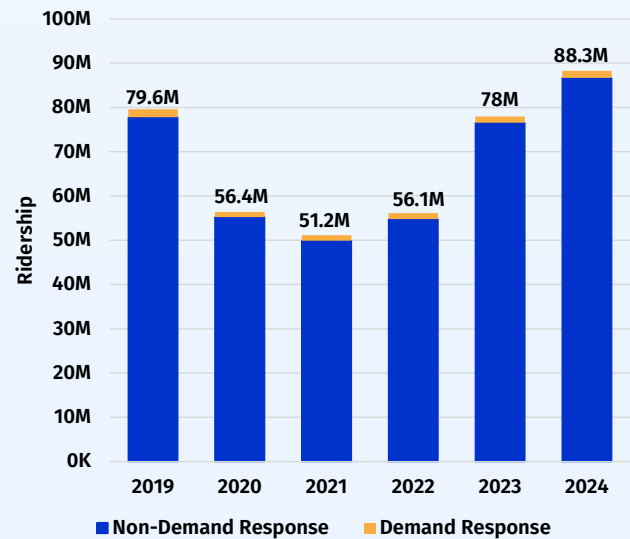
- ▶ Bus (Fixed Route)
- ▶ Demand Response
- ▶ Commuter Bus
- ▶ Heavy Rail
- ▶ Commuter Rail
- ▶ Monorail/ Automated
- ▶ Vanpool



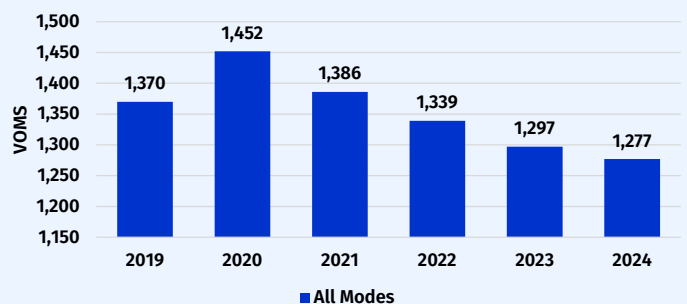
Revenue Miles



Annual Passenger Trips (Ridership)

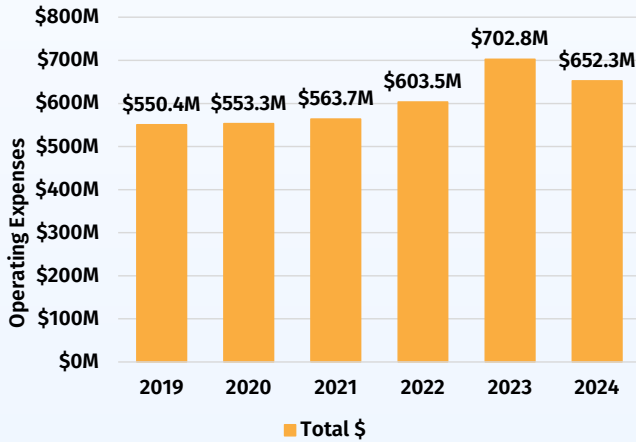


Vehicles Operating in Maximum Service (VOMS)

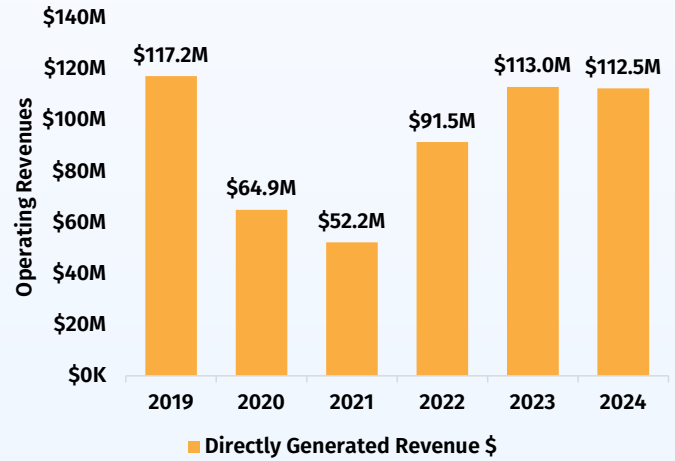


OPERATING REVENUE & EXPENSES

Operating Expenses

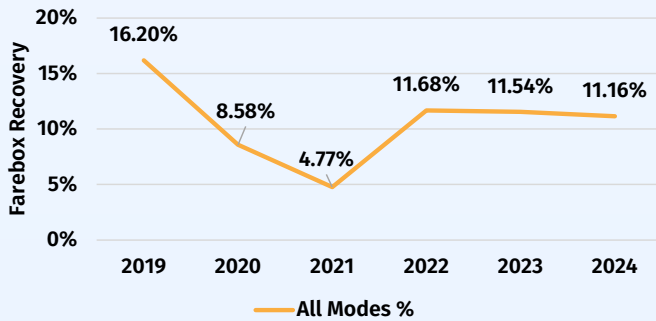


Operating Revenue

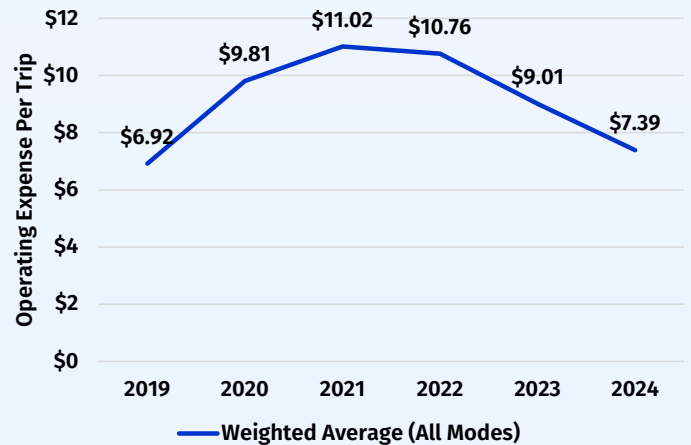


COST EFFECTIVENESS & SERVICE EFFICIENCY

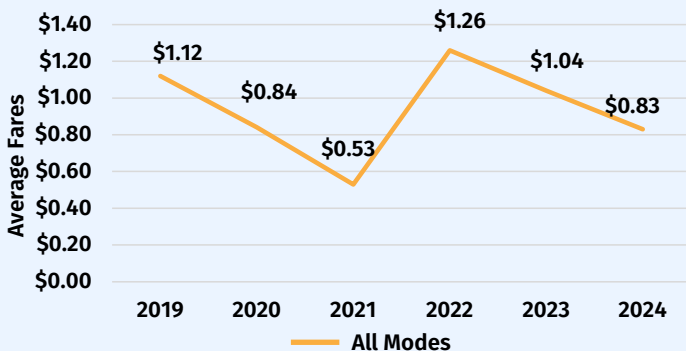
Farebox Recovery Ratio



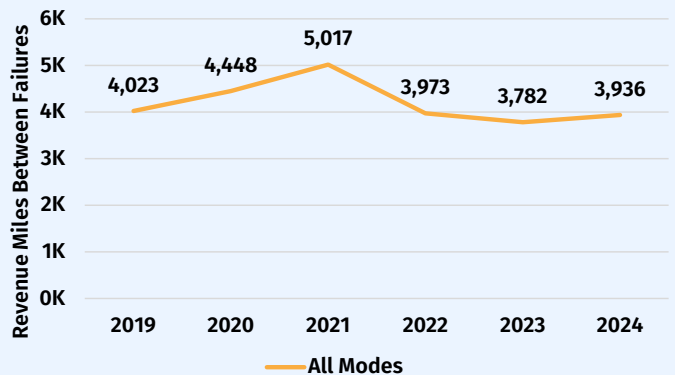
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



OKALOOSA COUNTY (EC RIDER)

GENERAL INFORMATION

212K

Service Area Population

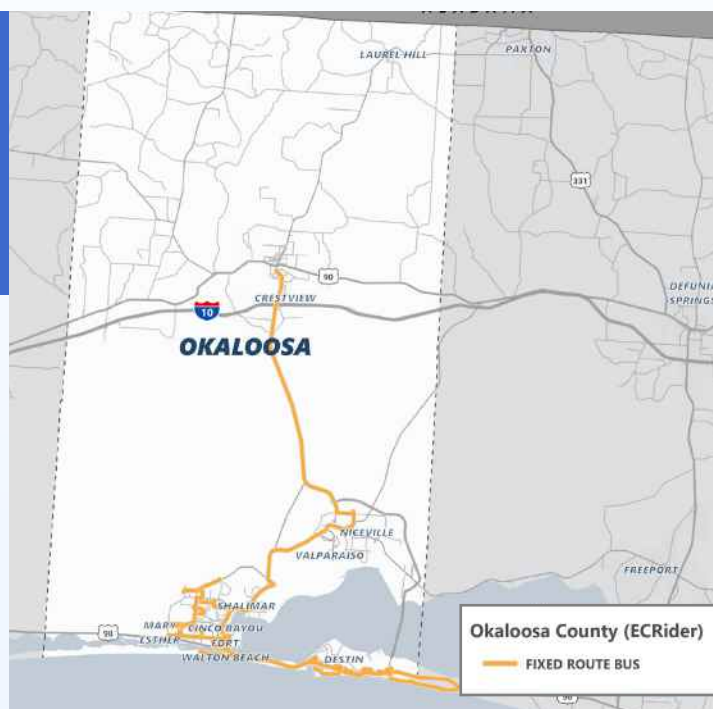


Tier II Agency



Governance Type:
Board of County Commissioners

FDOT District 3



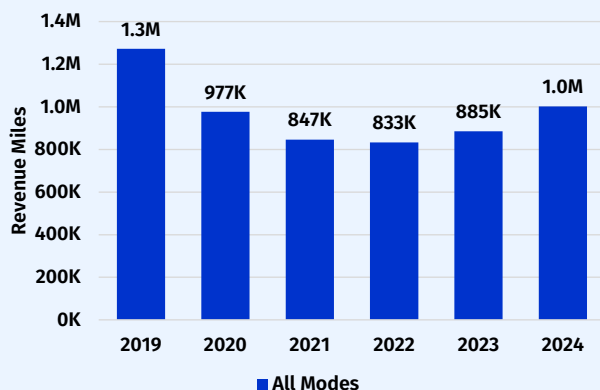
SERVICE SUPPLY & USAGE

Mode Types

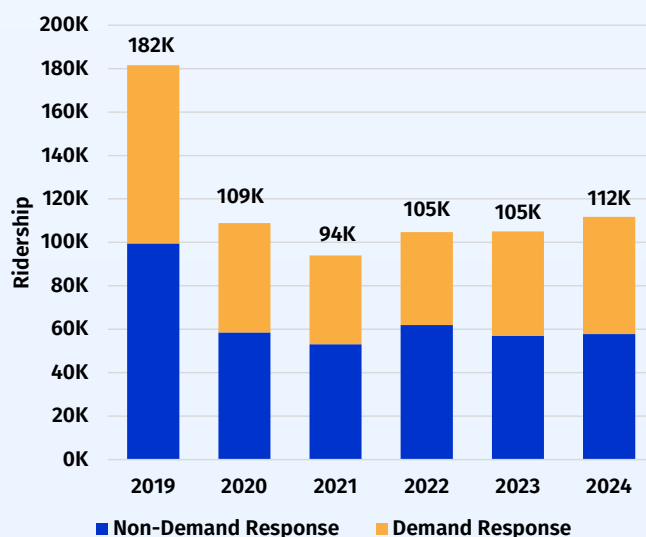
- ▶ Bus (Fixed Route)
- ▶ Demand Response



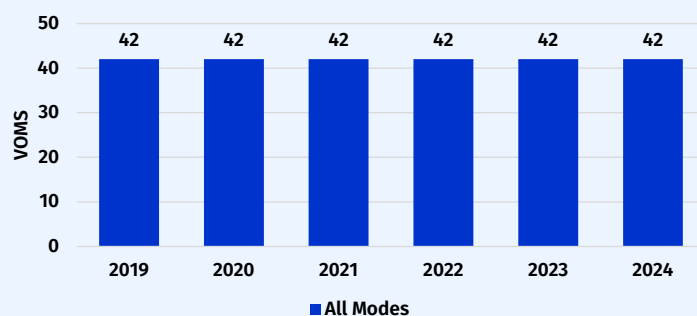
Revenue Miles



Annual Passenger Trips (Ridership)



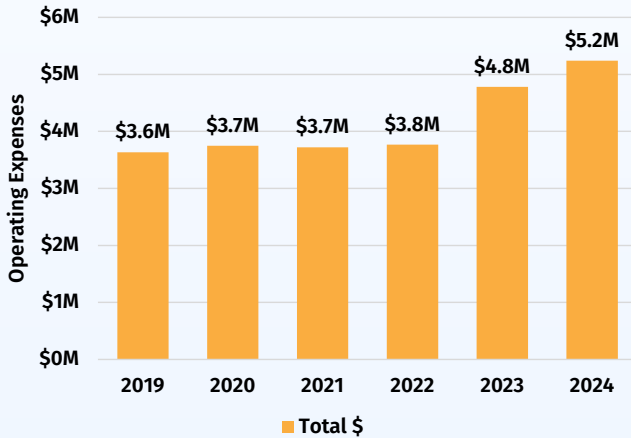
Vehicles Operating in Maximum Service (VOMS)



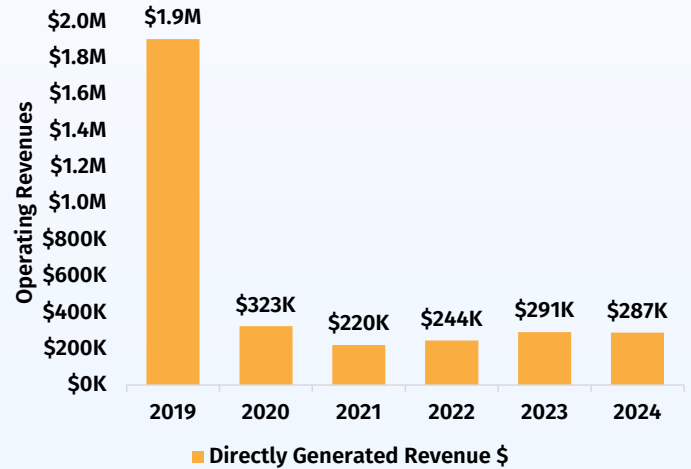
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

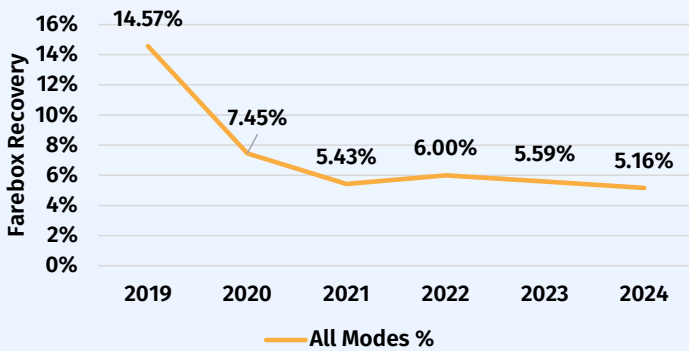


Operating Revenue

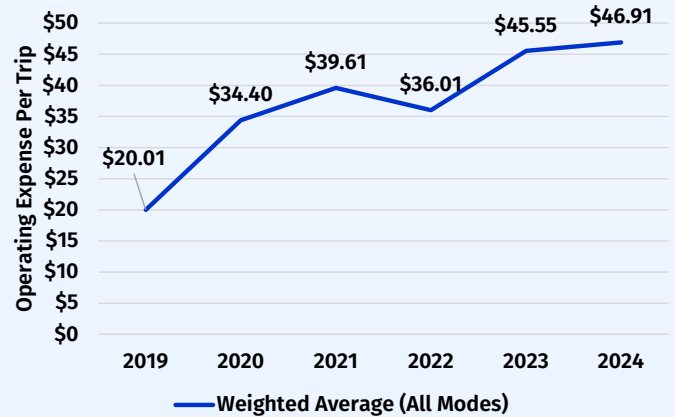


COST EFFECTIVENESS & SERVICE EFFICIENCY

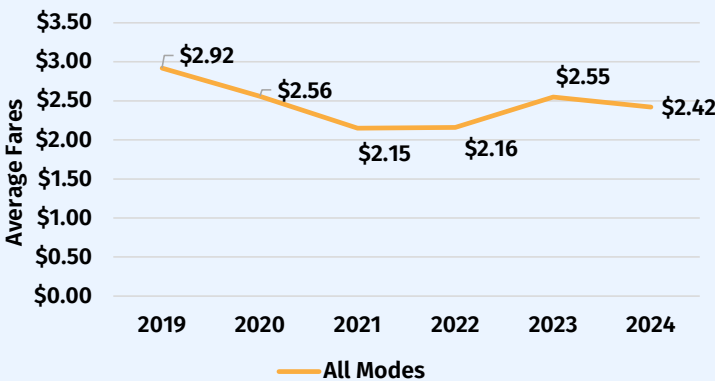
Farebox Recovery Ratio



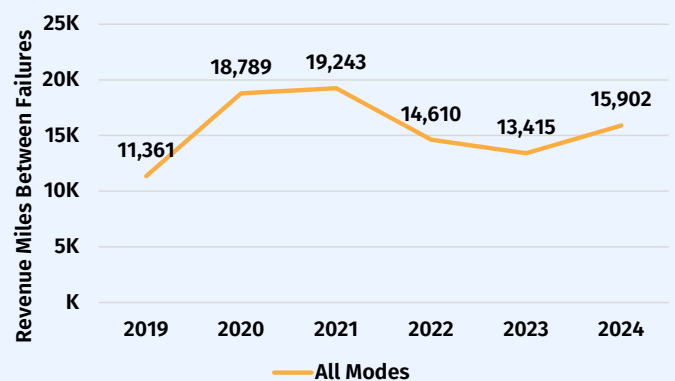
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



PALM BEACH COUNTY (PALM TRAN)

GENERAL INFORMATION

1.5M

Service Area
Population

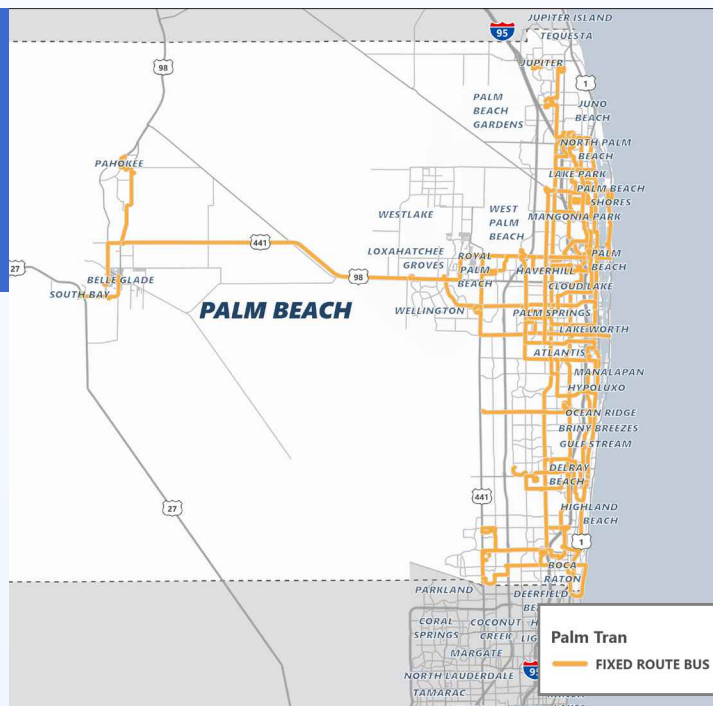


Tier I Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 4



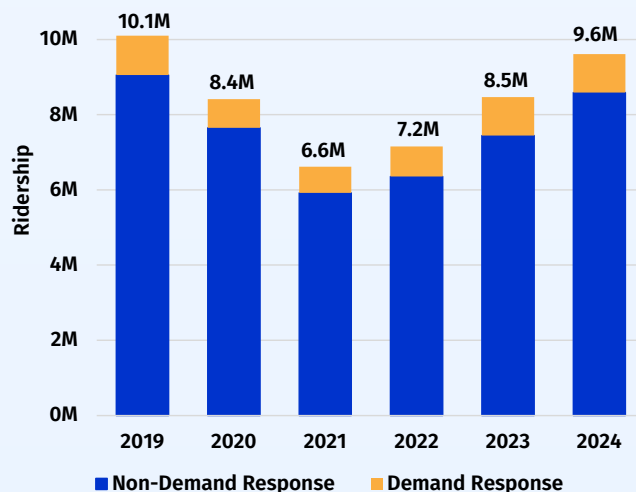
SERVICE SUPPLY & USAGE

Mode Types

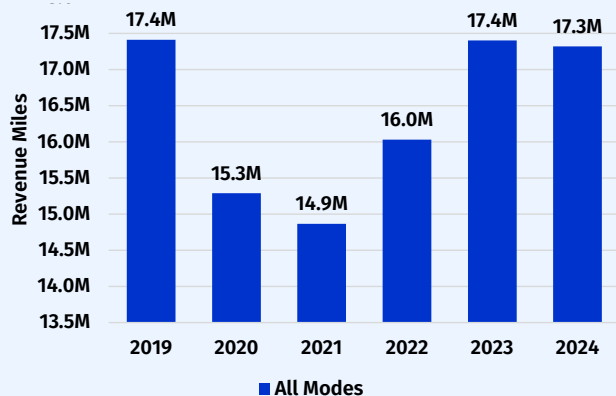
- Bus (Fixed Route)
- Demand Response



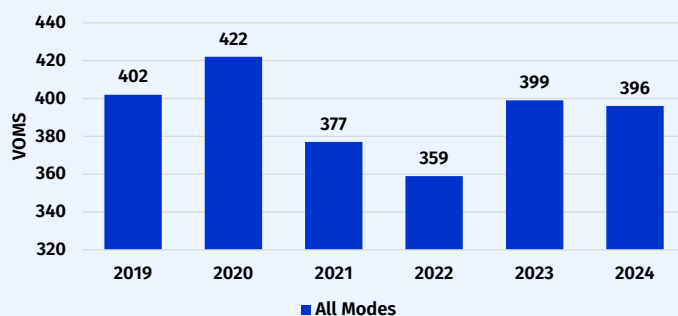
Annual Passenger Trips (Ridership)



Revenue Miles

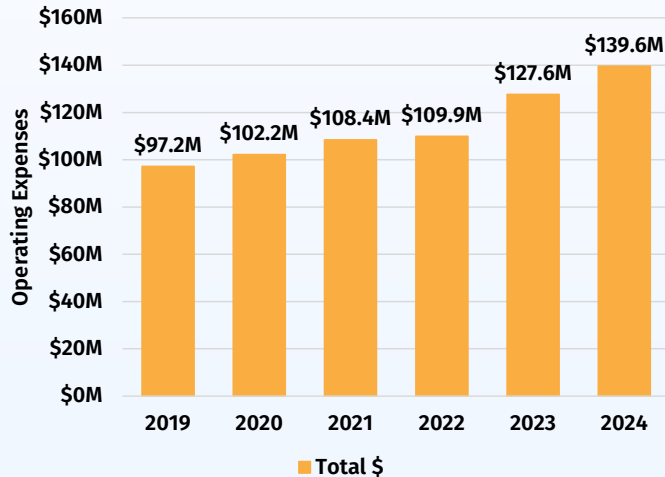


Vehicles Operating in Maximum Service (VOMS)

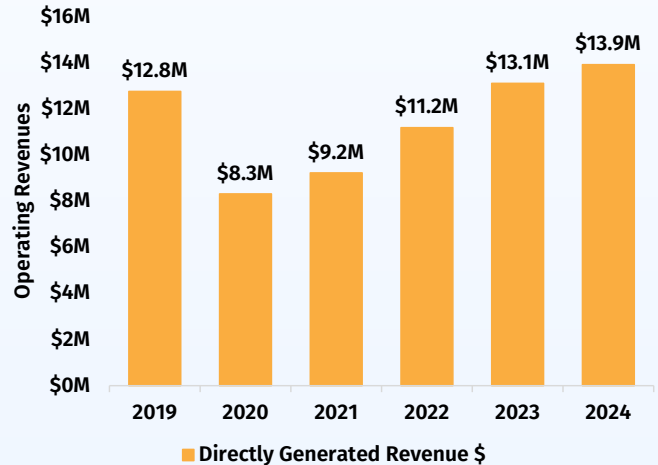


OPERATING REVENUE & EXPENSES

Operating Expenses

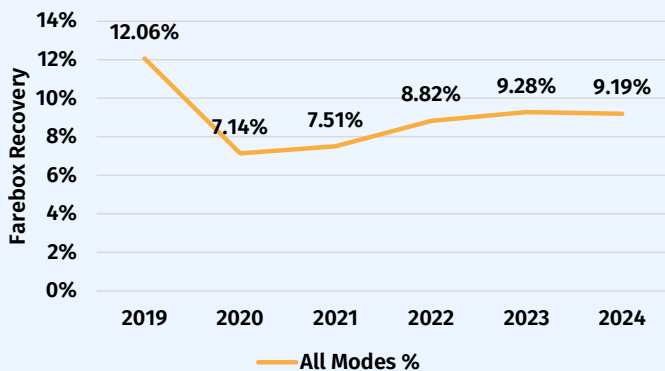


Operating Revenue

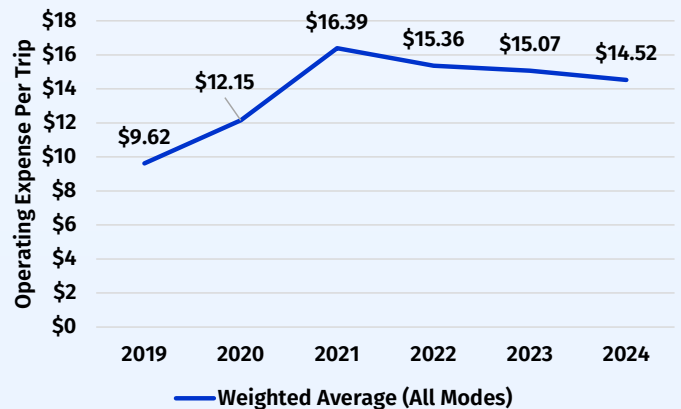


COST EFFECTIVENESS & SERVICE EFFICIENCY

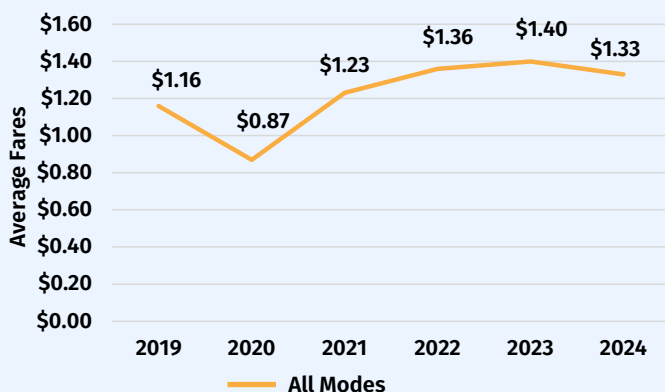
Farebox Recovery Ratio



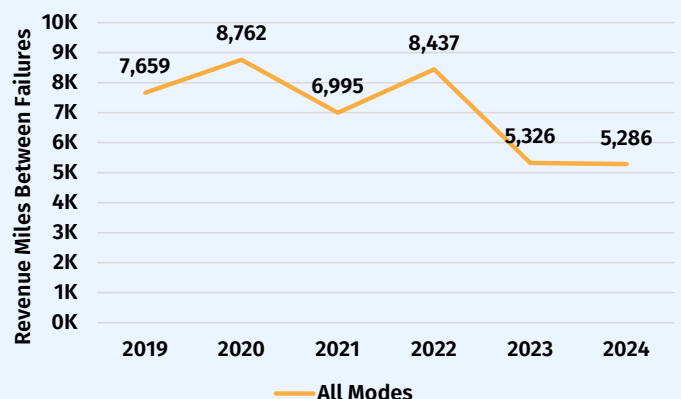
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



PASCO COUNTY PUBLIC TRANSPORTATION

GENERAL INFORMATION

584K

Service Area Population

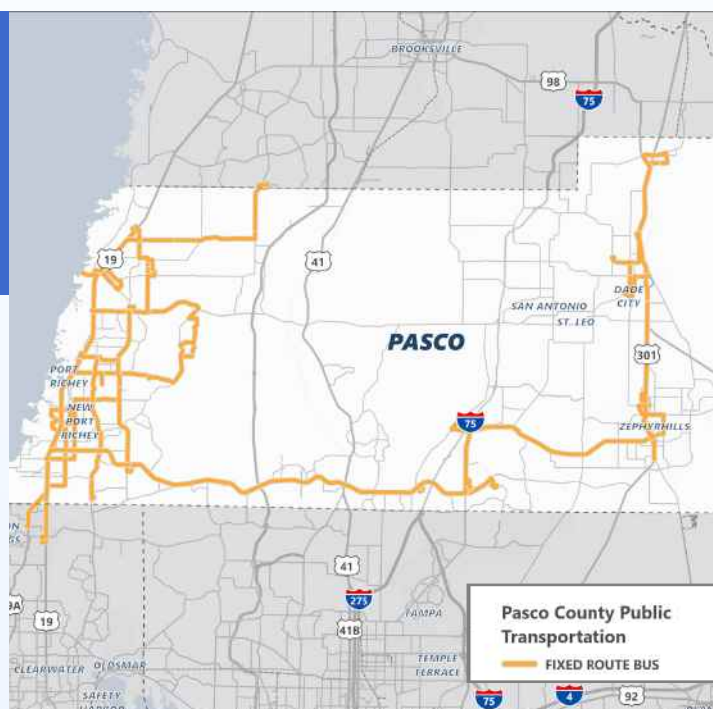


Tier II Agency



Governance Type:
Board of County Commissioners

FDOT District 7



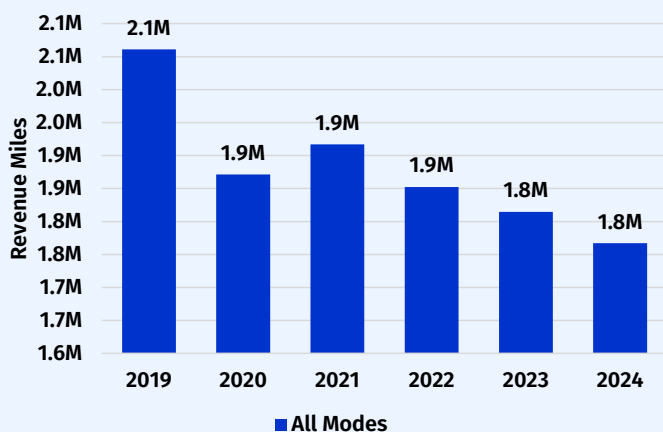
SERVICE SUPPLY & USAGE

Mode Types

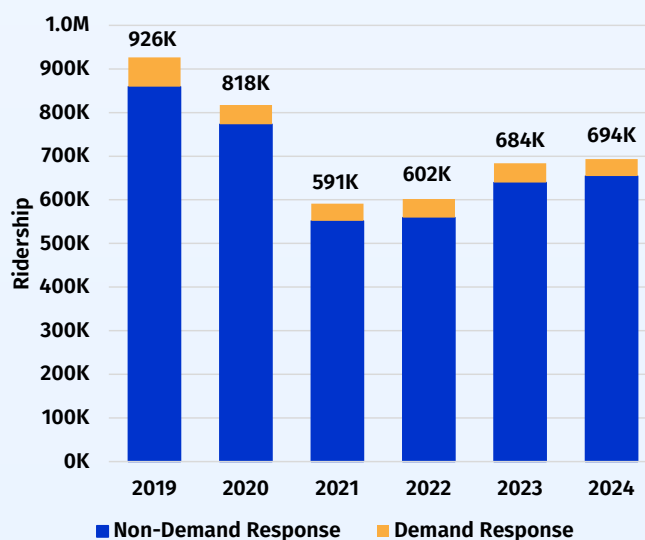
- ▶ Bus (Fixed Route)
- ▶ Demand Response



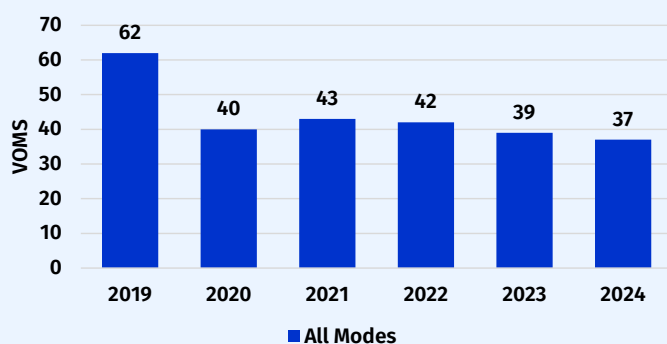
Revenue Miles



Annual Passenger Trips (Ridership)

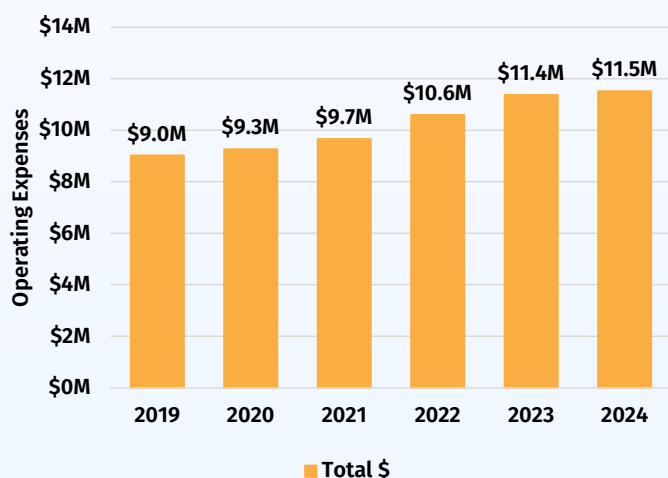


Vehicles Operating in Maximum Service (VOMS)

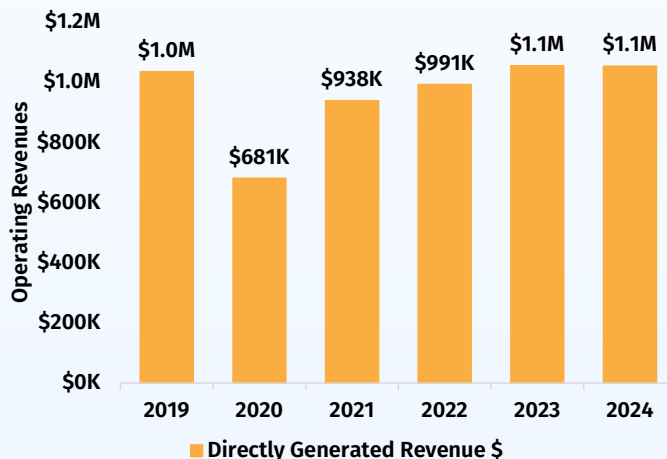


OPERATING REVENUE & EXPENSES

Operating Expenses

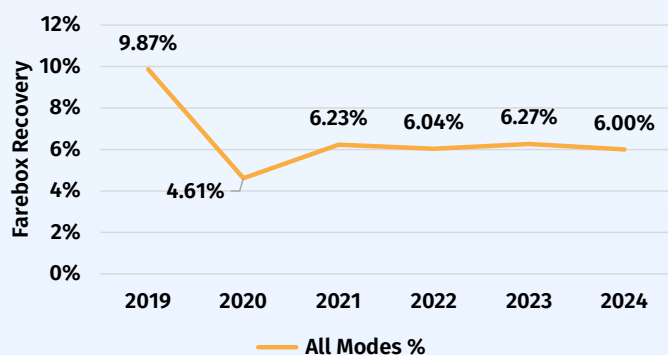


Operating Revenue

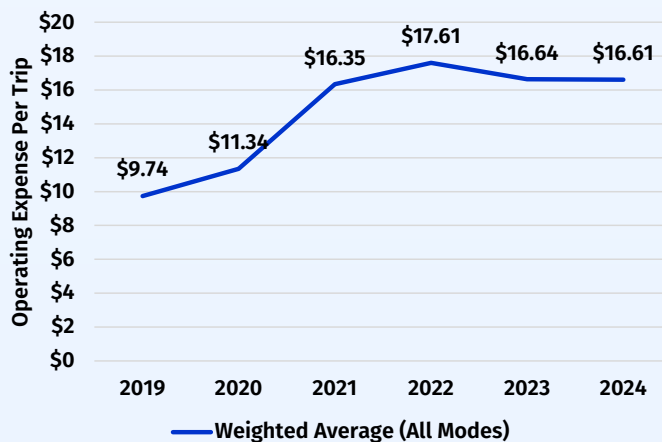


COST EFFECTIVENESS & SERVICE EFFICIENCY

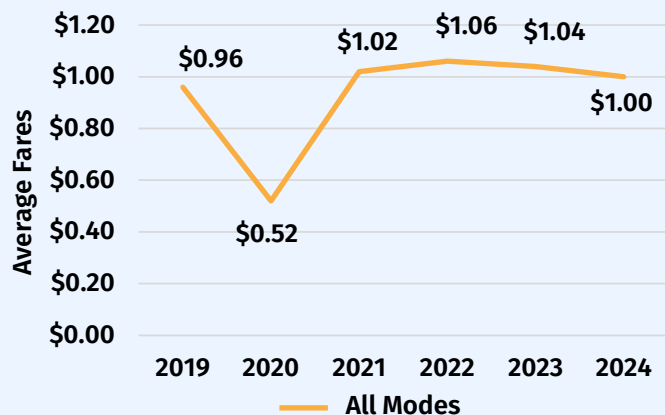
Farebox Recovery Ratio



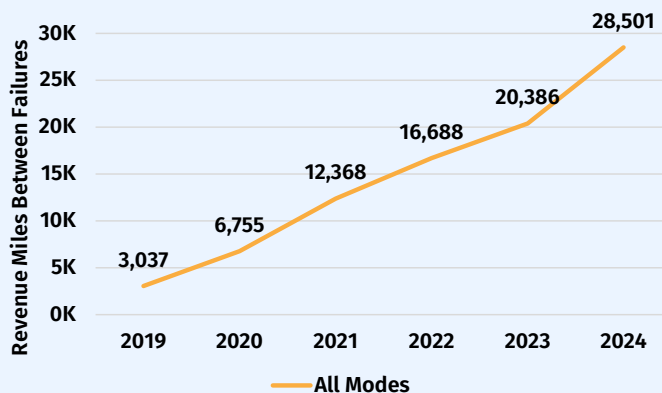
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA)

GENERAL INFORMATION

965K

Service Area Population

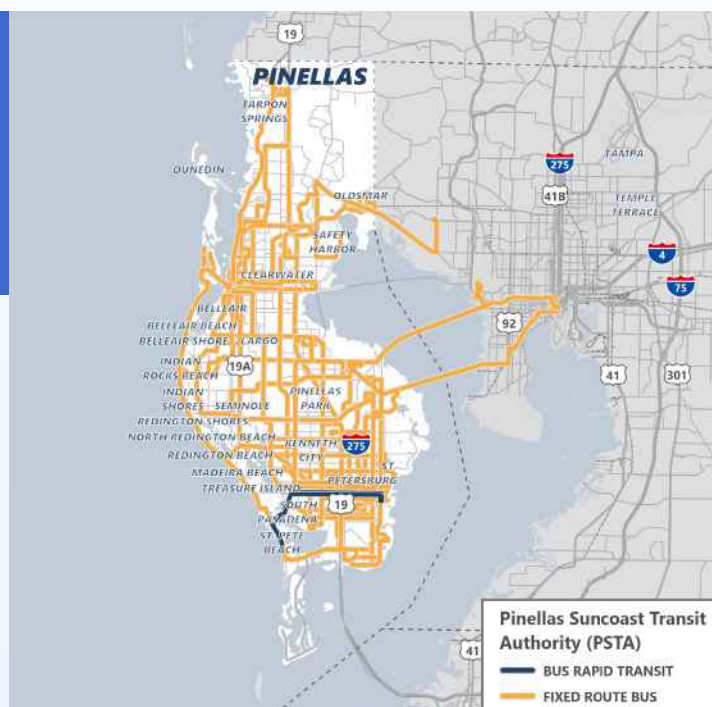


Tier I Agency



Governance Type:
Authority by Statute

FDOT
District 7



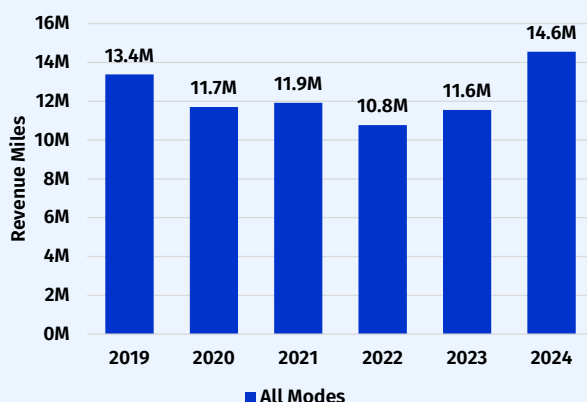
SERVICE SUPPLY & USAGE

Mode Types

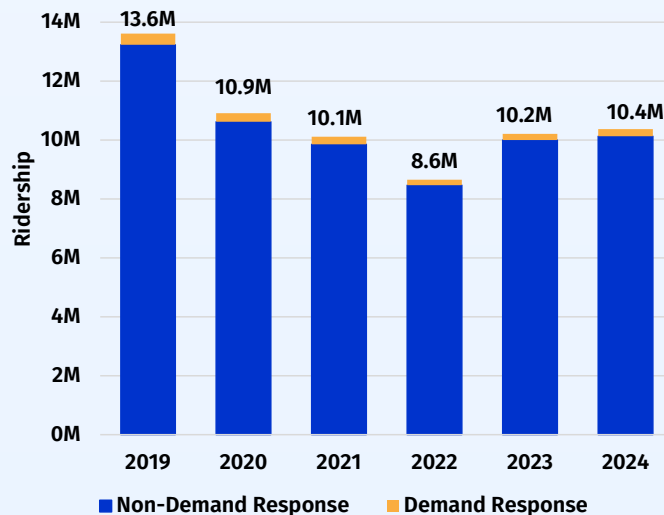
- ▶ Bus (Fixed Route)
- ▶ Demand Response
- ▶ Bus Rapid Transit



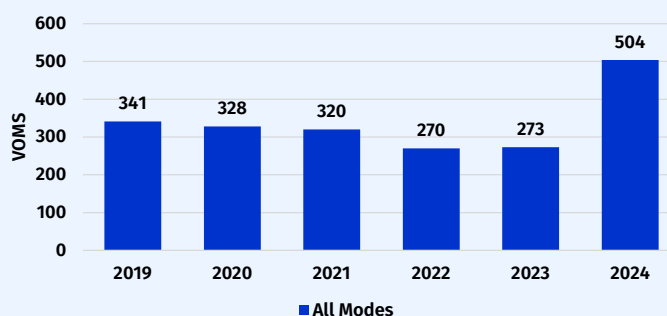
Revenue Miles



Annual Passenger Trips (Ridership)

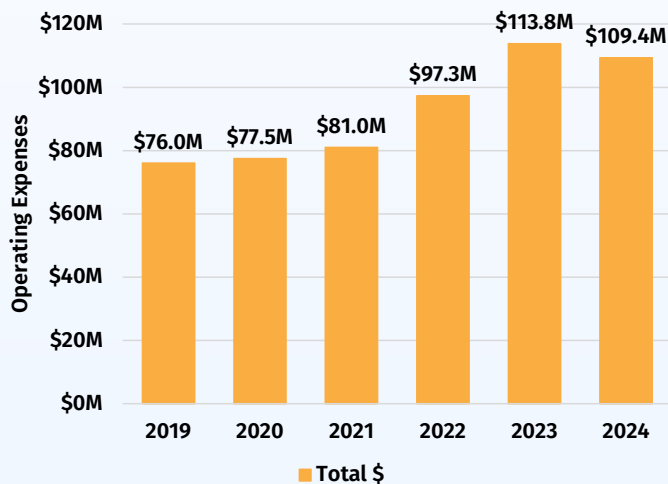


Vehicles Operating in Maximum Service (VOMS)

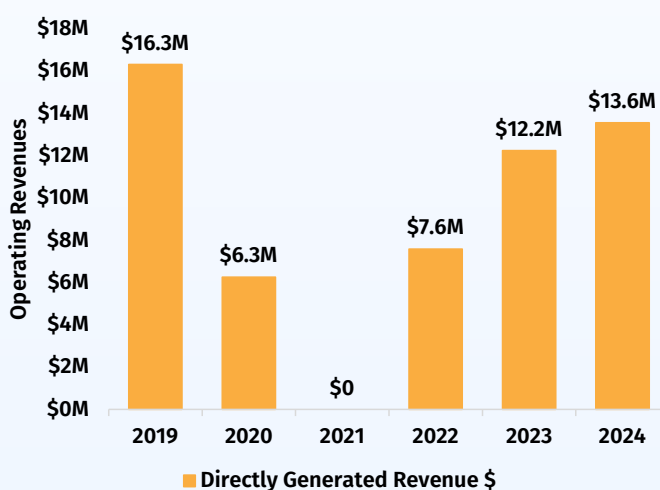


OPERATING REVENUE & EXPENSES

Operating Expenses

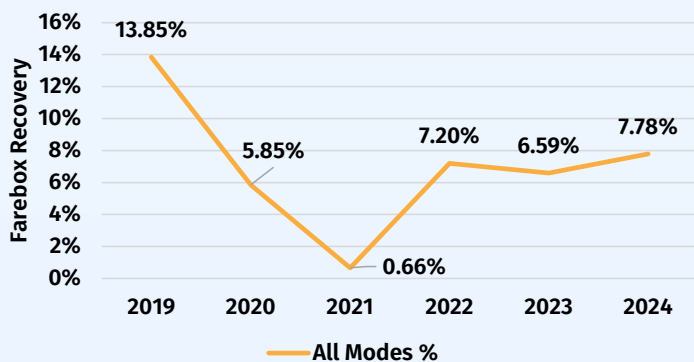


Operating Revenue

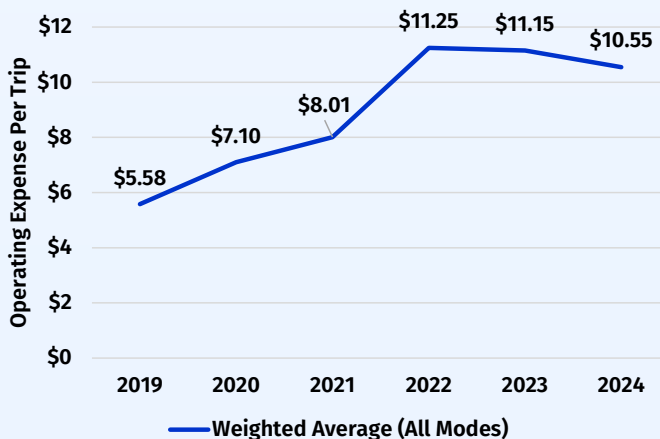


COST EFFECTIVENESS & SERVICE EFFICIENCY

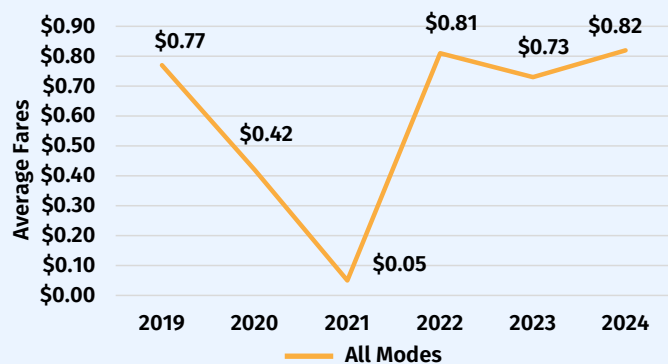
Farebox Recovery Ratio



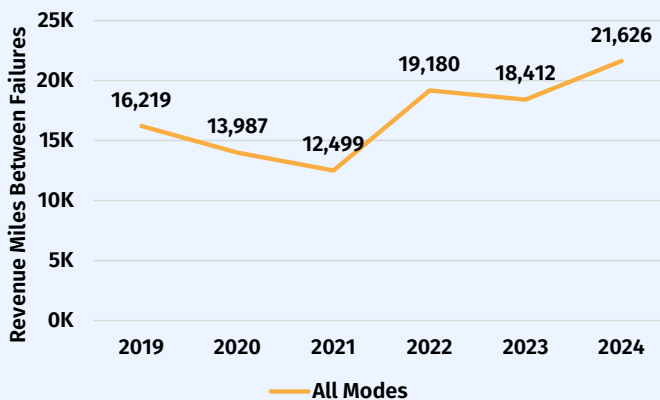
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



SARASOTA COUNTY (THE BREEZE)

GENERAL INFORMATION

542K

Service Area
Population



Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT

District 1



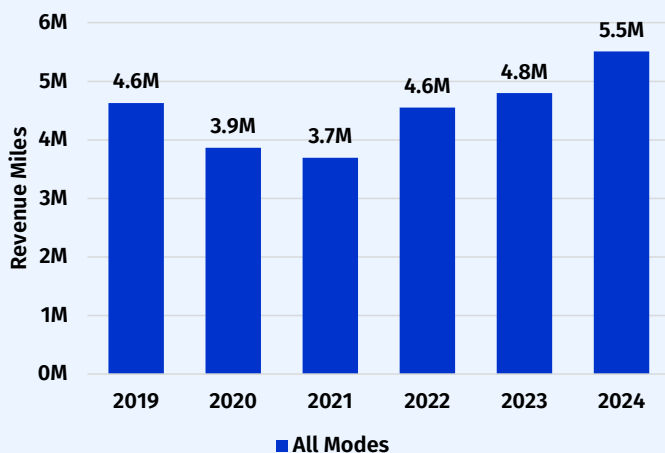
SERVICE SUPPLY & USAGE

Mode Types

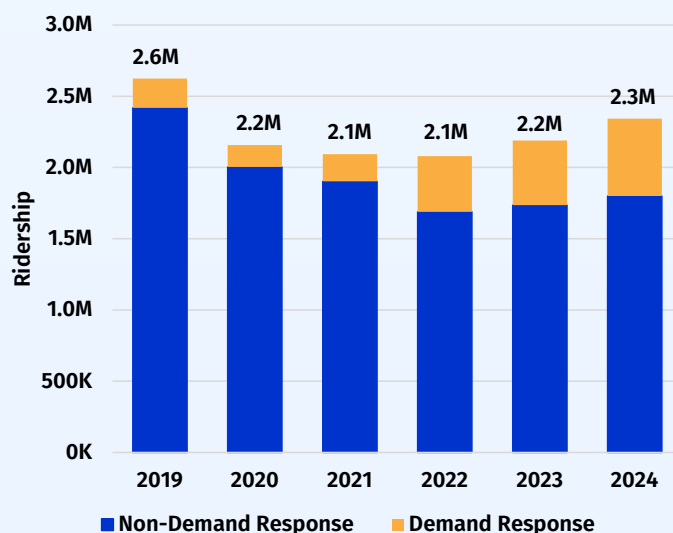
- Bus (Fixed Route)
- Demand Response



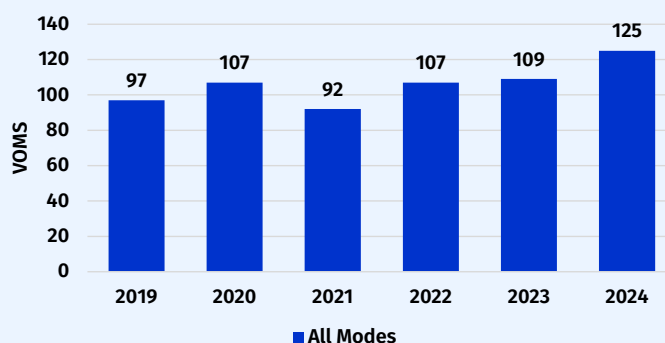
Revenue Miles



Annual Passenger Trips (Ridership)



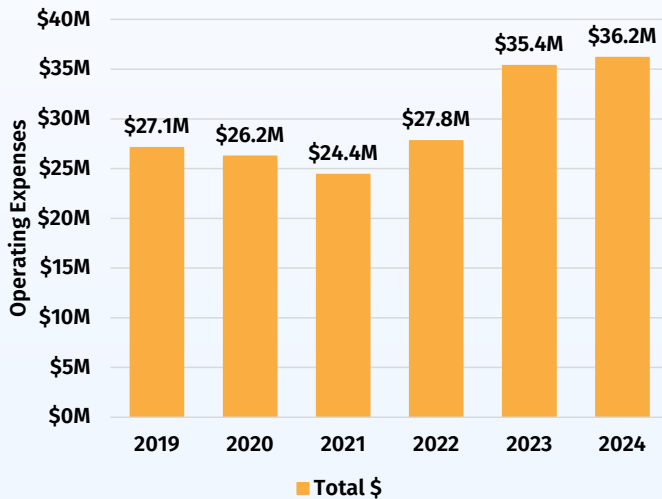
Vehicles Operating in Maximum Service (VOMS)



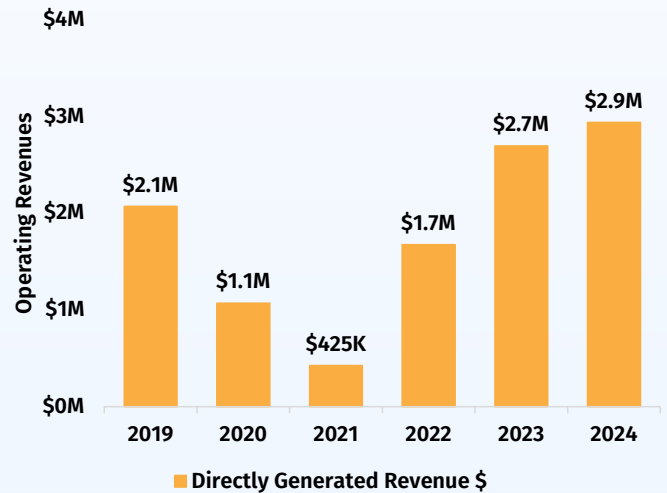
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

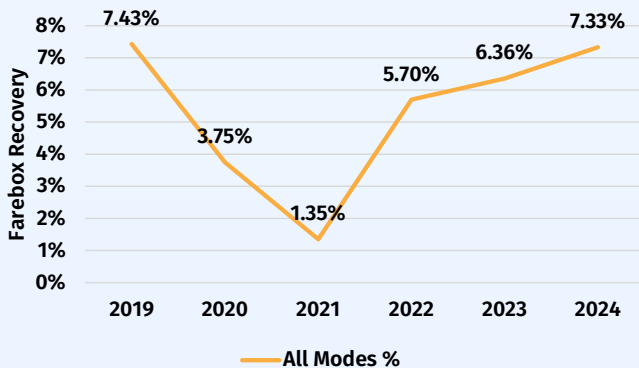


Operating Revenue

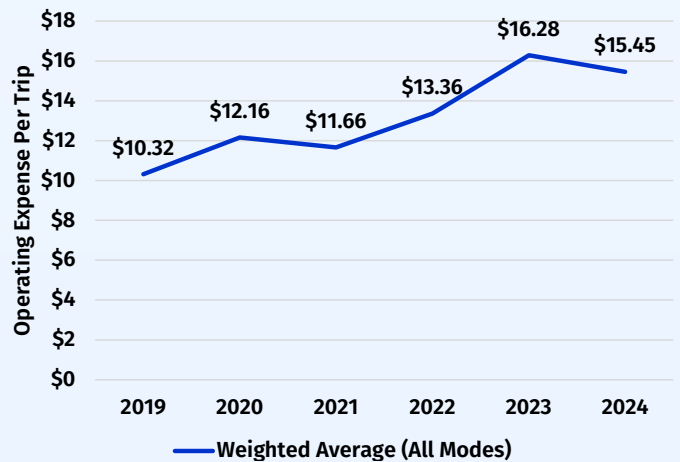


COST EFFECTIVENESS & SERVICE EFFICIENCY

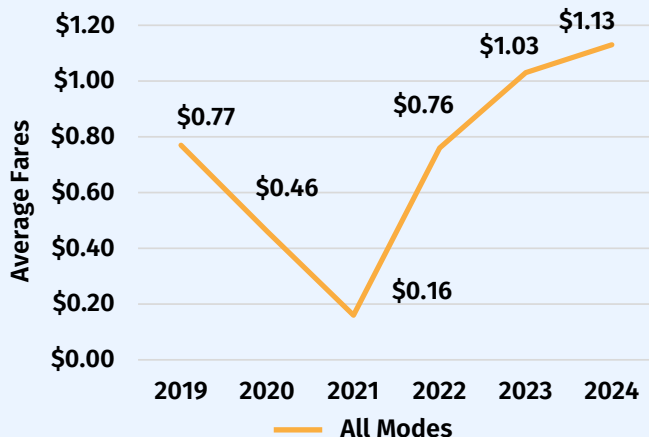
Farebox Recovery Ratio



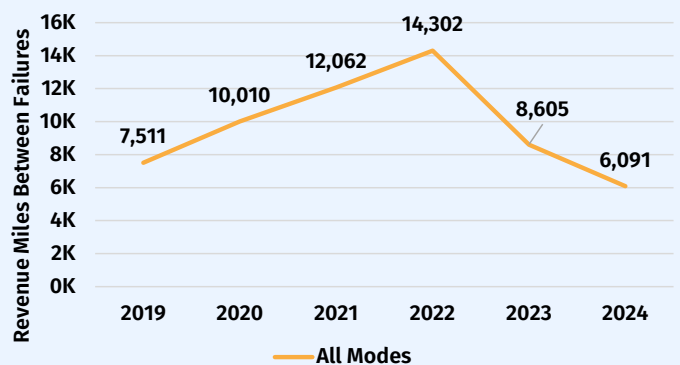
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (TRI-RAIL)

GENERAL INFORMATION

6.5M

Service Area
Population

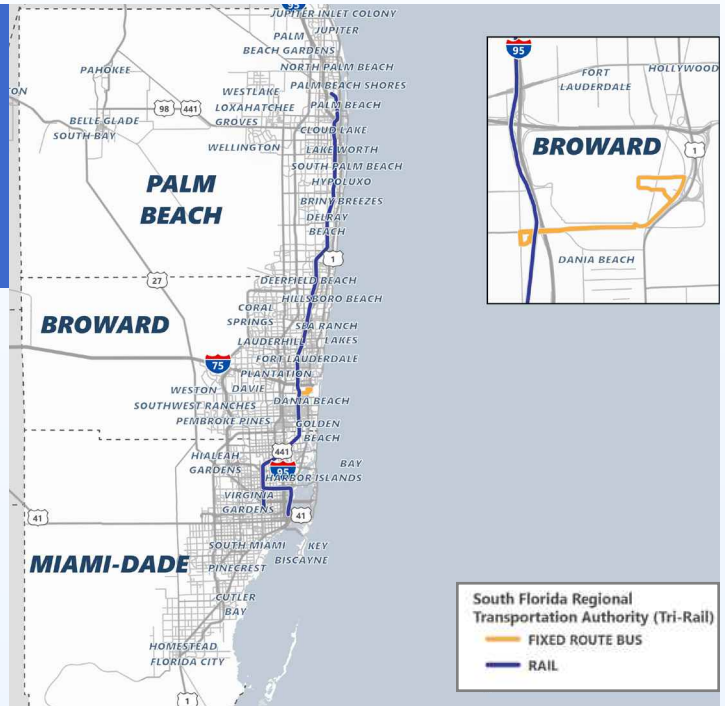


Tier I Agency



Governance
Type:
Regional
Transportation
Authority

FDOT
District 4 & 6



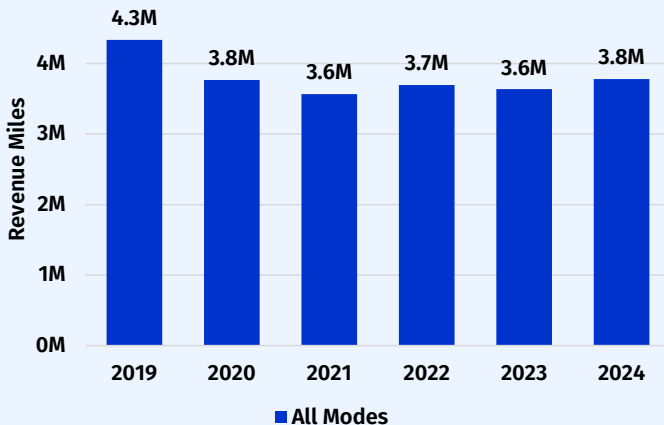
SERVICE SUPPLY & USAGE

Mode Types

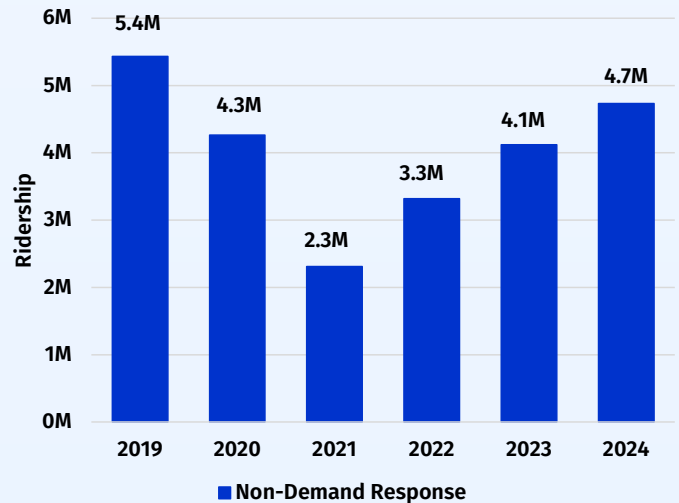
- ▶ Bus (Fixed Route)
- ▶ Commuter Rail



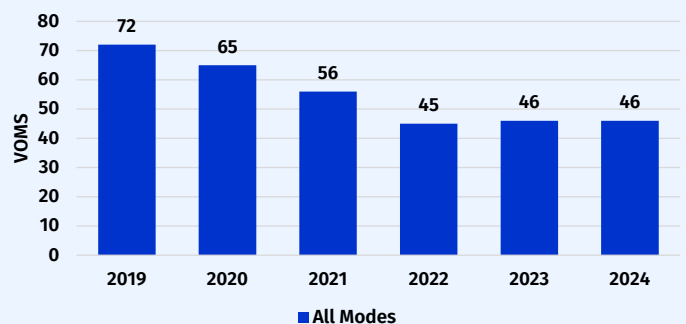
Revenue Miles



Annual Passenger Trips (Ridership)

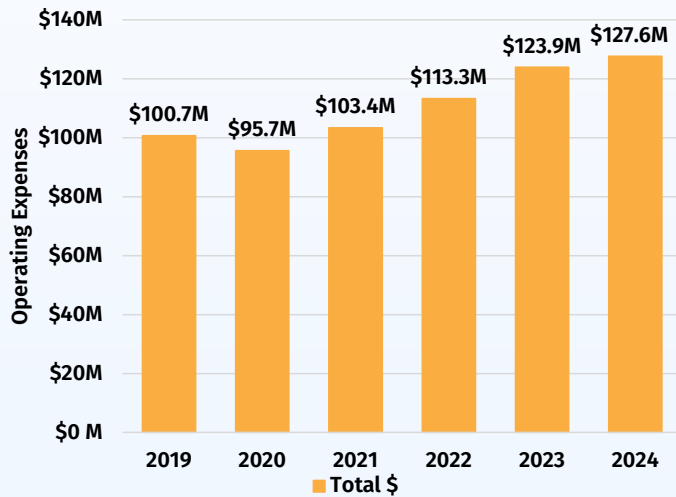


Vehicles Operating in Maximum Service (VOMS)

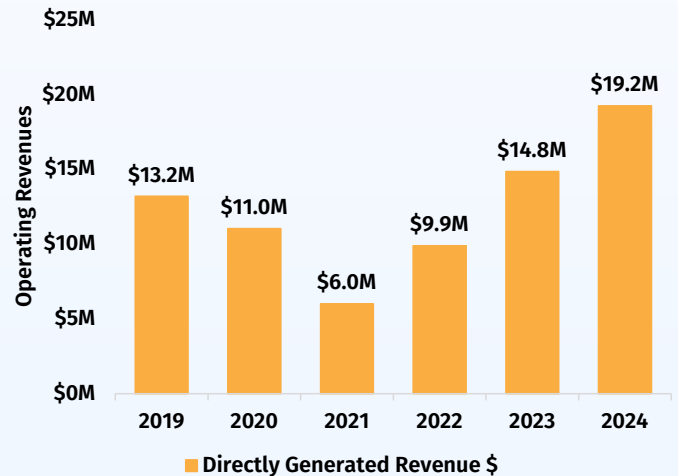


OPERATING REVENUE & EXPENSES

Operating Expenses

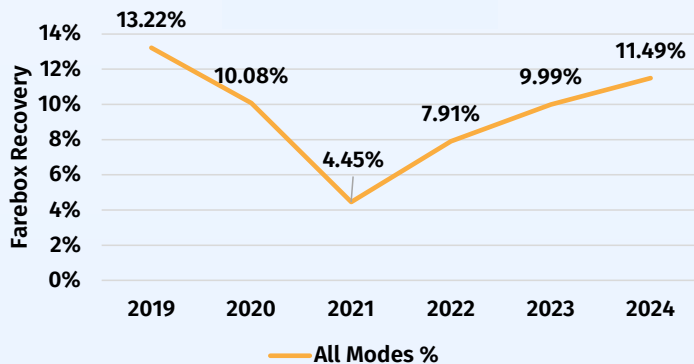


Operating Revenue

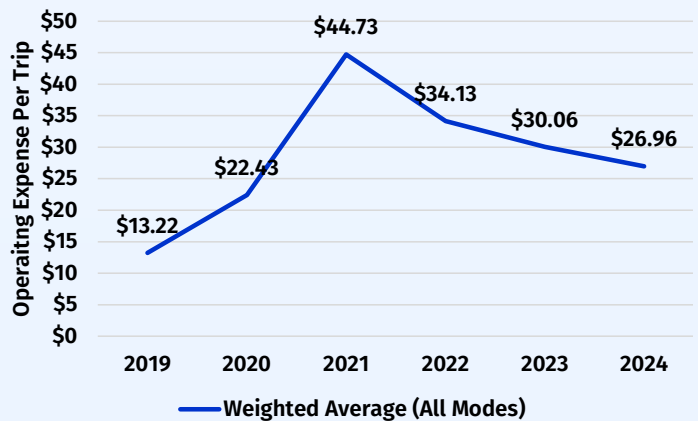


COST EFFECTIVENESS & SERVICE EFFICIENCY

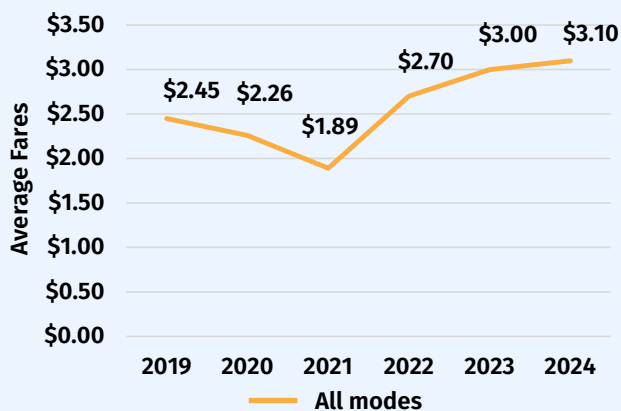
Farebox Recovery Ratio



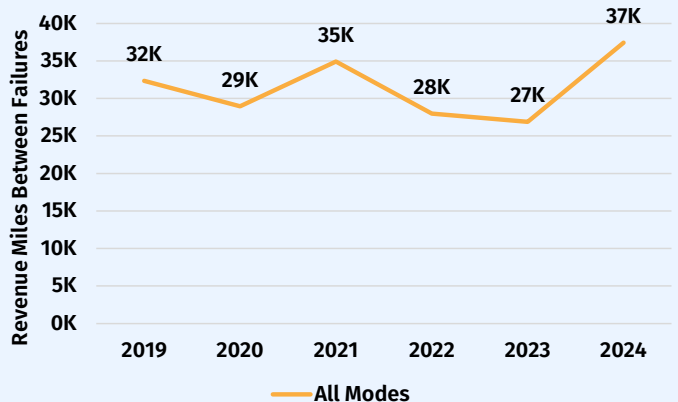
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



ST. JOHNS COUNTY (SUNSHINE BUS)

GENERAL INFORMATION

273K

Service Area
Population

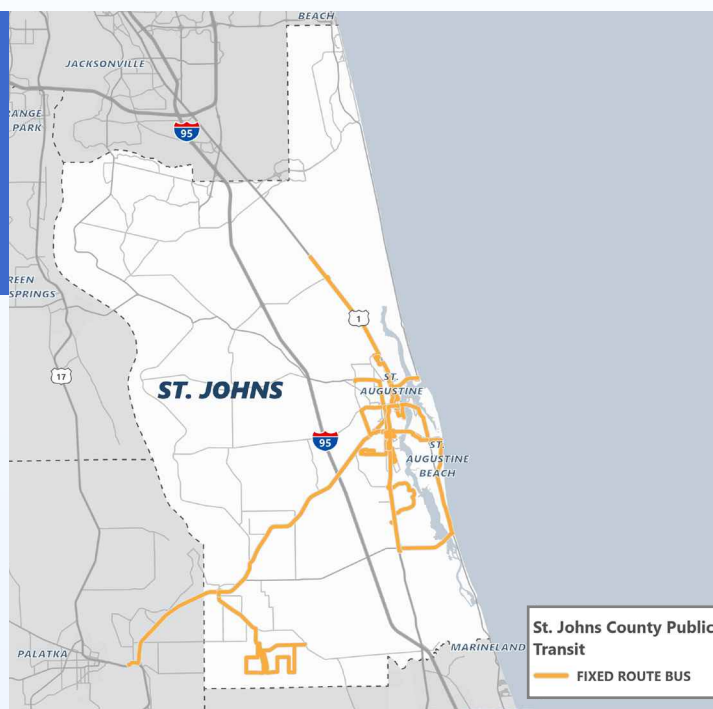


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 2



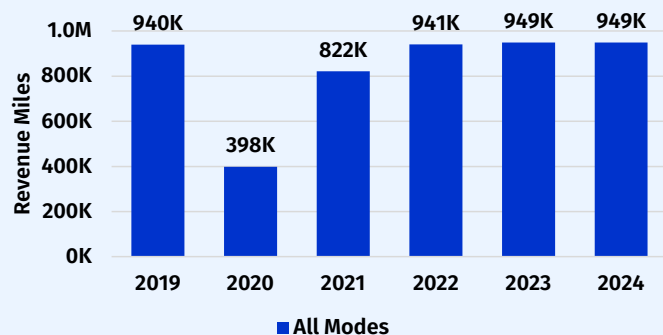
SERVICE SUPPLY & USAGE

Mode Types

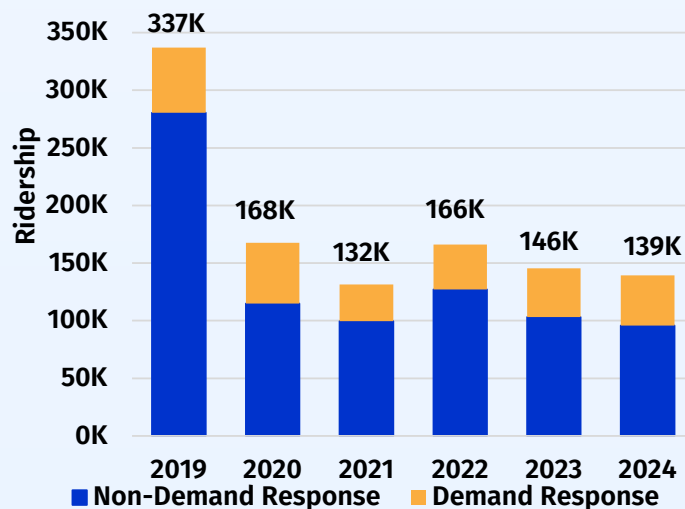
- ▶ Bus (Fixed Route)
- ▶ Demand Response



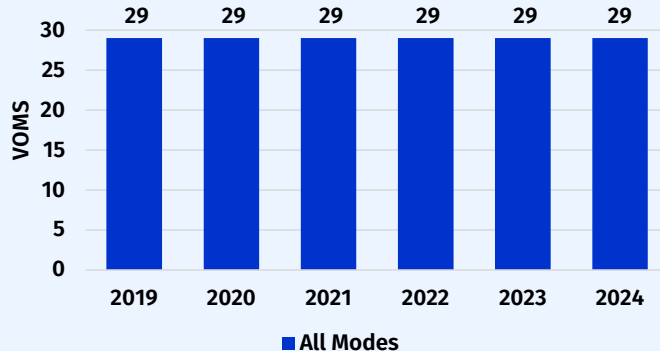
Revenue Miles



Annual Passenger Trips (Ridership)



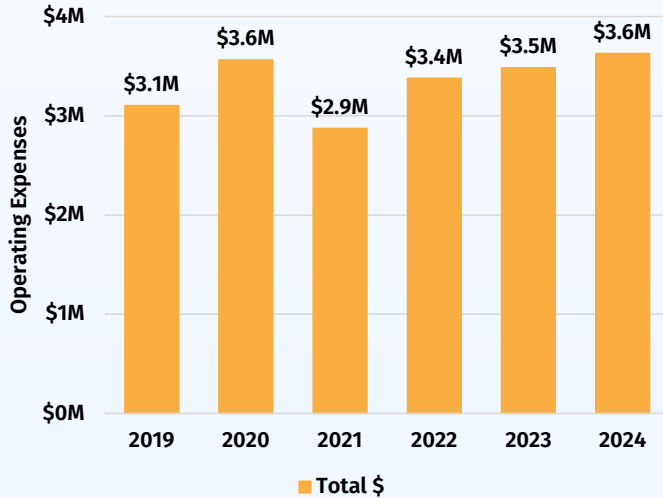
Vehicles Operating in Maximum Service (VOMS)



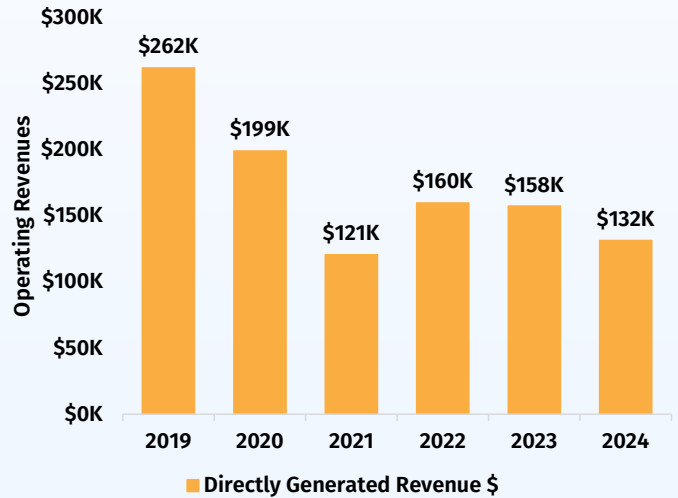
Source: Federal Transit Association National Transit Database FY2019 - FY2024

OPERATING REVENUE & EXPENSES

Operating Expenses

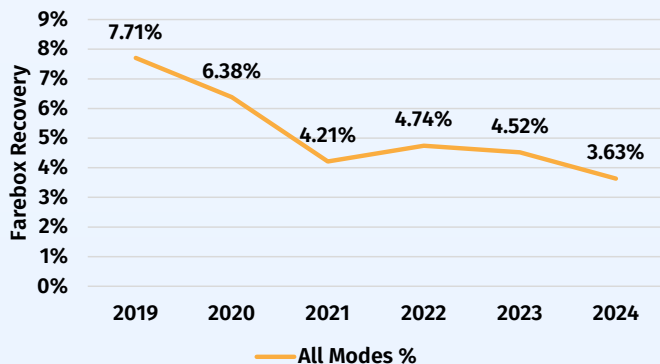


Operating Revenue

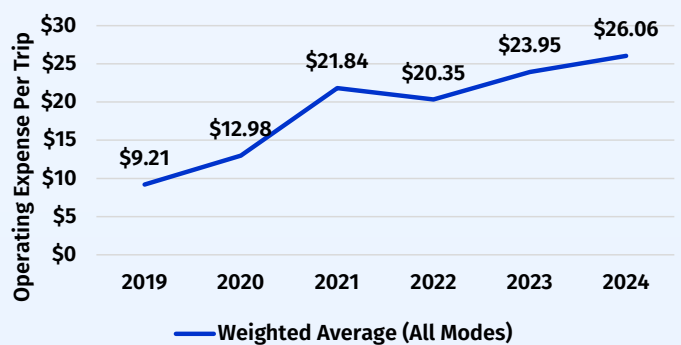


COST EFFECTIVENESS & SERVICE EFFICIENCY

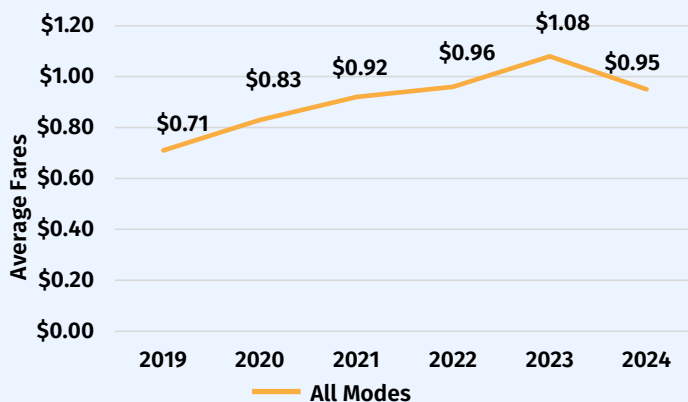
Farebox Recovery Ratio



Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures

Data not reported to NTD by this agency

ST LUCIE COUNTY (AREA REGION TRANSIT)

GENERAL INFORMATION

359K

Service Area Population

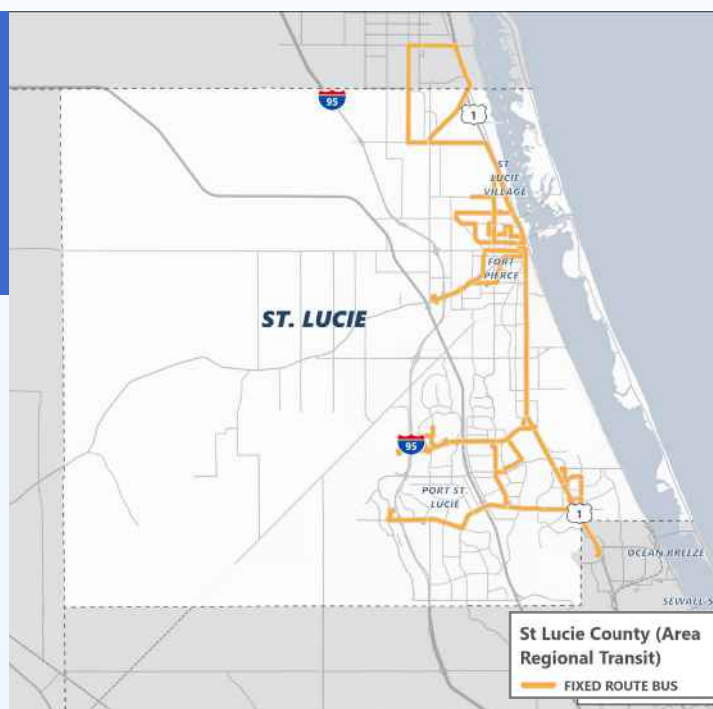


Tier II Agency



Governance Type:
Board of County Commissioners

FDOT District 4



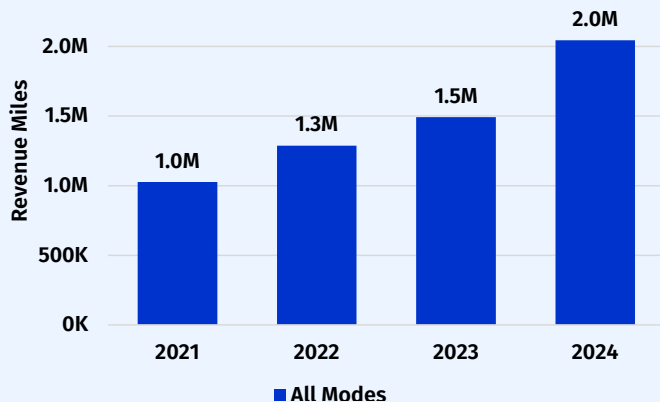
SERVICE SUPPLY & USAGE

Mode Types

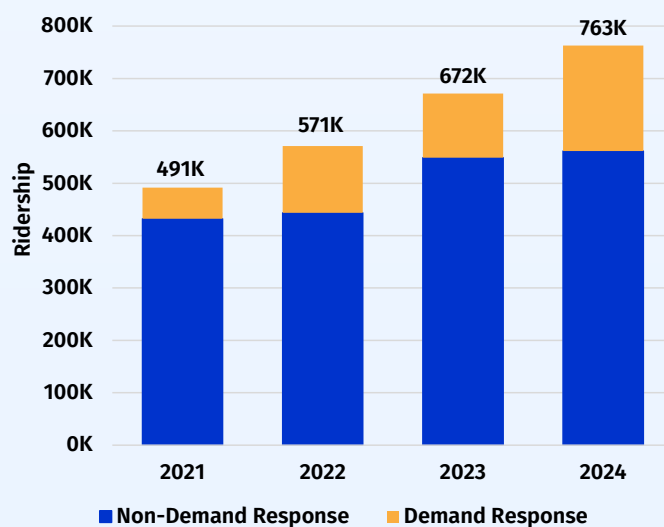
- ▶ Bus (Fixed Route)
- ▶ Demand Response



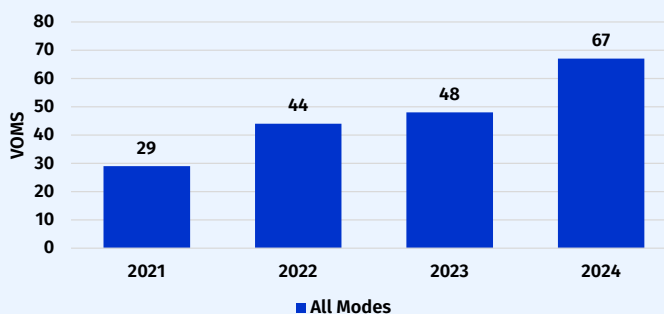
Revenue Miles



Annual Passenger Trips (Ridership)

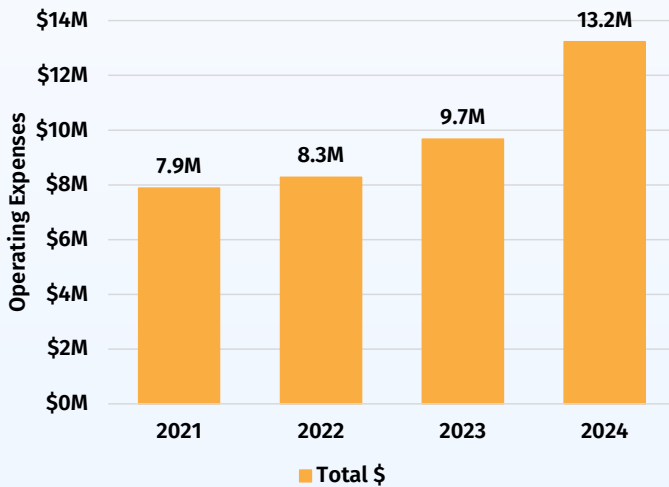


Vehicles Operating in Maximum Service (VOMS)

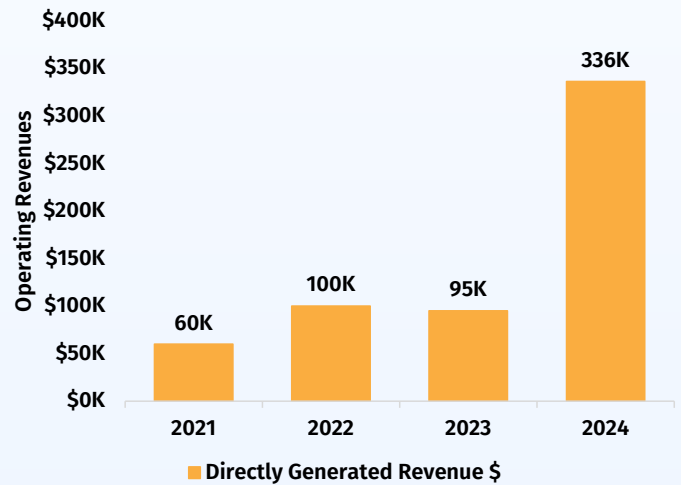


OPERATING REVENUE & EXPENSES

Operating Expenses

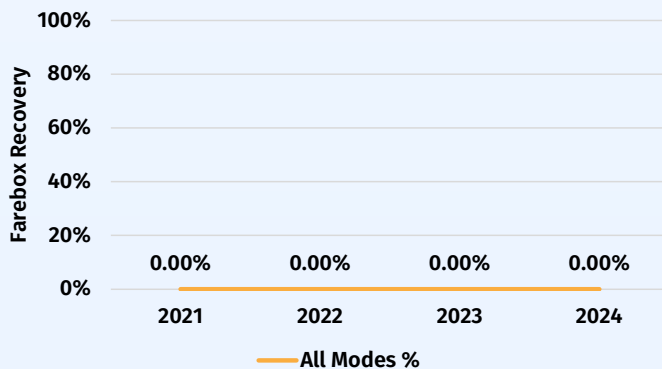


Operating Revenue

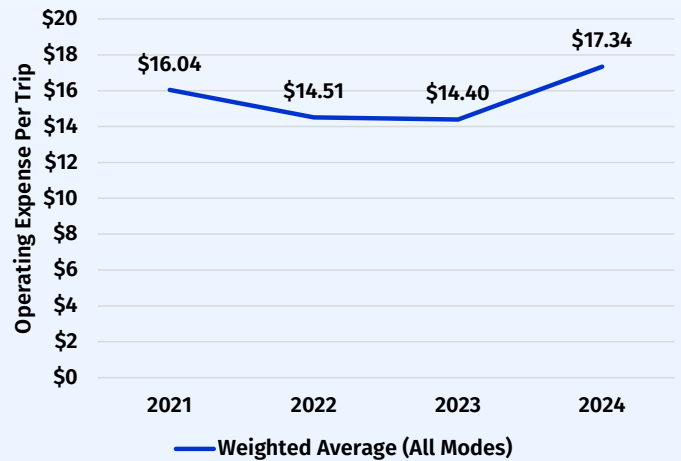


COST EFFECTIVENESS & SERVICE EFFICIENCY

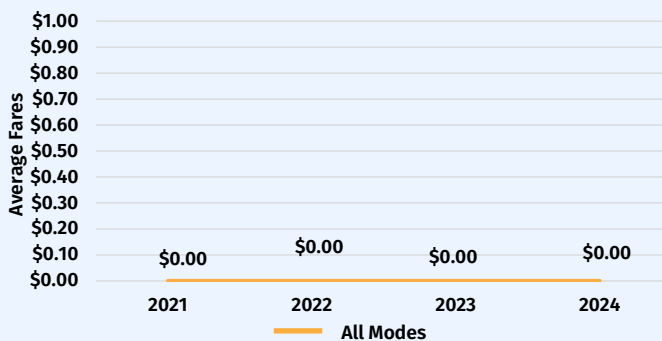
Farebox Recovery Ratio



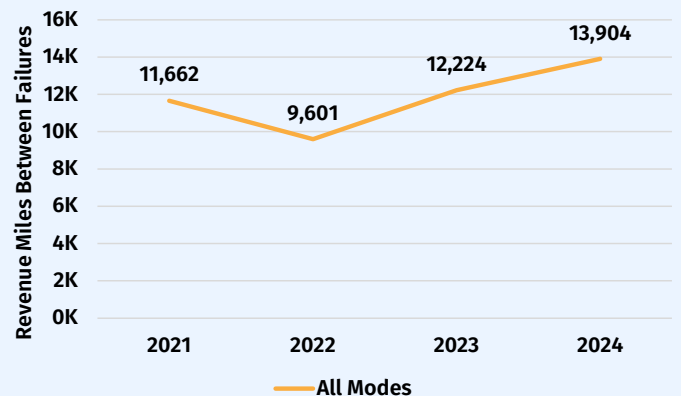
Operating Expense Per Passenger Trip



Average Fare (Fare Free System)



Miles Between Failures



TALLAHASSEE (STARMETRO)

GENERAL INFORMATION

292K

Service Area
Population

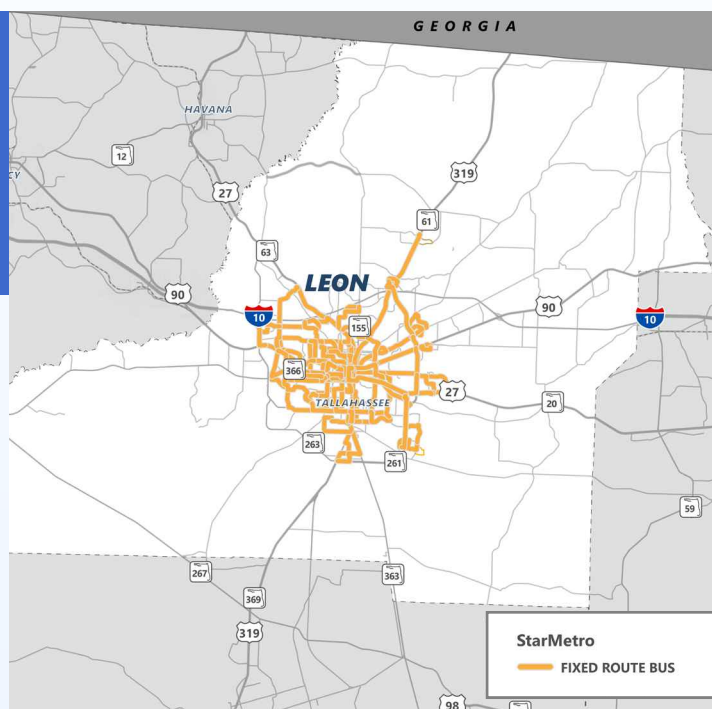


Tier II Agency



Governance
Type:
City
Commission/
Council

FDOT
District 3



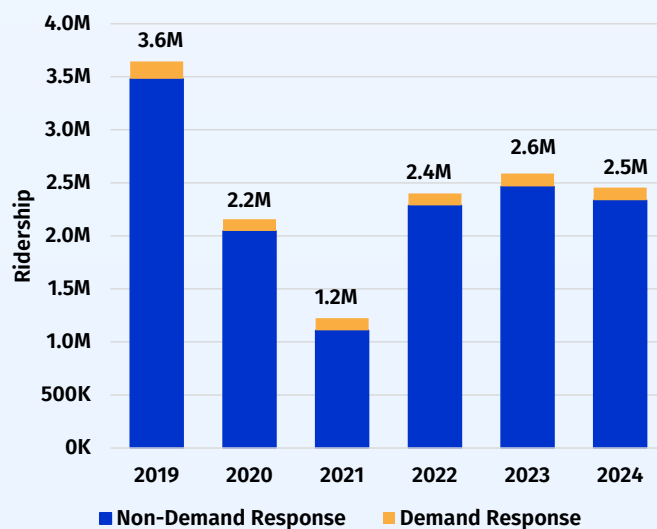
SERVICE SUPPLY & USAGE

Mode Types

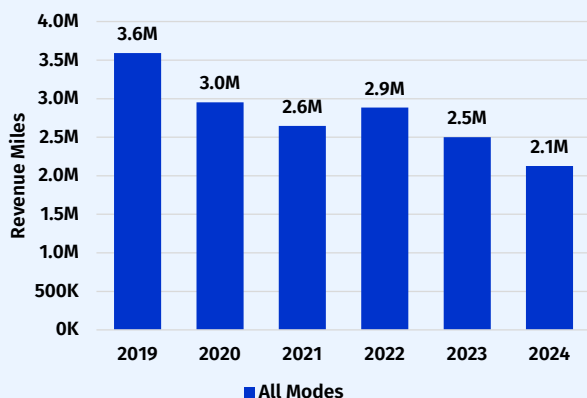
- ▶ Bus (Fixed Route)
- ▶ Demand Response



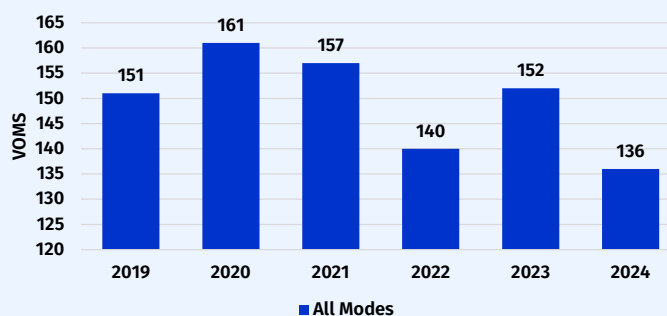
Annual Passenger Trips (Ridership)



Revenue Miles

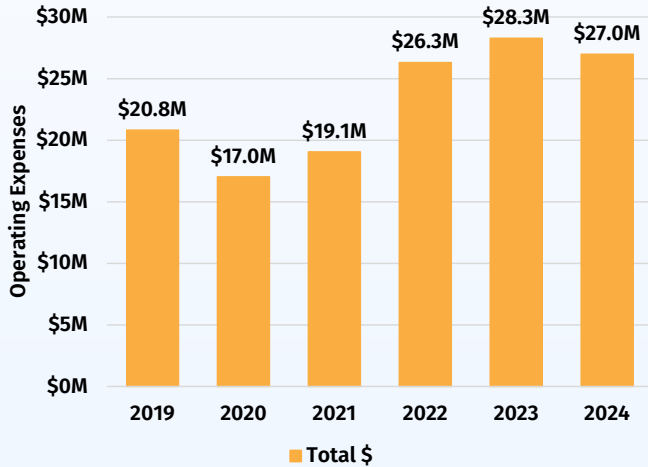


Vehicles Operating in Maximum Service (VOMS)

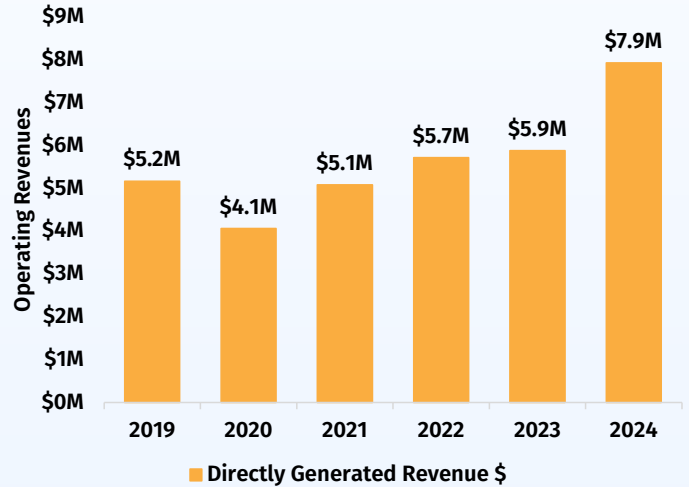


OPERATING REVENUE & EXPENSES

Operating Expenses

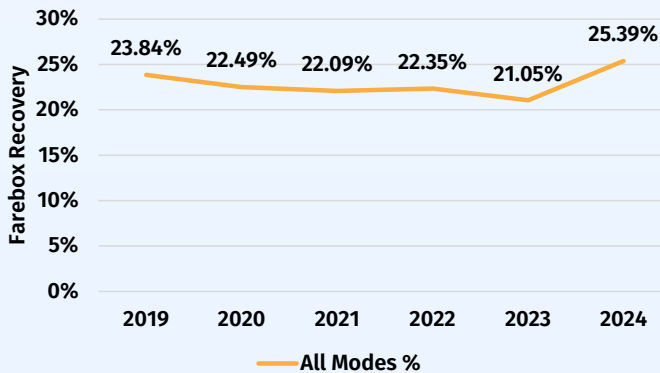


Operating Revenue

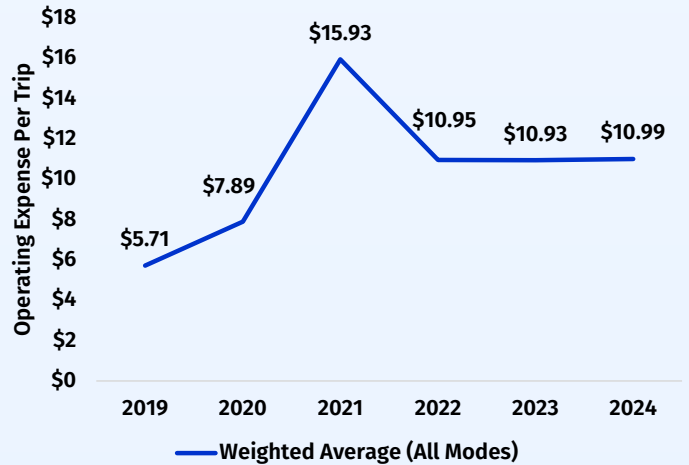


COST EFFECTIVENESS & SERVICE EFFICIENCY

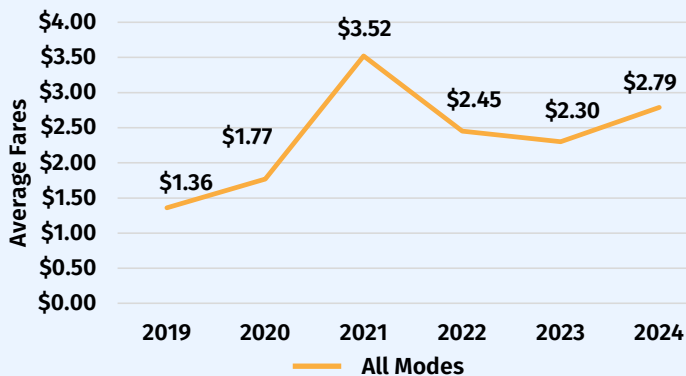
Farebox Recovery Ratio



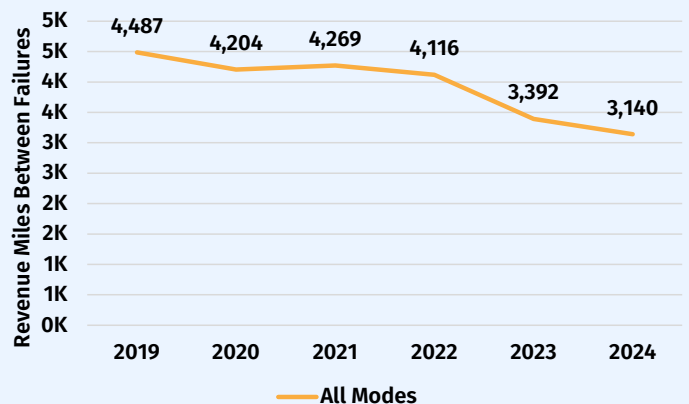
Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures



VOLUSIA COUNTY (VOTRAN)

GENERAL INFORMATION

590K

Service Area
Population

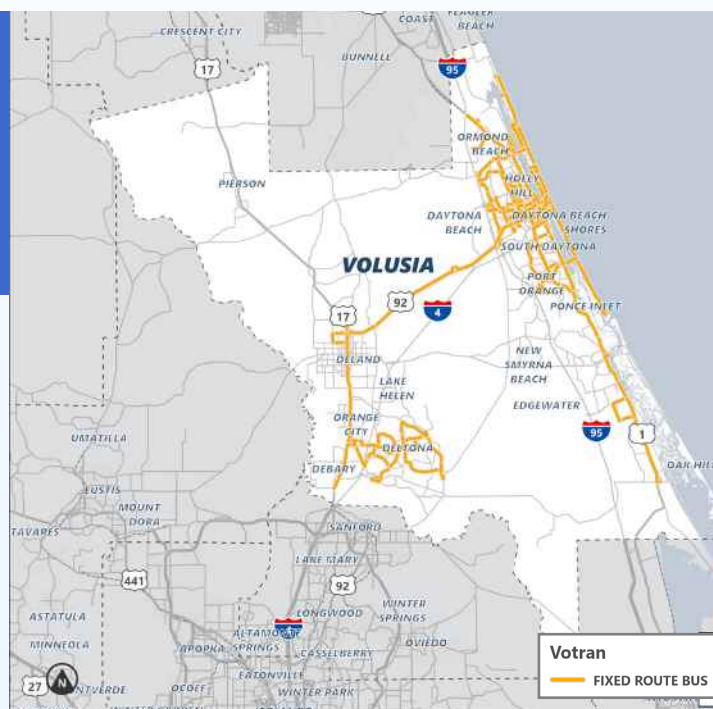


Tier II Agency



Governance
Type:
Board of
County
Commissioners

FDOT
District 5



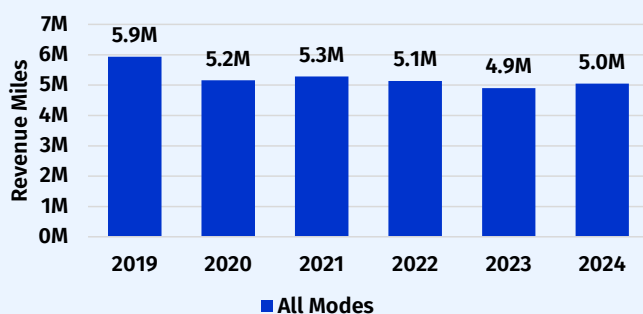
SERVICE SUPPLY & USAGE

Mode Types

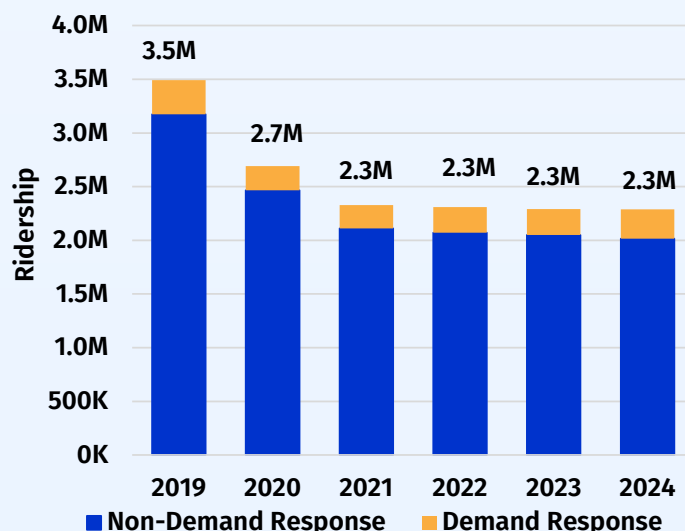
- ▶ Bus (Fixed Route)
- ▶ Demand Response



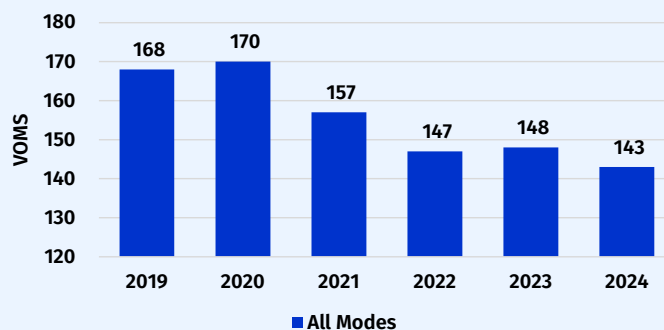
Revenue Miles



Annual Passenger Trips (Ridership)

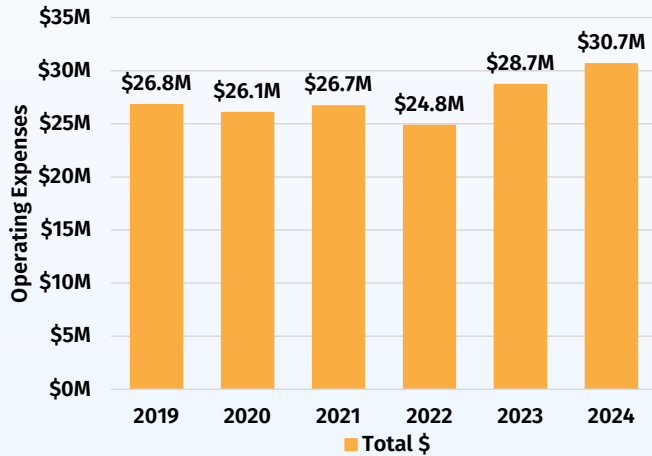


Vehicles Operating in Maximum Service (VOMS)

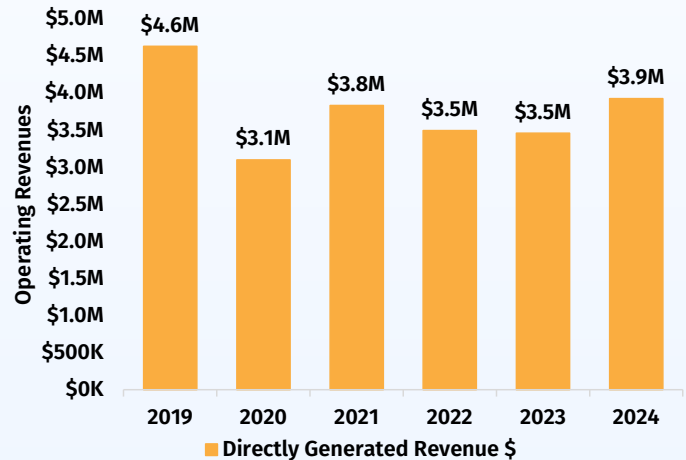


OPERATING REVENUE & EXPENSES

Operating Expenses

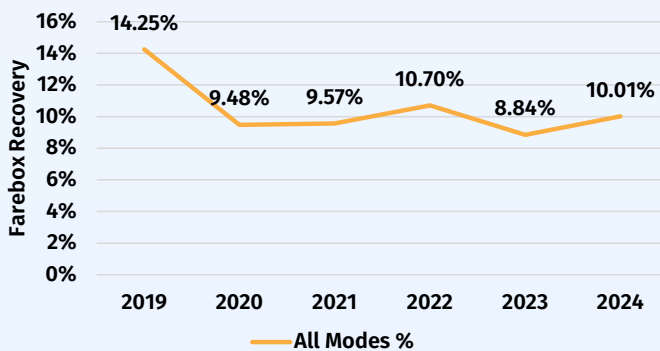


Operating Revenue

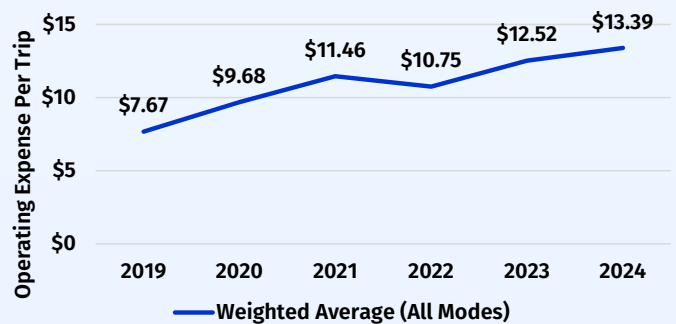


COST EFFECTIVENESS & SERVICE EFFICIENCY

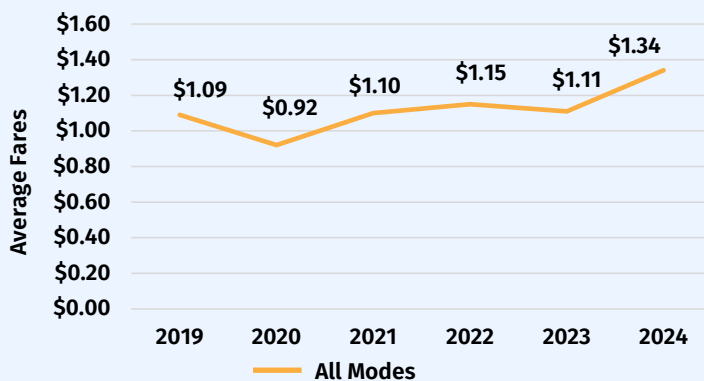
Farebox Recovery Ratio



Operating Expense Per Passenger Trip



Average Fare



Miles Between Failures

