



TENNESSEE INTERCITY BUS NEEDS ASSESSMENT



Prepared by



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I. INTRODUCTION

TranSystems was asked by the Tennessee Department of Transportation (TDOT) to assess the intercity bus needs in the state. This memorandum will review past and present intercity and regional bus service throughout Tennessee and the consultation process with intercity bus operators. It documents the current services and the changes in the level of service since the last Intercity Bus Study in 2015 and discusses previous plans and studies; summarizes the survey results to date; and shows the results of the stakeholder meeting held with intercity and rural transit providers in June.

Before embarking on this discussion, it is necessary to define the 5311(f) program. The “Formula Grants for Other than Urbanized Areas” is a federal program issued by the Federal Transit Administration (FTA) under the U.S. Department of Transportation. Known as Section 5311, it is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, and urban areas with a population of less than 50,000. Under 49 USC §5311(f), the state is required to spend fifteen percent (15%) of its annual Section 5311 apportionment “to carry out a program to develop and support “intercity bus” transportation”. Eligible activities under the 5311(f) program include:

- Planning and marketing for intercity bus transportation;
- Capital grants for intercity bus facilities;
- Joint-use facilities;
- Operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects; and
- Coordinating rural connections between small public transportation operations and intercity bus carriers

The Federal share for intercity bus projects under 5311(f) is the same as for the Section 5311 program as a whole: 50 percent (50%) of the net cost for operations and 80 percent (80%) of the net cost for capital projects and project administration. State administration, planning, and technical assistance activities in support of intercity bus transportation are eligible at 100 percent Federal share if applied against the cap on state administration expenses. The amount of Section 5311 funds used for planning for intercity bus transportation is not limited by the 15 percent (15%) cap on state administration. The Federal share of any planning assistance for intercity bus not included in the 15 percent (15%) allowed for state administration is limited to 80 percent (80%) of the planning costs.

The FTA defines intercity bus service as “regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity which has the capacity for transporting baggage carried by passengers and which makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available”. Urban areas are defined by the FTA as municipalities that are appropriate for a local mass transportation system to serve individuals in the locality. By this definition, urban areas in the state of Tennessee include Memphis, Nashville (Nashville-Davidson), Knoxville, Chattanooga, Clarksville, Murfreesboro, Johnson City, Kingsport, Jackson, Bristol, Cleveland, and Morristown. All of these cities are also considered urban areas by the US Census. Other than Morristown, all have fixed route transit

¹ Note that each state should determine, after consultation with affected intercity bus service providers, whether their intercity bus service needs of the state are being met or not being met. If they feel that their needs are being met, then the Governor of the state has to certify to the Secretary of Transportation that that is the case and then the funding for 5311(f) can be shifted to state transit operating assistance

service. The cities of Cookeville, Columbia, Sevierville, Pigeon Forge and Franklin also have fixed or flex route service. Although they are not considered census-defined urban areas, they fall within FTA's definition for the 5311(f) program with the exception of Franklin. This city is within the Nashville MSA and is therefore not considered an urban area by either definition.

The difference between intercity bus service and public transportation service is that Intercity Bus service has a limited schedule and does not provide extensive circulation within a local area, and instead only has one or two centralized stops. Service which only incidentally stops at an Intercity Bus facility among other destinations within the city at either end of a route which covers a long distance, without regard to scheduled connections, is eligible for Section 5311 assistance as public transportation, but is not an intercity feeder service. Likewise, "commuter service" is excluded because it is considered a local public transportation service, eligible for assistance under Section 5311 but not counting toward the required percentage for Section 5311(f).

II. REVIEW OF CURRENT INTERCITY BUS CONDITIONS

2.1 Previous Studies

A 2006 Intercity Bus Study conducted by TDOT identified a number of gaps in intercity bus service across the state. The study concluded that this was a result of the loss of traditional intercity bus service, particularly to small towns. The study also found that the majority of rural transit operators in Tennessee do not offer scheduled, fixed-route services, but operate on a demand-response basis. In response to these findings, TDOT initiated a three-year demonstration project in fall 2008 to fund intercity/regional fixed-route bus service between smaller communities and larger cities. This project provided access to opportunities available in those cities and access to long-haul intercity/interstate transportation opportunities.

After the three year demonstration project was concluded, TDOT commissioned the University of Tennessee to conduct a study to evaluate the results of the project and determine whether the intercity mobility for rural residents improved. The "Tennessee Rural Intercity Bus Service Study" (2012) found that while the existing intercity bus network was not well designed to cover all the high demand areas across the state, the network has good coverage of the meaningful destinations including airports, interstate bus and train stations, hospitals, military bases, and universities. In addition, this combination of deviated fixed route and demand response transit services can be utilized as feeder services to the intercity bus network.

The 2012 study, "Statewide Rural-Urban Bus Travel Demand and Network Evaluation: An Application in Tennessee," examined the characteristics of intercity bus riders within Tennessee and proposed methods to identify service gaps and prioritize network expansion, particularly focusing on rural-urban connections. The results implied that "bus stations are well-connected to destinations but poorly connected to potential riders. Changes to the current network could better cover high-demand areas."

Finally, the most recently commissioned study, 2015's "TDOT Assessment of Intercity Bus Service Needs Study" concluded that the intercity bus needs in Tennessee are being adequately met by state regional transportation authorities (RTAs), and the intercity bus lines—Greyhound, Miller Transportation, and Delta Bus Lines. This provided TDOT with the required information to recommend that the Governor submit certification to FTA that the state's intercity bus needs are being adequately

met and TDOT will utilize all of its Section 5311 apportionment to support Tennessee's public transportation services. It is also recommended that TDOT encourage the formalization of feeder service agreements between the interlined intercity bus carriers and the RTAs. In the future TDOT may consider using a portion of its 15 percent intercity bus apportionment to support these feeder services.

Coordinated Public Transit-Human Services Transportation Plans (CPT-HSTP) completed in the nine Human Resource Agency (HRA) regions also include any identified needs for intercity bus service. Four of the regions specifically indicate the need for intercity service: Mid-Cumberland, Northwest Tennessee, Southeast Tennessee, and Upper Cumberland. The Mid-Cumberland region identified the need for enhanced services from the Clarksville area to the Nashville-Murfreesboro area as a moderate priority. The Northwest Tennessee region highlighted the lack of routes to the Memphis or Nashville-Murfreesboro areas as a high priority need, particularly for veterans who needs to access medical, employment, or education services that are not available in their region. The Southeast Tennessee region generally identified the need for improved intercity bus service, specifically for persons with disabilities that have difficulty using Greyhound or Megabus service due to the lack of wheelchair-accessible stops. Transportation between the Cleveland and Chattanooga areas was also highlighted. The Upper Cumberland region discussed recent successes by providing intercity bus service to Knoxville-Murfreesboro-McMinnville and Nashville-McMinnville-Celina. However, the region identified the need for additional service to the Nashville area, particularly connections to Nashville-Celina-Lafayette.

2.2 Current Intercity Bus Service

In order to identify the existing intercity bus services in the State of Tennessee, the following references were consulted: Gotobus.com, Russell's Official National Motor Coach Guide, the National Bus Traffic Association, the Tennessee Motor Coach Association, and American Intercity Bus Riders Association.

The carriers that operate in Tennessee are:

Greyhound

Greyhound operates 14 schedules in Tennessee, providing connections to destinations across the state and the country. 101 trips enter or leave the State. The Tennessee stops for Greyhound service include Athens, Bristol, Chattanooga, Clarksville, Cleveland, Cookeville, Crossville, Greeneville, Jackson, Johnson City, Knoxville, Manchester, Memphis, Morristown, Murfreesboro and Nashville.

Delta

Delta Bus Lines operates one round trip between Memphis and Baton Rouge, LA and another between Memphis and Jackson, MS via the Mississippi Delta. Memphis is its only stop in Tennessee.

Miller/Hoosier Ride

Miller/ Hoosier Ride provides a daily round trip between Indianapolis, IN and Memphis making intermediate stops in the Tennessee communities of Union City, Dyersburg, and Covington.

Currently, there are 19 intercity bus stops in the state that offer connections to other locations throughout the United States. Table 1 shows the number of trips that serve each stop, and Figure 1 shows the routes and stops in the state for Greyhound, Delta and Miller/Hoosier.

In terms of level of service, Miller/Hoosier Ride operates from 6:00 AM to 7:30 PM, Delta operates from 5:15 AM to 9:45 PM in Tennessee Greyhound runs 24 hours of service. The service frequencies referenced in Figure 2 refers to the number of trips per day on a particular section of roadway between major cities in Tennessee (Memphis, Chattanooga, Nashville, and Knoxville) and/or the state's borders. In some cases, stops in smaller towns in between these cities will be served by fewer trips; where possible, this is indicated a different line (see Greeneville, Morristown, and Johnson City).

There are also several non-interlining carriers operating in the state. The FTA does not consider these carriers "intercity bus" as they require a new ticket for each segment of a trip, and cannot connect riders seamlessly with other intercity bus services. Bus Ticket, Inc, Megabus, New York to Tennessee Bus, Tornado, and Wanda Coach are these carriers. Airport transportation, a special subset of these types of carriers, is limited in the state. Nashville International Airport has regularly scheduled airport shuttles to Chattanooga and Monteagle provided by Groome Transportation; Groome also connects Chattanooga residents to Atlanta-Hartsfield International Airport. Table 2 shows the communities served by these types of services.

Table 1: Stations, Frequencies and Destinations²

Station	Trips	Origin/Destination
Athens	3	Atlanta; Cincinnati
Bristol	4	Nashville; Richmond
Chattanooga	15	Atlanta; Birmingham; Chicago; Cincinnati; Detroit; St Louis
Clarksville	7	Nashville; St Louis
Cleveland	3	Atlanta; Cincinnati
Cookeville	4	Nashville; Richmond
Covington	2	Indianapolis; Memphis
Crossville	4	Nashville; Richmond
Dyersburg	2	Indianapolis; Memphis
Greeneville	2	Nashville; Richmond
Jackson	7	Cleveland, Dallas, Richmond
Johnson City	4	Nashville; Richmond
Knoxville	14	Atlanta; Cincinnati; Dallas; Detroit; Raleigh; Richmond; Winston-Salem
Manchester	3	Atlanta; Nashville
Memphis	33	Atlanta; Baton Rouge; Chicago; Cleveland; Dallas;
Morristown	2	Nashville; Richmond
Murfreesboro	3	Atlanta; Nashville
Nashville	55	Atlanta; Chicago; Cleveland; Detroit; Louisville; Montgomery; Richmond; St Louis; Tallahassee
Union City	2	Indianapolis; Memphis
<i>Total</i>	<i>169</i>	

² Interlined carriers only

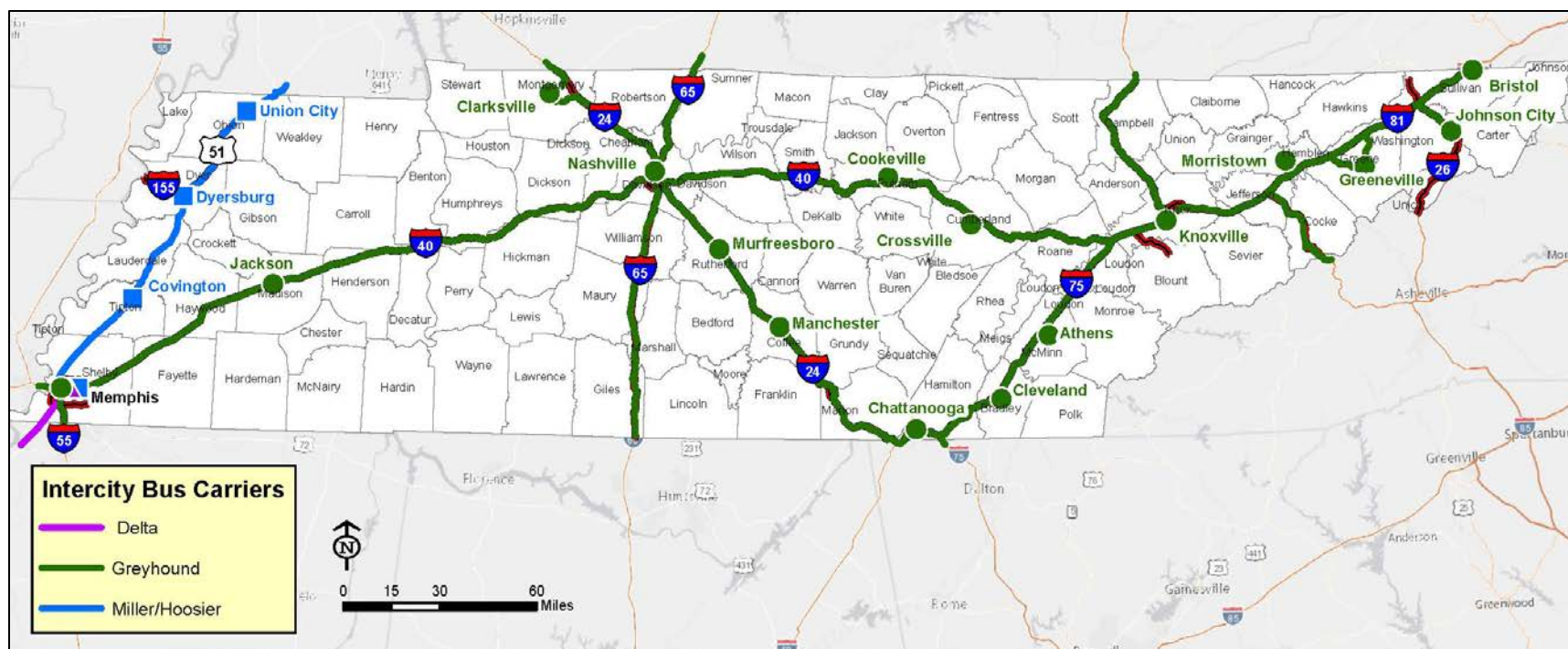


Figure 1: Intercity Bus Service

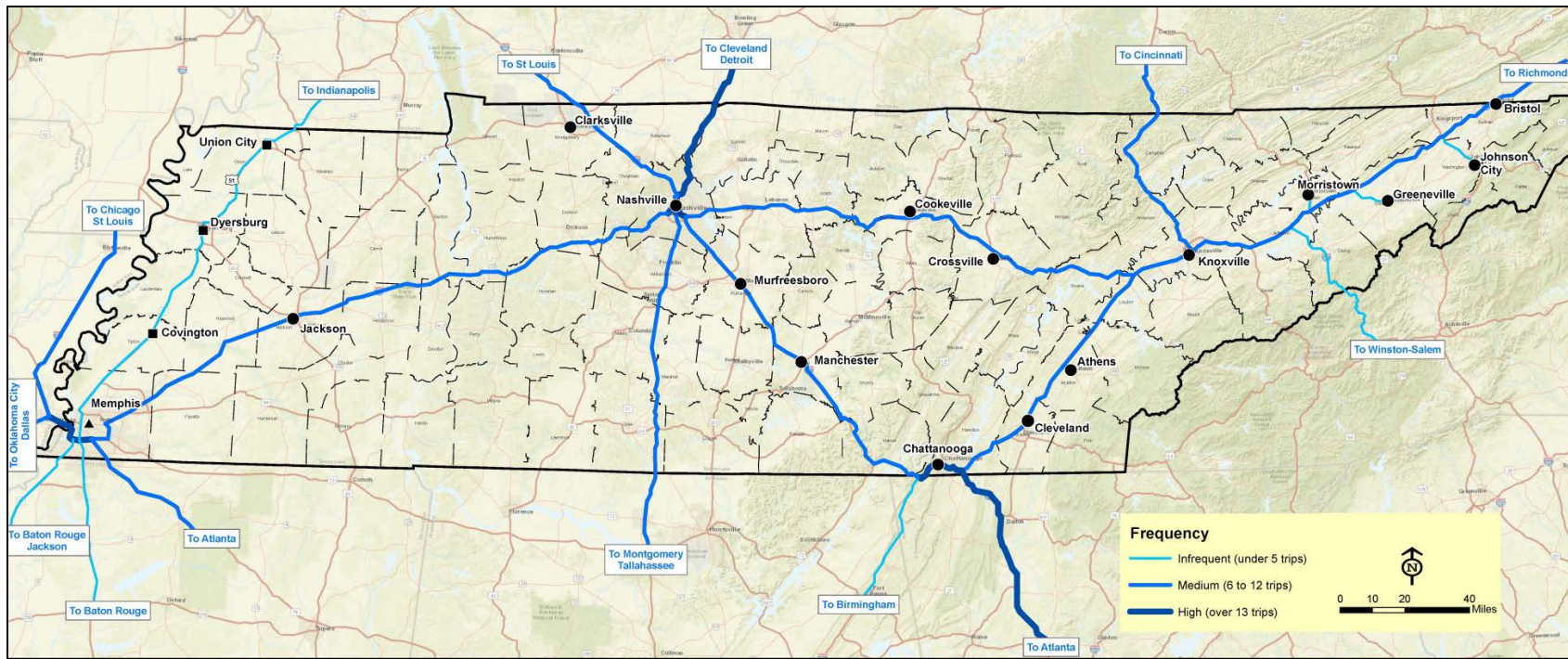


Figure 2: Service Frequency

Service tends to run more frequently north to south through the state. The most frequent service runs between Memphis and Little Rock, AR; Chattanooga and Atlanta, GA; and Nashville and Louisville, KY.

Table 2: Communities Served by Non-Interlining Carriers

Stop	Non-Interlining Carrier	Airport Service
Chattanooga	Megabus; New York to Tennessee Bus; Wanda Coach	Groome Transportation (Atlanta, Nashville)
Dickson	Tornado	
Jackson	Bus Ticket Inc, Tornado, Wanda Coach	
Johnson City	Bus Ticket Inc, New York to Tennessee Bus, Wanda Coach	
Knoxville	Bus Ticket Inc; Megabus; New York to Tennessee Bus; Wanda Coach	
Memphis	Bus Ticket Inc; Megabus; Wanda Coach	
Monteagle		Groome Transportation (Nashville)
Nashville	Bus Ticket Inc; Megabus; New York to Tennessee Bus; Wanda Coach	

In addition to intercity bus, intercity train service is provided by Amtrak on the western edge of the state. The City of New Orleans runs one round trip in each direction between Chicago and New Orleans serving stations in Newbern and Memphis. These stations are served late at night or in the early morning hours.

2.3 Facilities

Most facilities in the larger communities in Tennessee (i.e. Knoxville, Nashville, Jackson, and Chattanooga) have an indoor station facility that has been built to accommodate only intercity bus. Memphis has a multimodal station which serves both intercity bus and local bus, allowing connections with multiple local bus routes.

Although the facilities in Knoxville, Nashville, Jackson, and Chattanooga do not incorporate local bus service, they are located where transfers to local bus routes are possible. The Greyhound Station in Jackson, for instance, is next door to the JTA transfer facility (see Figure 3). Due to the fact the Chattanooga intercity bus facility is located on the eastern edge of town, transferring to local routes is a little bit more difficult. One bus route passes by the facility, but the majority of CARTA routes are more than half an hour away (by bus) in the center of town.



Figure 3: Example of an Intercity Bus Only Station (Jackson)

Table 3 lists the local fixed or flex route connections at each intercity bus stop in a community where one exists. Fixed route service exists in 10 out of the 19 communities served by intercity bus, and a flex route serves another (Cookeville).

Table 3: Local Transit Connections with Intercity Bus Facilities

Stop	Local Bus Route Connections
Bristol	Southside
Chattanooga	19
Clarksville	None
Cleveland	Orange
Cookeville	Blue, Green
Jackson	Highland, East Jackson, Campbell, East Chester, Hollywood, North Royal, Bemis/Tech Center
Johnson City	Blue, Gold, Green, Orange, Purple, Red, Silver
Knoxville	20, 24
Memphis	2, 4, 28, 30, 32, 99
Murfreesboro	Old Fort
Nashville	18, 84, 86, 96

In the smaller towns that intercity buses stop in, there are very few bus station facilities; most of the stops are at commercial facilities such as gas stations or convenience stores. However, many of these stop areas, do not provide an indoor waiting area (see Figure 4).



Figure 4: Example of a Greyhound Stop at a Private Business (Clarksville)

Figure 5 shows all of the intercity bus stops in the state, with the type of facility, i.e. curbside, multimodal station, intercity bus station, or store. A curbside stop is a stop along a local street with no indoor waiting area for passengers. Often, there is only a sign or an address on the company's website indicating that the bus stops there. A station is a location built to only serve intercity buses and a multimodal station incorporates local bus service as well. In multimodal stations, the two types of riders often share the same waiting area. In the both of these types of stations, ticket agents are present for most of the day. When the bus stops at a store, there is usually an indoor waiting area and the cashier at the store often doubles as a ticket agent.

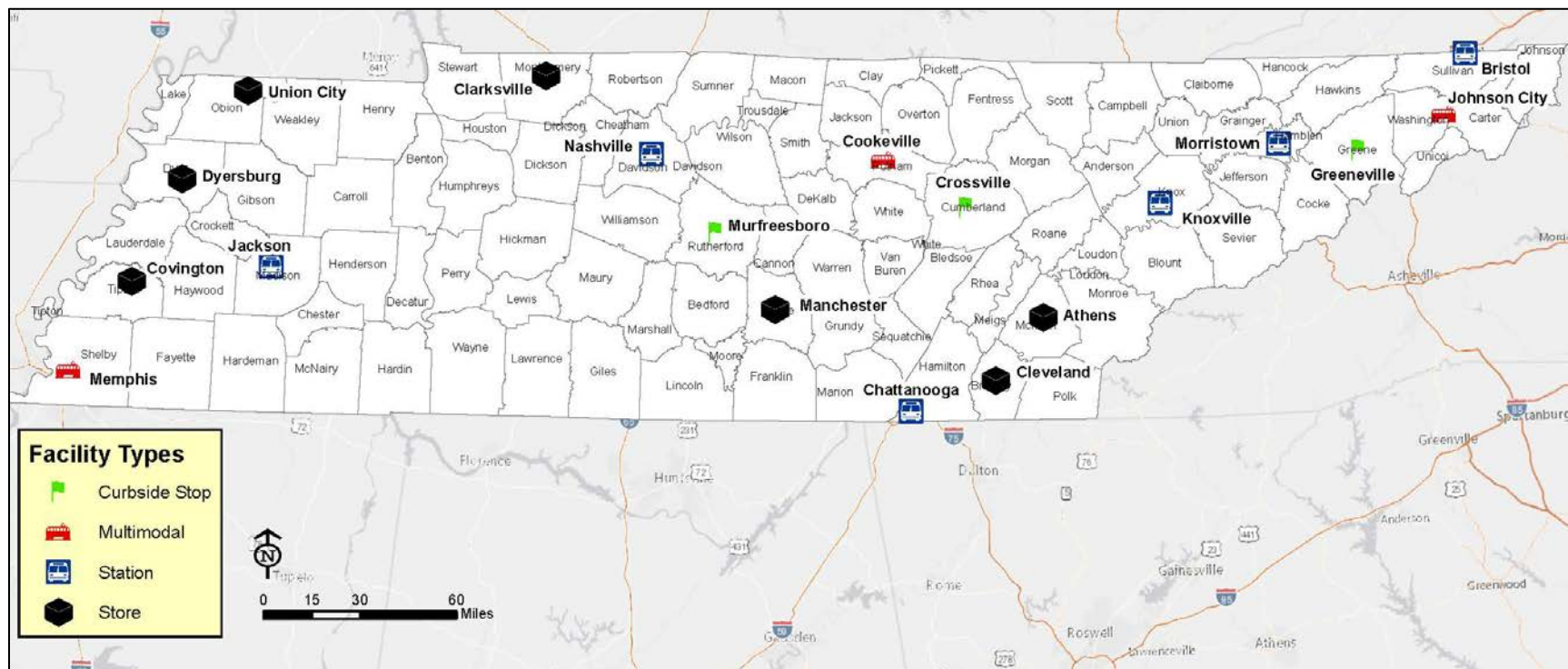


Figure 5: Intercity Bus Facility Type

2.4 Existing Feeder Connections

An important way that states fill in gaps in intercity bus service is with feeder routes. These can be funded with 5311(f) in-kind local match. With the codification of the Intercity Pilot Match Program in MAP-21³, states are allowed to use the capital costs of the unsubsidized, privately operated mainline intercity bus routes as the in-kind local match for the operating costs of connecting rural intercity bus feeder service. Note that the unsubsidized private operator costs can be used as the local match only “if the private operator agrees in writing to the use of the costs of the private operator for the unsubsidized segment of intercity bus service as an in-kind match.” To be eligible under 5311(f), the net project costs contributed by the private operator as in-kind match must connect the rural community to further points⁴. This type of funding mechanism is authorized under Section 5311(g)(3)(d), which allows some or all of the remainder of the 50 percent of the cost to the state to be funded this way. Rural transit providers interested in using the feeder service as an in-kind match would need to apply to the intercity bus provider and get approved. The feeders run by rural transit providers in Tennessee do not use this funding source, instead using a portion of their regular 5311 funding to operate their feeder service.

The Nashville I-40 Express service run by Upper Cumberland HRA provides a deviated fixed route service from Cookeville to Nashville and is designed to serve smaller communities between the Greyhound stations in these communities. The stops in Silver Point, Carthage and Lebanon also allow the agency to have a scheduled time to transfer demand response riders within all 14 counties to the route. Six daily trips are run on this route.

The I-24 Express, also run by this agency, runs between McMinnville and Nashville, mostly on smaller roads. The route is designed to make intercity bus connections in Murfreesboro and Nashville. The Lawrenceburg SCATS route, run by SCTDD public transportation, completes two trips a week to/from Murfreesboro, and eight trips a week to/from Nashville. Similar to the I-24 Express route, it largely serves rural communities on smaller roads. Refer to Figure 6.

³ MAP-21= Moving Ahead for Progress in the 21st Century Act

⁴ The guidance provided in this paragraph is from the FTA Circular C 9040.1G

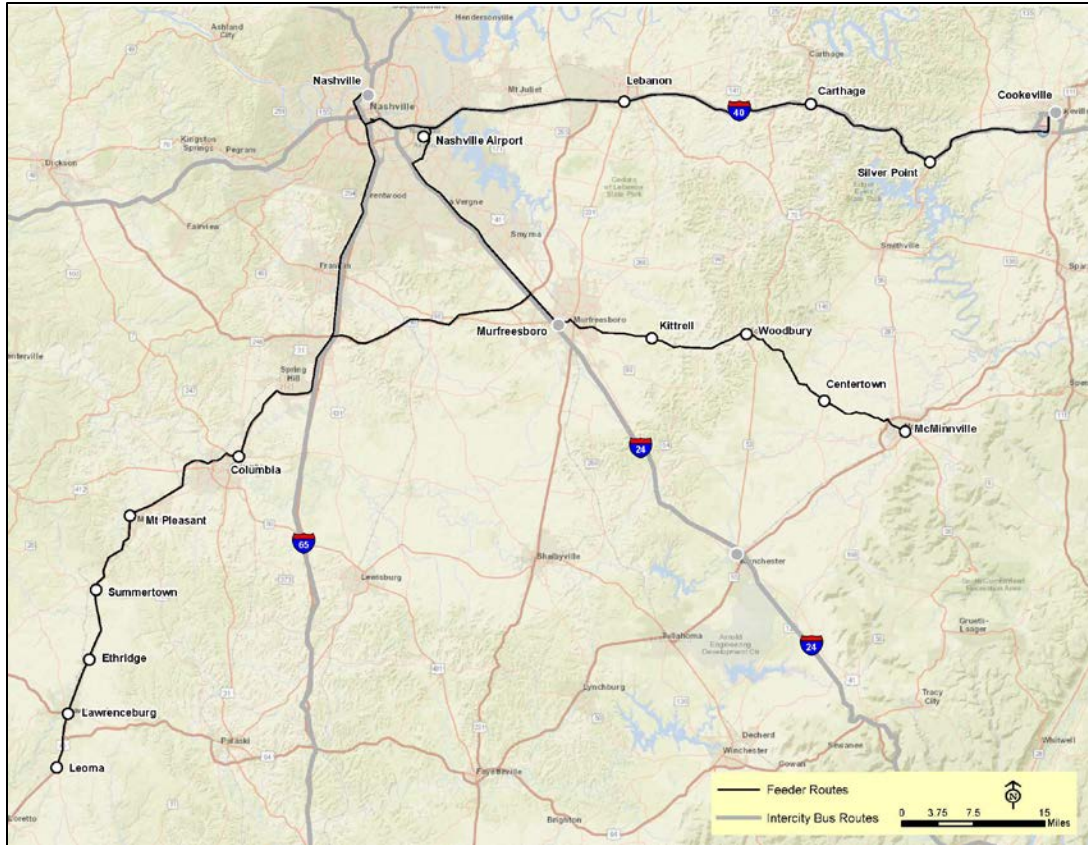


Figure 6: Feeder Service

2.5 Intercity Bus Provider and General Public Survey

In order to assess the need for more intercity bus services in the state, surveys were sent out to 23 public transportation providers, 47 chambers of commerce, 36 universities, and 20 regional planning organizations. These contacts were also encouraged to further distribute the survey further to the general public such as students and local residents. The survey asked respondents their opinion on the state of intercity bus service in the state, including whether both facilities and service served the needs of the state. Figure 7 shows the breakdown among respondents.

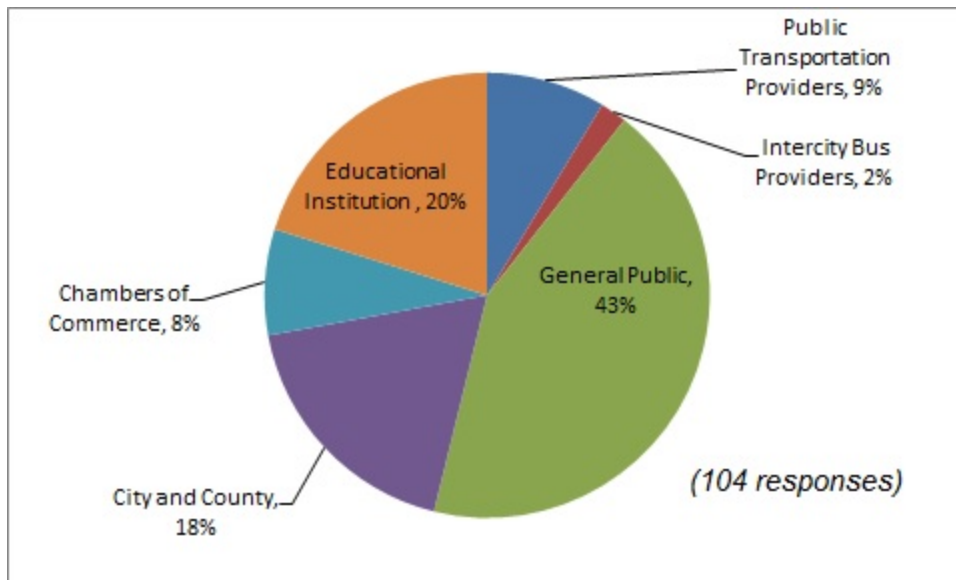


Figure 7: Types of Respondents to Survey

There was a clear divergence of opinion when it came to the responses. In general, those who actively interact with intercity bus service in the state (public transportation providers and representatives of the city and county) considered that intercity bus needs were being met in the state. The general public, in particular, felt that some improvement was needed. However, some of this was due to the confusion of what intercity bus was—many wanted more service between the suburbs of large cities and the city center, which is considered commuter bus, not intercity bus.

For those municipalities with intercity bus service, a desire for facility improvement was prevalent as shown in Figure 8. The improvements most requested were safer waiting areas with better weather protection.

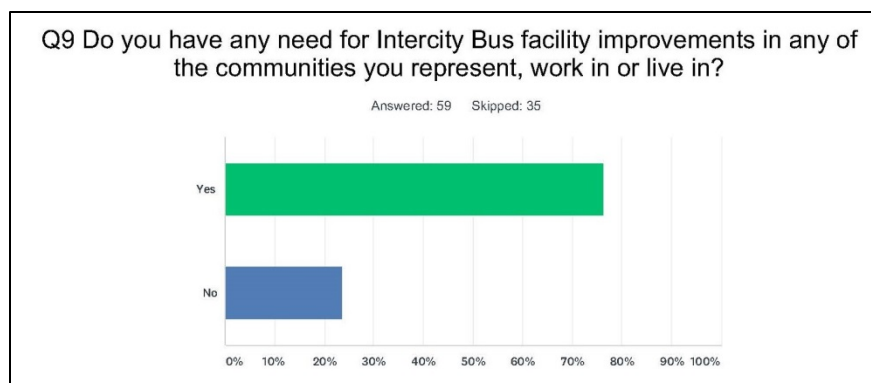


Figure 8: Intercity Bus Facility Needs Responses

As shown in Figures 9 and 10, many of the general public felt there was an unmet demand for intercity bus in their area. This was especially a concern for those who lived in smaller communities in the state. Additional and new routes—rather than additional trips on existing routes—were the preferred improvement. Some specific routes were mentioned, generally to Nashville. However, many of the suggestions were of routings that currently existed (Chattanooga to Cleveland, Morristown to Knoxville, and Nashville to Clarksville, for instance) suggesting that the issue was more the awareness of intercity bus options in the state, rather than the lack of them, which is leading respondents to believe there is an unmet demand in the state.

However, some additional stops were mentioned. Franklin, Brentwood, and Nolensville—all of which are part of the Nashville metropolitan area—were recommended as additional intercity stops. Jefferson City, a city between Morristown and Knoxville, was also mentioned as a possible intermediate stop.

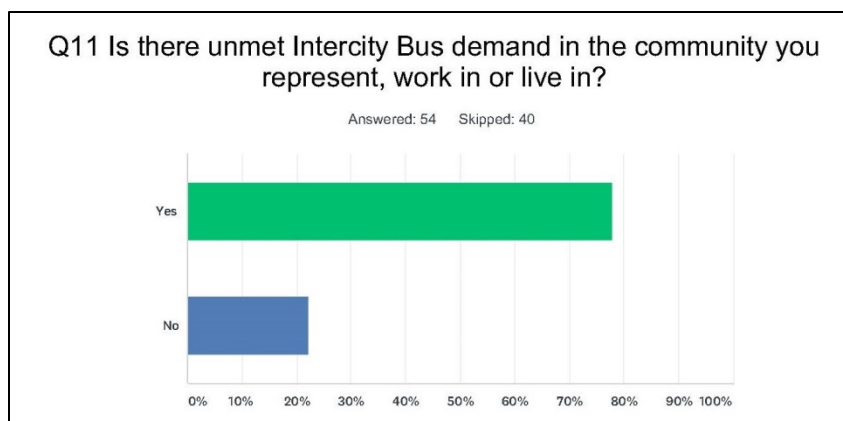


Figure 9: Intercity Bus Unmet Demand Assessment

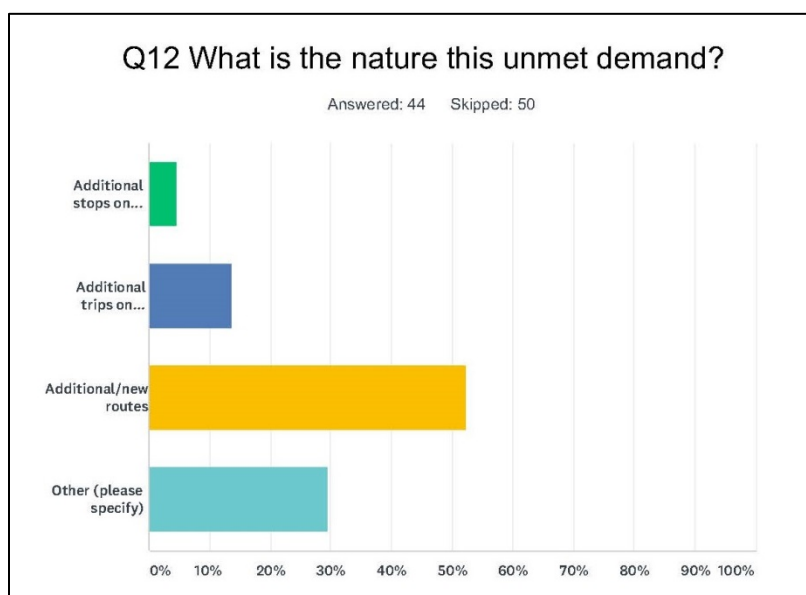


Figure 10: Nature of Unmet Demand in Tennessee

2.6 Service Providers Stakeholder Meeting

Those states intending to submit a complete or partial governor’s certification must undertake a consultation process with the state’s intercity bus providers prior to issuing the certification. FTA has adopted the definition of “consultation” as “one party confers with another identified party in accordance with an established process and, before taking action(s), considers that party’s views and periodically informs that party about action(s) taken.”

To fulfill this requirement, a stakeholder meeting was held on June 20, 2017 with representatives from six rural transit providers (ETHRA, SETHRA, Northwest Tennessee HRA, Southwest Tennessee HRA, Mid-Cumberland HRA, and NET Trans), Greyhound, and Miller Transportation. All of these participants had indicated in their surveys that intercity transportation needs were being adequately met in the state, and these conclusions were emphasized and reiterated during the meeting. As an illustration of this one agency, SETHRA,

had commissioned three intercity bus routes to Chattanooga and the airport after the previous study (from Rhea County and Sequatchie County). Due to low ridership to either the Greyhound station or the airport in the six months the routes operated, the service to these locations was dropped. Other rural demand response agencies indicated that they had few requests to take riders to intercity Bus stops in their region; they were more likely to take people to the airports in Memphis or Nashville. They also said they could not recall getting a ride request from a passenger arriving at an intercity bus stop.

The intercity bus operators described their arrangements with agents who sell tickets. For non-dedicated facilities, they use convenience stores or gas stations to sell their tickets, or the rider will be required to buy a ticket from the driver or at the next available agent—usually in a bigger city. UCHRA is one of the agents Greyhound uses, for instance; on their feeder route between Cookeville and Nashville, riders can buy interlined tickets at the intermodal facility in Cookeville operated by UCHRA. There are occasional pushbacks on intercity bus providers being able to use intermodal facilities, however—if the facility is developed primarily with local rather than federal funding, intercity bus is not always allowed in.

It was reported that most of the intercity bus riders are low to middle income people. Miller carries many Amish riders, recently released prisoners from Kentucky prisons who are traveling to Tennessee, and barge workers traveling between Kentucky and Memphis to connect to boats in the Gulf of Mexico via intercity bus routes in Mississippi. Both Greyhound and Miller emphasized that better coordination between rural transit providers and the intercity operators is essential and beneficial to both types of providers. Both operators encouraged rural providers to apply for 5311(f) in-kind local match funds to develop more feeders.

III. INTERCITY BUS DATA AND PROPENSITY ANALYSIS

3.1 Intercity Bus Corridors and Population Served

The corridors served in Tennessee by intercity bus tend to be along the major interstates, with the exception of a route that runs along US 51 in the western part of the state. The 19 communities directly served vary in size, but most have populations above 10,000 residents. The demographic groups that have a higher propensity to use intercity bus service are those living in poverty, seniors, people with disabilities, college students, and households with no access to a vehicle. The destinations that these groups need to access via intercity bus include airports, medical facilities (especially long term and regional hospitals), four-year colleges, military bases, and correctional institutions. Two additional destinations, national parks and amusement parks, are places where intercity bus could provide service.

The Bureau of Transportation Statistics and the Office of U.S. Secretary of Transportation have determined that any person who lives within 25 miles of an intercity bus stop is considered to have access to this mode of transportation and is within the service zone (see Figure 11). Table 4 shows the communities currently served by intercity bus, the total population of those communities; communities that are adjacent but within the 25 mile service zone, and the total population served in all communities within the 25 mile service zone. Comparing the number of people currently being served by intercity bus, 5,971,941⁵, with the total population of the State of Tennessee, 6,449,615, it appears that 92 percent of the state is being served by intercity bus.

⁵ 2010-2015 American Community Survey, Table B01003.

Table 4: Intercity Bus Corridor Population Served

Community	Operator	Community Population	Other Communities Within 25 miles of an Intercity Bus Stop	Population in Tennessee within 25 miles of an Intercity Bus Stop
Athens	Greyhound	13,748	Decatur, Sweetwater	293,740
Athens (AL)	Greyhound	25,393	Ardmore, Elkton	35,383
Bristol	Greyhound	27,109		350,438
Chattanooga	Greyhound	177,571		487,765
Clarksville	Greyhound	150,287	Ashland City, Springfield	278,720
Cleveland	Greyhound	44,271		493,449
Cookeville	Greyhound	32,622	Algood, Monterey	221,071
Covington	Miller/Hoosier Rides	8,924	Atoka, Brownsville,	256,847
Crossville	Greyhound	11,455		198,696
Dyersburg	Miller/Hoosier Rides	16,685	Ripley	121,978
Fulton (KY)	Miller/Hoosier Rides	2,211		77,575
Greeneville	Greyhound	15,061		296,288
Huntsville (AL)	Greyhound	193,079		32,654
Jackson	Greyhound	67,005	Humboldt, Milan,	235,067
Johnson City	Greyhound	66,677	Kingsport	414,871
Knoxville	Greyhound	186,239	Alcoa, Farragut, Maryville, Oak Ridge, Sevierville, Pigeon Forge	864,149
Manchester	Greyhound	10,617	Monteagle, Shelbyville, Tullahoma	246,496
Memphis	Delta Rides, Greyhound, Miller/Hoosier Rides	652,717	Bartlett, Collierville, Germantown	953,302
Morristown	Greyhound	29,663	Kodak, Newport, Tazewell	322,544
Murfreesboro	Greyhound	131,947	Beechgrove, Smyrna	760,286
Nashville	Greyhound	684,410	Franklin, Gallatin, Hendersonville, Mt Juliet	1,317,597
Trenton (GA)	Greyhound	2,255		283,812
Union City	Miller/Hoosier Rides	10,589	Dresden, Martin	98,619
Total (Tennessee)		2,337,597		5,971,941

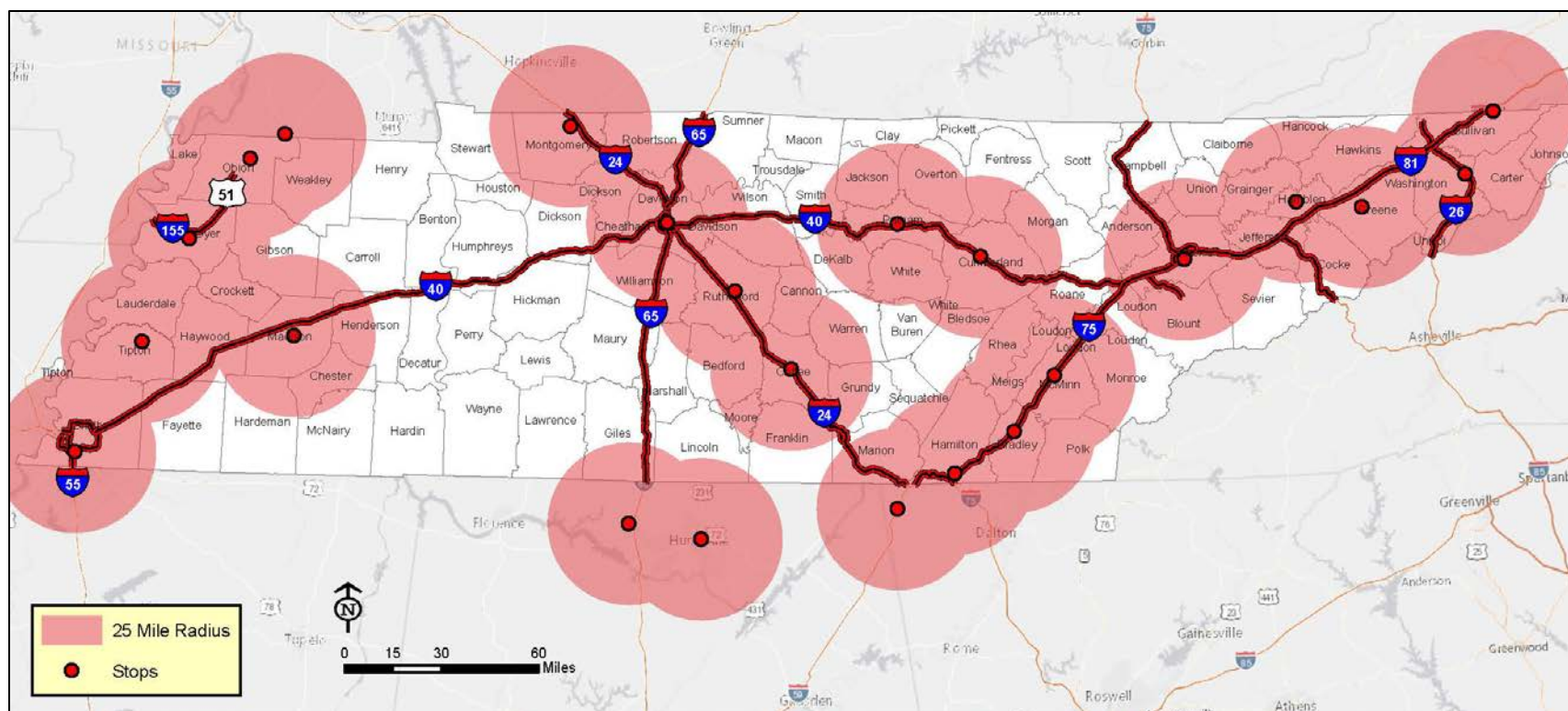


Figure 11: Intercity Bus Access in Tennessee

3.2 Demographic Analysis

A number of demographic factors contribute to how and where there is demand for intercity bus service. Areas that have more successful intercity bus service tend to be areas where there are higher levels of poverty, seniors, people with disabilities, college students, and households with no access to a vehicle. American Community Survey (ACS) data from the U.S. Census⁶ were collected to identify the areas of the State where these populations are more significant.

The relevant census data was analyzed at the census tract level focusing on the percentage of these groups per census tract. To get a sense of the prevalence of these groups in a given region, maps are included.

Areas with a high concentration of persons living below the poverty line are more likely to be found in the northeast part of the state (see Figure 12). Communities without an intercity bus stop that have a concentration of persons in poverty above 25 percent include the communities of Martin and Rockwood. Only one census tract with a high concentration of poverty is inaccessible from an intercity bus stop (defined as more than 25 miles away). Census Tract 9704 in Claiborne County, which includes the communities of Clairfield and Pruden, has a high concentration of poverty but few residents (936 people).

Other than Martin, McMinnville, and Paris, there are no communities in Tennessee over 10,000 residents without an intercity bus stop that also has a high percentage of the population with a disability (see Figure 13). On the other hand, there are many rural high disability census tracts in the state underserved by intercity bus. Tract 9603 in Lawrence County (Ethridge is located in this tract) especially stands out, as it has more than 40 percent of its population disabled. However, a feeder route run by South Central Tennessee HRA serves this community, connecting residents to the intercity bus network in Murfreesboro.

⁶ American Community Survey 2015 ACS 5-year estimates (S0101, S1701, S1810, B08201)

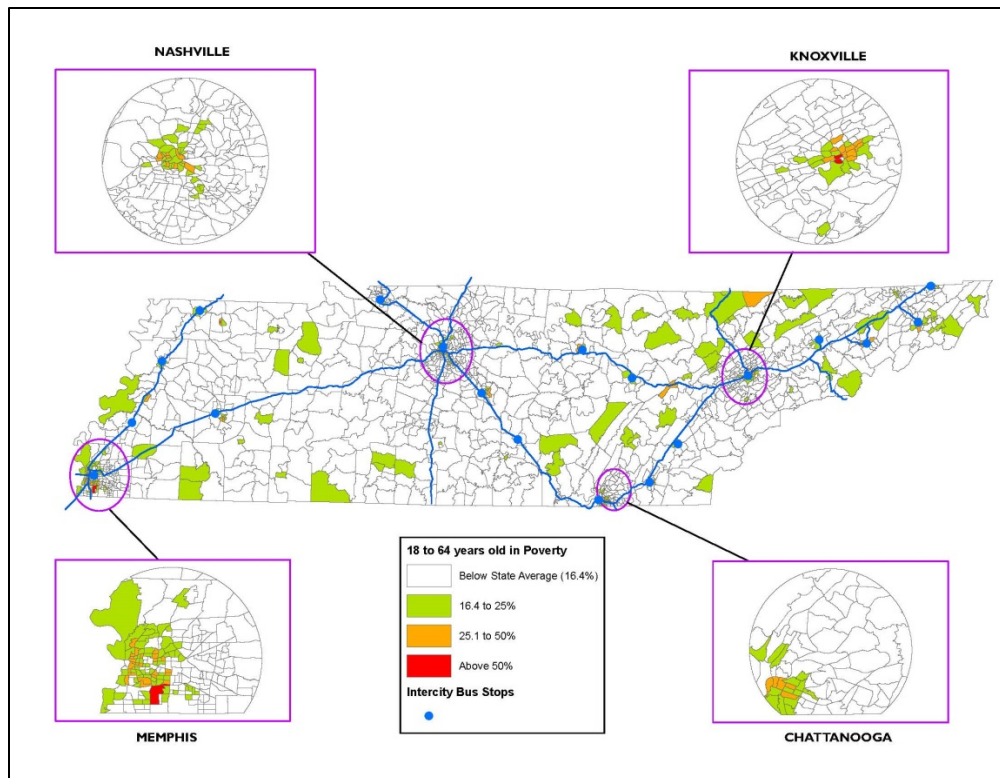


Figure 12: 18 to 64 Years Old in Poverty

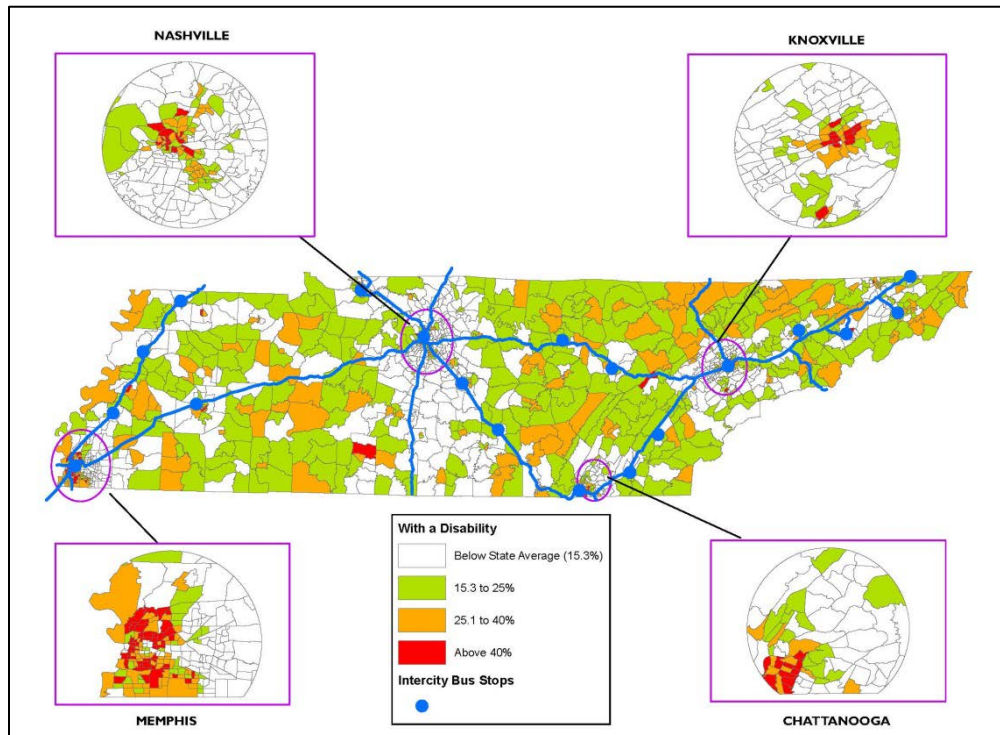


Figure 13: Population with a Disability

There are numerous colleges and universities located throughout the State. However, the largest ones are located in communities served by intercity bus. Martin, which also has a higher-than-average poverty rate, is the only community with a higher-than-average college aged population (due to the presence of University of Tennessee Martin). Martin is, however, within 25 miles of Union City, so the community has access to intercity bus service. Figure 14 illustrates the percentage of the total population that is between age 18 and 24, i.e. college age population.

According to the Census Bureau, persons 65 years of age and older make up 15 percent of the statewide population. Figure 15 shows that counties with a relatively high percentage of persons over 65 are spread throughout the state, with a higher preponderance in rural, low density areas. Many of the tracts with a higher-than-average older population that are not served by intercity bus include resort communities that cater to retirees. Examples of these types of tracts are Census Tracts 9690 and 9697 in Henry County (along the shores of Kentucky Lake); Census Tracts 811.01 and 811.02 (outside of Gatlinburg); Census Tract 9508 (near four state parks); and Census Tract 605.01 (Little Tennessee River). One additional tract, Census Tract 108.01 (Columbia), is outside the 25 mile radius for Ntercity bus, but is served by a feeder route.

There are many higher-than-average households without vehicles in rural, sparsely populated parts of the state. These census tracts are scattered throughout the state. Gallatin, Paris, and Lewisburg are sizable communities in Tennessee that have over 10 percent of residents without access to a vehicle and no intercity bus service (see Figure 16).

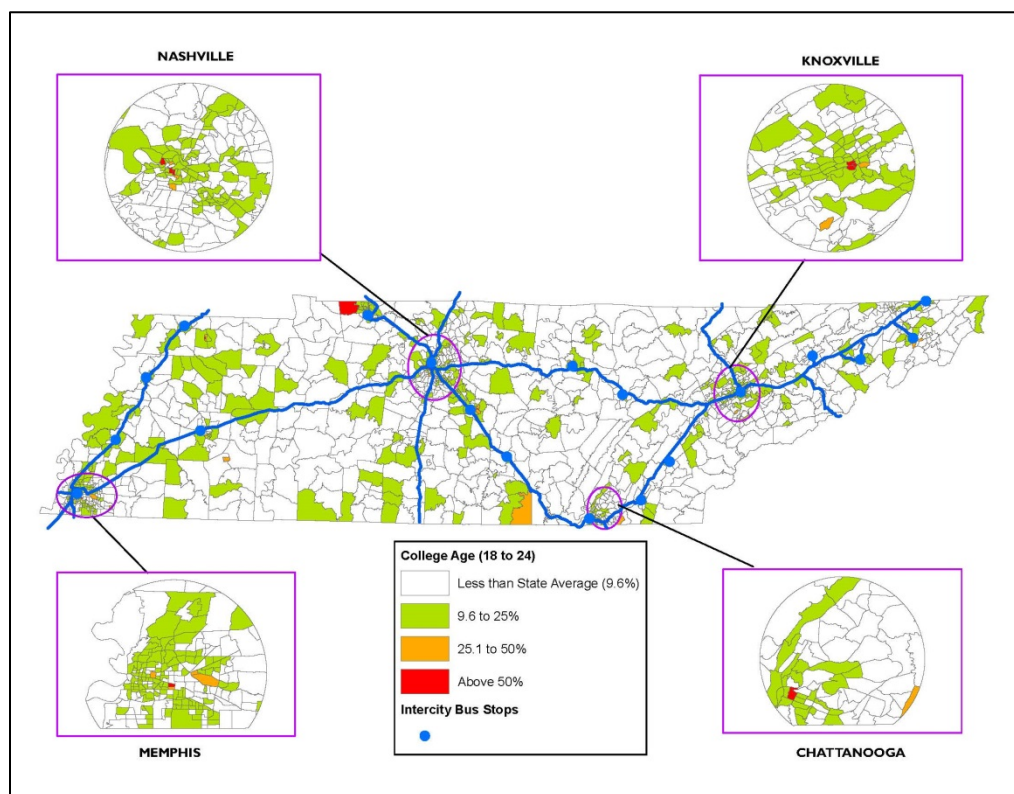


Figure 14: College Age Population

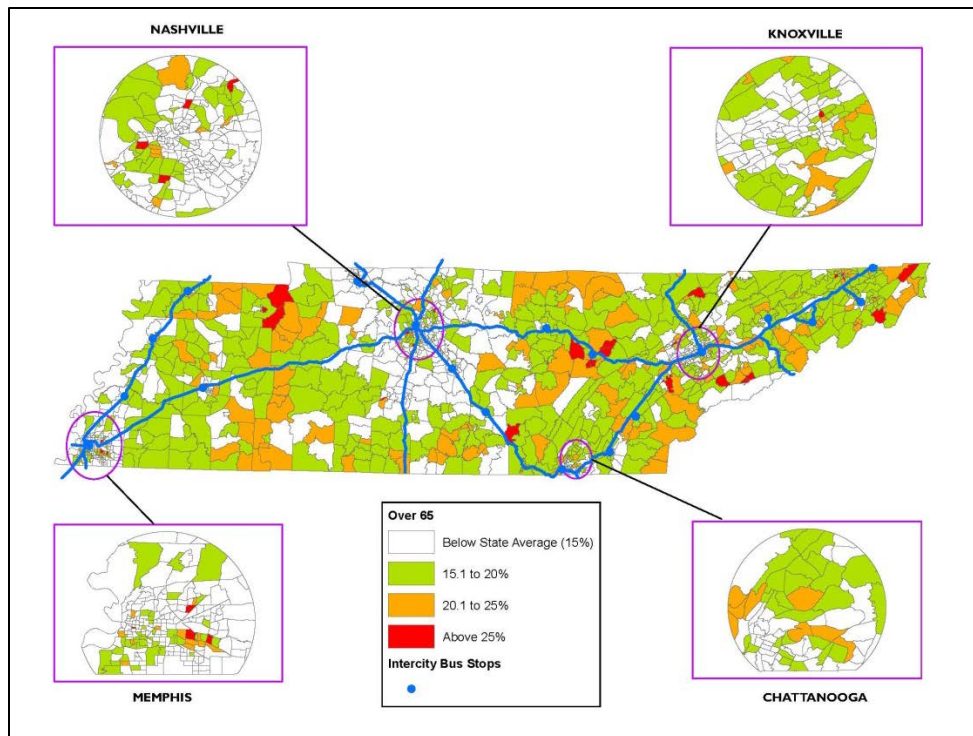


Figure 15: Over 65 Population

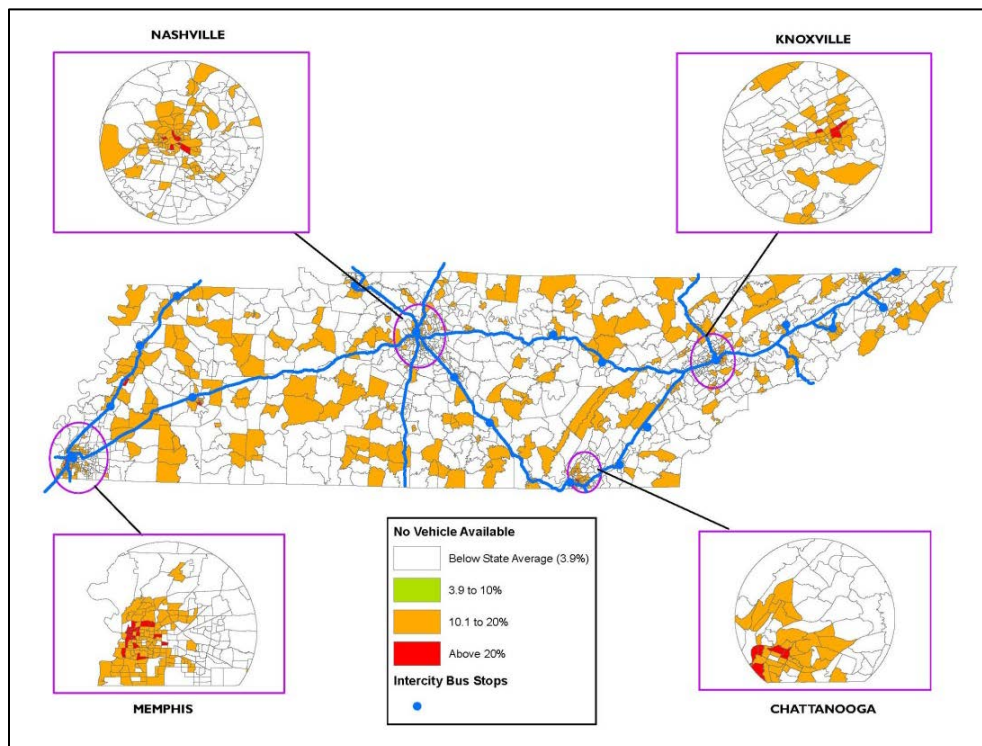


Figure 16: No Vehicle Available

3.3 History of Tennessee Intercity Bus Routes and Stops

The intercity bus landscape has changed drastically in the last 30 years. Greyhound and other interlining carriers once dominated the Tennessee intercity bus market with few competitors. In addition, the intercity bus business model has changed. A much greater percentage of the business was based on delivering packages, a service that has been largely ceded to UPS, Federal Express, and their competitors. The package delivery business required stops to be spaced closely together. In Tennessee, that meant that 70 more stops were served in 1989 than today (see Figure 17). However, trips were much slower and less frequent than today on many of the strongest corridors (Chattanooga to Nashville, Memphis to Nashville) as a result. Using the 25 mile radius around an intercity bus stop as a definition of “access,” there was much overlap and redundancy in that service since many stops were less than 25 miles apart, suggesting that Tennessee was “overserved” by intercity bus back then.

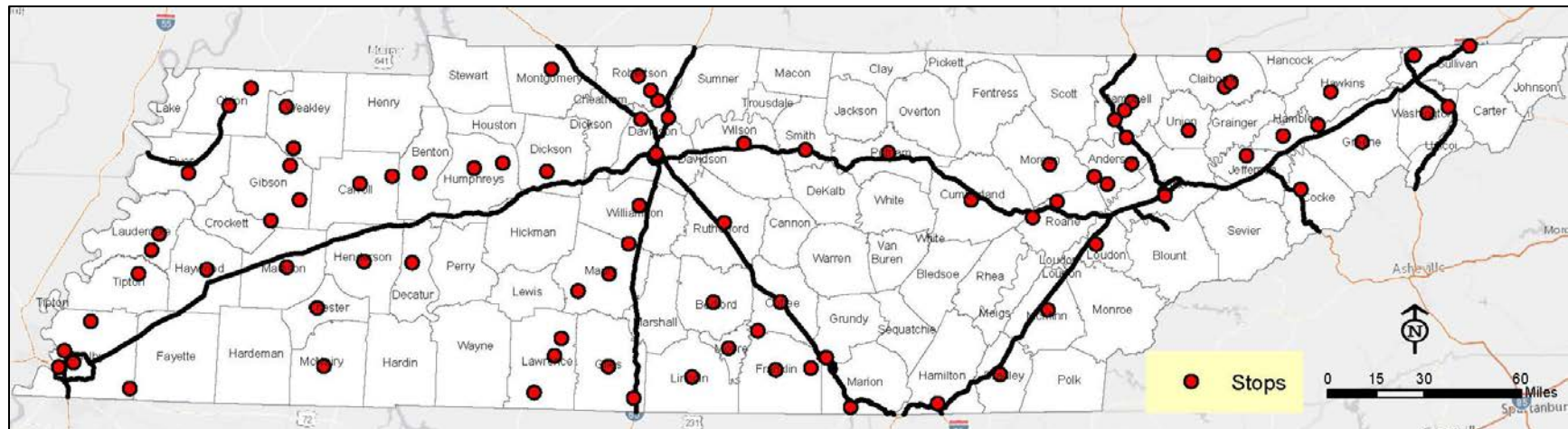


Figure 17: Intercity Bus Stops in 1989

By 2007, however, the intercity bus market had changed to what is seen today: Fewer stops, more “express” routes, and elimination of stops in smaller communities, especially communities that are not located along an interstate highway. A drivers’ strike in 1990 led to a loss of passengers, and several ownership changes of Greyhound led to the company focusing on their “core” markets—long distance travel between major urban centers, with a reduction in service in rural communities and small urban areas. In addition, many feeder routes run by HRAs that connected to intercity bus stopped providing that service.

Focusing on the last decade, of the 19 intercity bus stops currently in operation in Tennessee, three stops (Union City, Dyersburg, and Covington) did not exist in 2007. Only one stop (Kingsport) was in operation that year that no longer has service (see Figure 18).

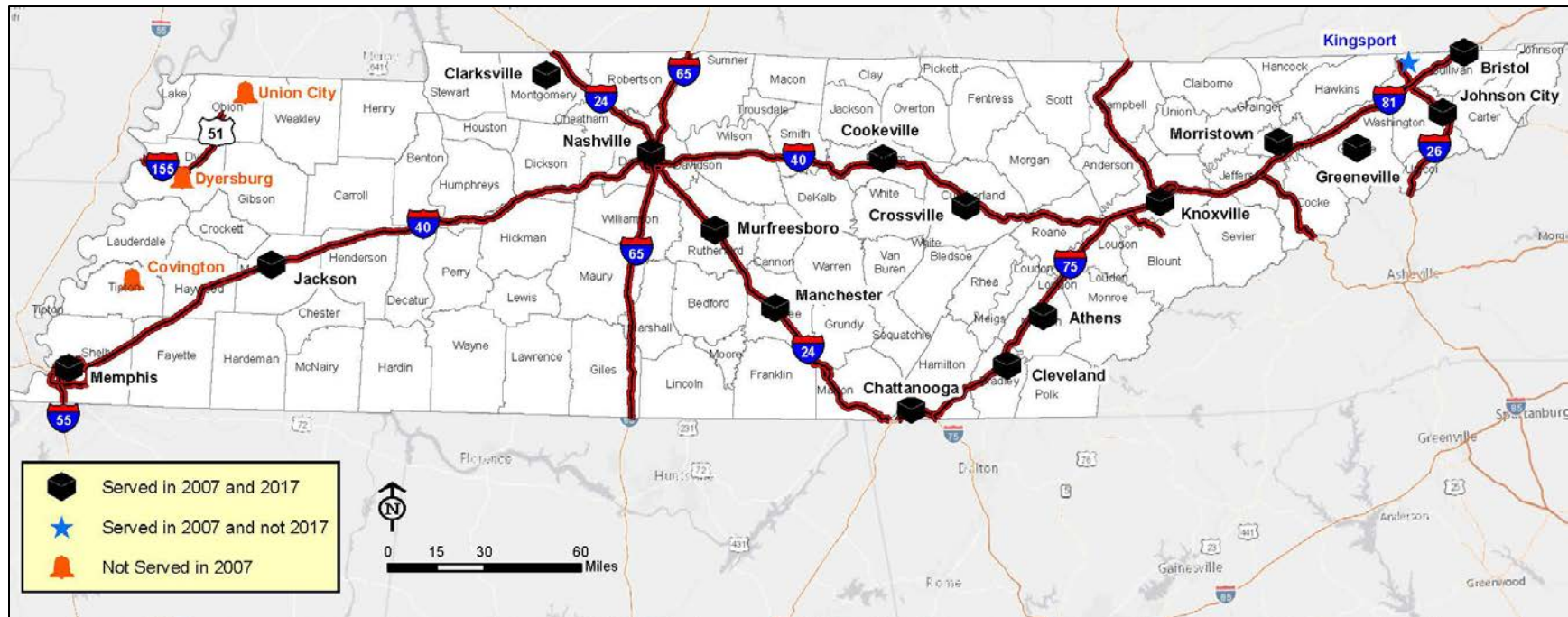


Figure 18: Intercity Bus Stop Changes Since 2007

As opposed to the nearly 5.9 million residents of Tennessee served today by intercity bus (92 percent), about 5.6 million residents of Tennessee residents were served in 2007. About 350,000 more residents are served today than a decade ago.

Two additional intercity bus routes have been initiated since 2007. Miller/Hoosier Rides reestablished a route between Memphis and Paducah in 2013 and Greyhound began service between Chattanooga and Birmingham this year (2017). In addition, there are more intercity bus trips within Tennessee than a decade ago (see Figure 19). There is more frequent service today on some routes (Knoxville to Nashville, Knoxville to Bristol). On the other hand, service frequency to Alabama, North Carolina, and Mississippi has been reduced in the last decade. Another change is more direct service for longer distances from Tennessee than previously (with the exception of Charlotte). For instance, there was no direct

service between Detroit or Chicago to Nashville in 2007; riders going to these destinations had to transfer at an intermediate station.

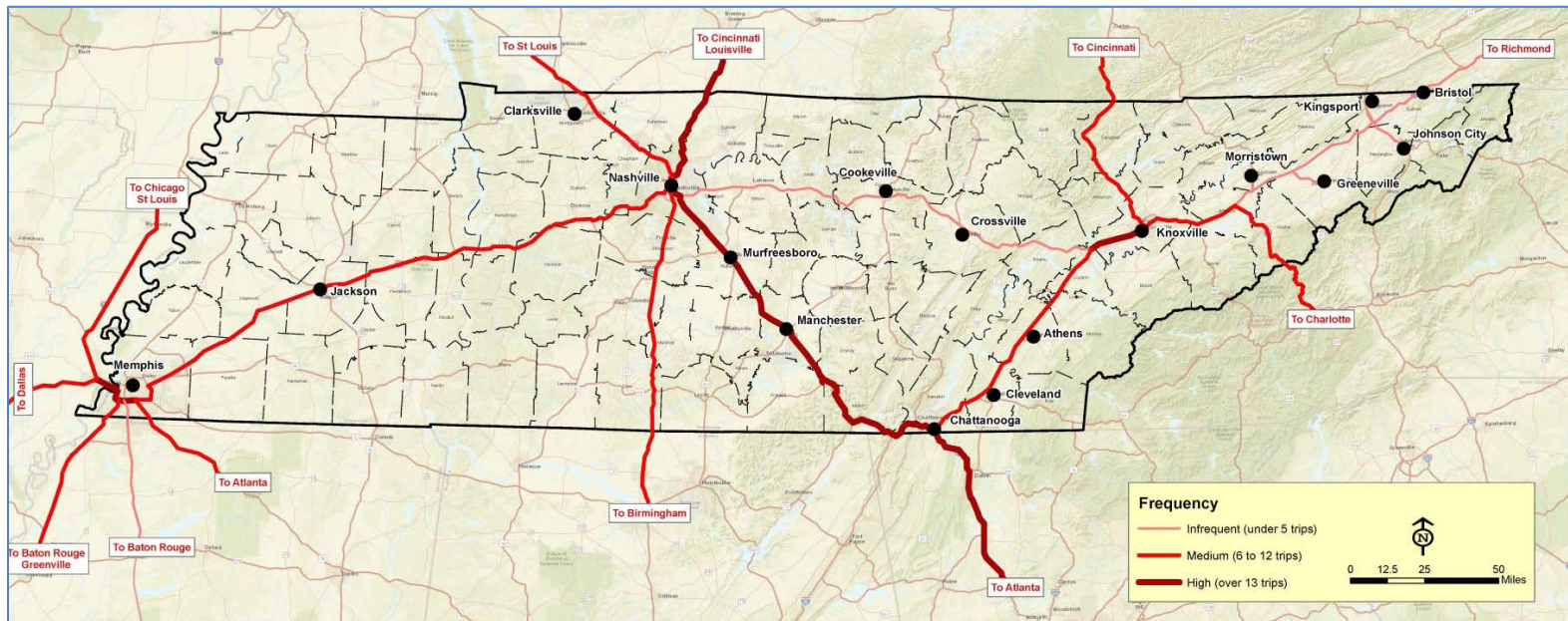


Figure 19: Intercity Bus Frequency in 2007

3.4 Trip Generators for Intercity Bus

Colleges and universities, correctional institutions, military bases, tourist attractions and hospitals generate intercity bus trips at different levels. Colleges and universities generate trips during the beginning and end of school breaks and holidays and on the weekends. It is important for these students to have transit connections to a bus station, or be within walking distance of a station. Correctional institutions generate trips from visitors (generally on weekends) and also when prisoners are released they are sometimes provided a bus ticket for their ride home (Miller/Hoosier Rides carries several passengers from Kentucky prisons back to Tennessee, for instance). Military facilities can serve as a generator of intercity bus trips since military personnel may not have access to a private vehicle while living on base. Some individuals and families have historically used intercity bus to go on vacation. Although this market is declining, it is still important for amusement parks and resort areas, if only for the seasonal workers who need to serve those tourists. Finally, some visitors to patients undergoing long term acute care at a district or specialized hospital may use intercity bus to travel to the hospitals; the ten largest Tennessee hospitals attract patients and visitors throughout the state. These types of riders will also need to use local transit to make the “last mile” connection to get to their destination. Tables 5 through 8 show which of these trip generators are within the intercity bus service area.

Table 5: Higher Educational Institutions Intercity Bus Access⁷

College	Community	Enrollment	Community Directly Served	Within 25 miles	Outside 25 miles	Local Transit Connections Available
American Baptist College	Nashville	103	X			
Aquinas College	Nashville	747	X			
Austin Peay State University	Clarksville	10,344	X			
Belmont University	Nashville	7,771	X			X
Bethel University	McKenzie	5,825			X	
Bryan College	Dayton	1,579		X		
Carson-Newman University	Jefferson City	2,528		X		
Christian Brothers University	Memphis	1,779	X			
Crown College	Powell	unknown		X		
Cumberland University	Lebanon	1,500			X	X
East Tennessee State University	Johnson City	14,334	X			X
Fisk University	Nashville	853	X			X
Fountainhead College of Technology	Knoxville	123	X			X
Freed-Hardeman University	Henderson	1,973		X		
Hiwassee College	Madisonville	422			X	
Johnson University	Seymour	845		X		
King University	Bristol	2,920	X			X
Lane College	Jackson	1,376	X			X
Lee University	Cleveland	4,965	X			X
LeMoyné-Owen College	Memphis	600	X			X
Lincoln Memorial University	Harrogate	3,735			X	
Lipscomb University	Nashville	4,632	X			X
Martin Methodist College	Pulaski	1,127			X	
Maryville College	Maryville	1,213		X		
Meharry Medical College	Nashville	831	X			X
Memphis College of Art	Memphis	450	X			X
Memphis Theological Seminary	Memphis	312	X			X
Mid-America Baptist Theological Seminary	Cordova	51		X		
Middle Tennessee State University	Murfreesboro	22,729	X			X
Milligan College	Johnson City	1,194	X			
New College	Franklin	unknown		X		
Nossi College Art	Madison	261		X		
O'More College of Design	Franklin	200		X		
Oxford Graduate School	Dayton	100		X		
Rhodes College	Memphis	2,051	X			X
Sewanee: The University of the South	Sewanee	1,837		X		
Southern Adventist University	Collegedale	3,000		X		
Southern College of Optometry	Memphis	494	X			X
Tennessee Bible College	Cookeville	unknown	X			
Tennessee State University	Nashville	9,027	X			X
Tennessee Tech University	Cookeville	9,609	X			X
Trevecca Nazarene University	Nashville	3,221	X			X
Tusculum College	Tusculum	2,605		X		
Union University	Jackson	4,259	X			X
University of Memphis	Memphis	20,585	X			X
University of Tennessee	Knoxville	28,052	X			X
University of Tennessee	Chattanooga	11,429	X			X
University of Tennessee	Martin	6,705		X		
University of Tennessee (Health Science Center)	Memphis	2,851	X			X
University of Tennessee (Space Institute)	Tullahoma	100		X		
Vanderbilt University	Nashville	12,686	X			X
Watkins College of Art, Design & Film	Nashville	292	X			
Welch College	Gallatin	327			X	
Williamson College	Franklin	100		X		

Out of 209,947 enrolled college students in Tennessee, 11,014 of these students do not have access to intercity bus service (5.2%) via fixed route transit service. Bethel University, Cumberland University, Hiwassee College, Lincoln Memorial University, and Martin Methodist College, and Welch College are all farther than 25 miles away than an intercity bus facility.

⁷ Excludes online and institutions without on-campus housing.

Table 6: Correctional Institutions Intercity Bus Access⁸

Correctional Facilities	Community	Prisoners	Community Directly Served	Within 25 miles	Outside 25 miles	Local Transit Connections Available
Bledsoe County	Pikeville	2,452			X	
Hardeman County	Whiteville	1,991			X	
FCI Memphis	Memphis	1,267	X			X
Lois DeBerry	Nashville	668	X			
Mark Luttrell	Memphis	428	X			X
Morgan County	Wartburg	2,233			X	
Northeast	Mountain City	1,788		X		
Northwest	Tiptonville	2,355			X	
Prison for Women	Nashville	797	X			
Riverbend	Nashville	787	X			
South Central	Clifton	1,657			X	
Trousdale	Hartsville	1,701			X	
Turney Center	Only	1,593			X	
West Tennessee	Henning	831		X		
Whiteville	Whiteville	1,521			X	

Out of 22,069 prisoners in the Tennessee, 6,556 are in facilities (Memphis and Nashville, mostly) that have access to intercity bus service (30%). However, local transit connections to those facilities are wanting—only the Memphis facilities have a local transit stop within a quarter mile. Since correctional facilities are generally located in remote rural areas, access to these facilities in Tennessee by intercity bus is the most challenging.

Table 7: Military Facilities Intercity Bus Access⁹

Military Facility	Community	On-Site Personnel	Community Directly Served	Within 25 miles	Outside 25 miles	Local Transit Connections Available
Arnold Air Force Base	Tullahoma	2,282		X		
Fort Campbell	Clarksville	25,543	X			
McGhee-Tyson Air National Guard Base	Alcoa	823	X			
Memphis Air National Guard Base	Memphis	900	X			
Naval Support Activity Mid-South	Millington	8,500	X			
Chattanooga Army National Guard Armory	Chattanooga	unknown	X			X
Knoxville Army National Guard Armory	Knoxville	unknown	X			X
Jackson Army National Guard	Jackson	unknown	X			X
Athens Army National Guard	Athens	unknown	X			
Berry Field Air National Guard Base	Nashville	unknown	X			X
Smyrna Air National Guard Base	Smyrna	300		X		

Unlike the correctional facilities, almost all of the military facilities in Tennessee are located in or near urban areas. All have access to intercity bus service, but just some of the National Guard Bases have local transit access.

⁸ TDOC Population as of 6/30/2016.

⁹ Only facilities where military personnel live on-site are included.

Table 8: Tourist Destinations Intercity Bus Access¹⁰

Attraction	Community	Community Directly Served	Within 25 miles	Outside 25 miles	Local Transit Connections Available
AMUSEMENT AND WATER PARKS					
Amazing Mirror Maze	Gatlinburg			X	X
Arcade City at The Island	Pigeon Forge		X		X
Big Top Arcade	Pigeon Forge		X		X
Dollywood	Pigeon Forge		X		X
Dollywood's Splash Country Water Adventure Park	Pigeon Forge		X		X
Fun Stop	Pigeon Forge		X		X
Gatlinburg Mountain Coaster	Gatlinburg			X	X
Kingsport Carousel & Park	Kingsport		X		X
MagiQuest	Pigeon Forge		X		X
NASCAR SpeedPark Smoky Mountains	Sevierville		X		X
Nashville Shores Lakeside Resort	Hermitage		X		
Next to Heaven Adventure	Townsend		X		
Ober Gatlinburg Amusement Park & Ski Area	Gatlinburg			X	X
Outdoor Gravity Park	Pigeon Forge		X		X
Ripley's Haunted Adventure	Gatlinburg			X	X
River Rage	Townsend		X		
Rockin' Raceway Arcade	Pigeon Forge		X		X
Rowdy Bear Mountain Coaster	Gatlinburg			X	X
Smoky Mountain Alpine Coaster	Pigeon Forge		X		X
Smoky Mountain River Rat	Townsend		X		
The Coaster at Goats on the Roof	Pigeon Forge		X		X
The Island in Pigeon Forge	Pigeon Forge		X		X
The Track Family Fun Park	Pigeon Forge		X		X
Tomb Egyptian Adventure	Pigeon Forge		X		X
Wave Country	Nashville		X		X
Wetlands Water Park	Jonesborough		X		
Wild Bear Falls Waterpark	Gatlinburg			X	X
Wild Water Dome	Sevierville		X		X
Wilderness at the Smokies	Sevierville		X		X
STATE AND NATIONAL PARKS					
Cedars of Lebanon	Lebanon		X		
Cove Lake	Caryville			X	
Cumberland Mountain	Crossville	X			
Fall Creek Falls	Spencer			X	
Great Smoky Mountain	Gatlinburg			X	X
Henry Horton	Chapel Hill		X		
Montgomery Bell	Burns			X	
Natchez Trace	Wildersville			X	
Paris Landing	Buchanan			X	
Pickwick Landing	Counce			X	
Reelfoot Lake	Tiptonville			X	
Roan Mountain	Roan Mountain		X		
Rock Island	Rock Island			X	
Tim Ford	Winchester		X		
Warriors' Path	Kingsport		X		

Sevier County, one of the most visited counties in the state, does not have direct access to the intercity bus network. There is a robust trolley system from Sevierville to Gatlinburg that serves almost all of the tourist attractions in this area (even allowing visitors to enter Great Smoky Mountain National Park without a car). However, other than Gatlinburg, all of the communities in this area with a high number of tourist attractions are within 25 miles of an intercity bus stop.

State and National Parks, on the other hand, are rarely within 25 miles of an intercity bus stop and just

¹⁰ National and State Parks are only listed if they are the “most visited” in the state.

one state park (Cumberland Mountain) is adjacent to a community that is directly served by intercity bus. Although this may not be understood as a traditional market for intercity bus riders, operating shuttles to and from an intercity bus stop to a park may help reduce congestion at these parks during the summer, much like many of the most popular National Parks do.

Table 9: Medical Destinations Intercity Bus Access

Hospitals	Community	Beds	Community Directly Served	Local Transit Connections Available
Baptist Memorial Restorative	Memphis	793	X	X
Bristol Regional	Bristol	293	X	X
Erlanger Baroness	Chattanooga	618	X	X
Fort Sanders Regional	Knoxville	352	X	X
Jackson-Madison County General	Jackson	635	X	X
Johnson City	Johnson City	528	X	X
Kindred	Chattanooga	49	X	X
Methodist Extended Care	Memphis	1,373	X	X
Parkridge	Chattanooga	472	X	X
Siskin	Chattanooga	80	X	X
St Francis	Memphis	417	X	X
St Thomas Midtown	Nashville	404	X	X
Tennova Physicians Regionals	Knoxville	442	X	X
Tri-Star Centennial	Nashville	655	X	X
University of Tennessee	Knoxville	599	X	X
Vanderbilt	Nashville	978	X	X

All of the ten largest hospitals in Tennessee have intercity bus access, as do all of the long-term acute care hospitals. Local transit connections are also available between the hospitals and the intercity bus stops.

The corridors served in Tennessee tend to be along the major interstates, with the exception of a route that runs along US 51 in the western part of the state. When the radius around these communities is extended out to 25 miles, only the Union City stop has less than 100,000 people within the service area. Ninety-two (92) percent of the state's residents are within twenty-five miles of an intercity bus stop; this is an increase from 10 years ago when 87 percent had access, but a decrease from 30 years ago when 98 percent had access.

As the majority of tracts with a relatively high population of transportation-disadvantaged groups that have a propensity to ride intercity bus are in urban areas, most of these groups have access. The challenge becomes serving older and disabled riders, many of whom live in rural areas without direct access to intercity bus via fixed route transit. These rural areas, however, are served by the HRAs which offer demand-response service to intercity bus stations throughout the state. .

All medical and military facilities are within 25 miles of intercity bus stop. However, the "last mile connection" is a challenge for the military bases. Fort Campbell's local intercity bus stop (Clarksville) is not accessible to the local transit system. Tourist destinations and correctional facilities, generally

located in more remote and rural areas in the state, are also unlikely to be accessible by intercity bus. A more mixed picture arises when colleges and universities are studied. All of the largest institutions are accessible, with only University of Tennessee-Martin without direct access. The smaller, liberal arts colleges are more likely to be located in rural communities. Thus, although many of these schools are not in a community with an intercity bus stop, only a handful of schools are farther away than 25 miles.

IV. CONCLUSION AND RECOMMENDATIONS

4.1 5311(f) Funding Conclusion

The primary purpose of this study was to determine the utilization of the State's annual apportionment of FTA Section 5311(f) Intercity Bus Program funds. While Tennessee has lost much of its intercity bus service since deregulation, particularly in rural areas, 92 percent of Tennessee residents live within 25 miles of an intercity bus stop. This leaves approximately 478,000 without intercity bus access. However, these rural residents do have demand response transit access to intercity bus stops through the nine rural regional transit agencies in Tennessee (HRAs). The rural transit agencies (HRAs) cover the entire State, providing demand response service, deviated fixed route, and intercity bus feeders to the general public. These transit agencies have service areas encompassing entire regions of the state, rather than just one or two counties (see Figure 20). The largest region of the state without interlined intercity bus service is located west of I-65, south of I-40, east of Memphis, and the Tennessee state line. Southwest HRA and South Central Transit provide 5311 funded rural demand response and intercity flex routes in this area.

These rural transit providers, unlike those in many states utilizing 5311(f) funding, have their operating funds supplemented by the state, beyond the federal funding they receive through the broader 5311 program. In addition to their regular on-call service, some rural transit agencies run deviated fixed route and demand response connector services to complement the service provided by the existing intercity bus carriers. In a testament to the adequacy of existing 5311 funding to fund intercity feeders, the "TDOT Assessment of Intercity Bus Service Needs Study" was concerned that feeder routes operated by the Upper Cumberland HRA and the South Central Tennessee Development District could be in jeopardy without Section 5311(f) assistance; these routes are still operating today without that funding.

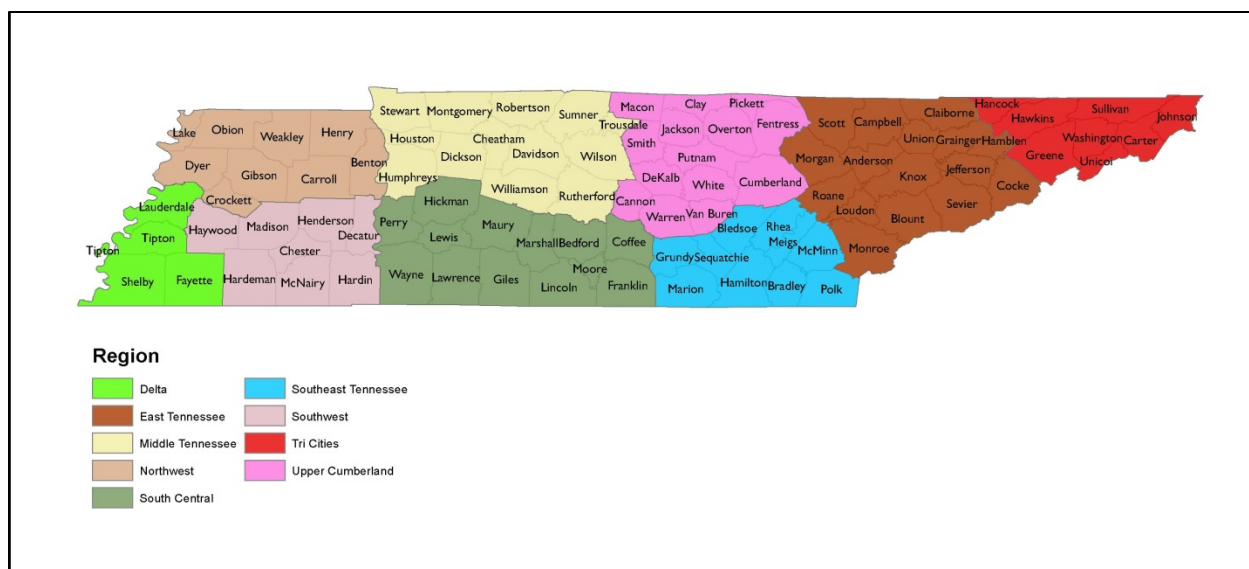


Figure 20: Rural Transit Agency Service Areas

Based on the input from stakeholders, the public survey, the intercity bus data and propensity analysis, and the evaluation of transportation services provided by the HRAs, the conclusion is that **the intercity bus service needs across Tennessee are being adequately met**. This provides the basis for TDOT to recommend the issuance of a Governor’s certification to FTA.

4.2 Recommendations

Although, there is not enough intercity bus service needs in the state to warrant using 5311(f) funds, there are a few small fixes that can be made to increase coverage in the state to approach 100 percent. These recommendations can be funded by existing intercity providers (infill stops and long distance intercity bus routes) or by 5311 funding (rural intercity bus feeder routes). Most of these access improvements can be accomplished by solutions other than adding a new intercity bus route. For instance, TDOT could partner with local fixed route or rural transit agencies to provide “last mile” transportation between the intercity bus stops and destinations. TDOT could also reach out to intercity bus providers to discuss adding stops along existing routes where there are long gaps or where an intermediate stop would be closer to a local transit connection. Other opportunities include working with cities or airports to support or subsidize scheduled airport coach service; having the Tennessee Department of Environment & Conservation provide a van shuttle between intercity bus stops and state and national parks for campers and hikers (already done to Great Smoky National Park via the local transit service in Gatlinburg); and providing technological and planning support to rural providers to use their existing 5311 funding to provide more scheduled service to intercity bus stops in their service areas. None of these solutions would require the amount of funding that tapping into the 5311(f) funds would produce.

The recommendations that follow can be grouped as *infill stops*, *stop relocation*, *new routes*, and *schedule improvements*.

Infill Stops

In Tennessee, the average distance between stops is 56 miles. Three of corridors have stops at a distance more than 50% greater than average. Therefore, the intercity bus route corridors that could use infill stops would be (see Figure 21):

- Between Nashville and Athens, AL (100 miles)
- Between Knoxville and Morristown (48 miles)
- Between Nashville and Jackson (129 miles)
- Between Knoxville and Corbin, KY (86 miles)



Figure 21: Proposed Infill Stops

Adding an intercity bus stop in Kodak would bring service within 10 miles of Sevierville's trolley route; Caryville was served until 2005; and adding Dickson and Cornerville stops would help reduce the largest intercity bus service gap in the state (in south central Tennessee).

Stop Relocation

The goal in Tennessee should be to have all intercity bus stops have at the very least a waiting area that offers some protection from inclement weather, whether that be in a private business, a purpose built intercity bus station, or a multimodal station. In addition, all stops should be signed (especially important for stops that are at stores). This will help increase visibility of intercity bus stops in rural areas, where often residents are unaware that intercity bus service exists in their area (as evidenced by some survey responses). For instance, the intercity bus stop in Murfreesboro, while near the city center, is unsigned and lacks any amenities; stops in Crossville and Greeneville are also curbside. TDOT should work with intercity carriers in the state to move these stops to a location with more passenger amenities. Table 10 shows some suggestions for new locations for stops in these communities.

Table 10: Proposed Stop Relocations

Community	Current Stop Location	Amenities	Proposed Stop Location	Notes
Crossville	34 Executive Pkwy	None	Pilot Travel Center 2449 Genesis Rd	More space to turn bus around; restaurant available to wait in
Greeneville	6736 W Andrew Johnson Pkwy	None	Greene County Partnership Tourism Department 115 Academy St	Adjacent to several tourist sites for easy visitation for intercity bus riders
Murfreesboro	500 Block W Main St	None	Walnut and Burton	This is the "pulse" point of local transit system (The Rover) and shelters are available

New Routes

Despite the assessment from the stakeholders and many other survey respondents that intercity bus needs are being adequately met, some ideas were put forward for new routes. One proposed feeder route would link Sevier County with Knoxville. Stops would be in Pigeon Forge, Sevierville, and Gatlinburg and could serve both the tourist and seasonal worker trade—this route would be operated by an agency other than an intercity bus carrier. An additional route was proposed by Miller Transportation. They serve a large Amish population that they carry from the Amtrak station in Fulton, Kentucky that needs to go to south central Tennessee. Intercity bus can only currently get them to Jackson. The proposed route would roughly follow the route Greyhound once took between Paducah and Tupelo. A feeder route was also proposed by Miller between Waynesboro and Selmer that would give Amish riders the “last mile” transportation to their destinations.

Suggested routes are shown in Figure 22, and sample schedules for those routes are shown in Tables 11 through 13.

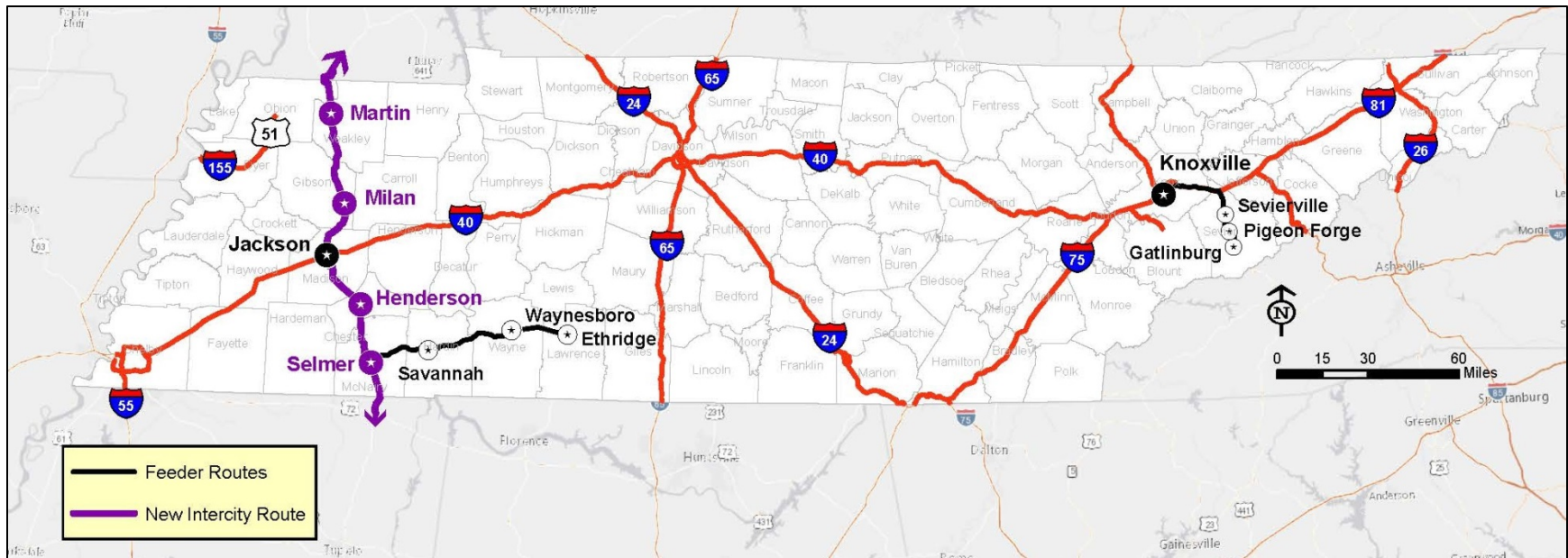


Figure 22: Proposed New Intercity Routes

Table 11: Sample Paducah—Tupelo Schedule

Carrier	SCHEDULE NUMBER		0000	0000
			Read Down	Read Up
	Paducah, KY		6:25	5:35
	Fulton, KY		7:25	4:35
	Martin, TN		7:39	4:21
	Milan, TN		8:18	3:42
	Jackson, TN		8:50	3:10
	Henderson, TN		9:12	2:48
	Selmer, TN		9:37	2:23
	Corinth, MS		10:00	2:00
	Tupelo, MS		11:00	1:00

Table 12: Sample Selmer—Waynesboro Schedule

Carrier	SCHEDULE NUMBER		0000	0000
			Read Down	Read Up
	Selmer, TN		10:00	1:50
	Savannah, TN		10:27	1:23
	Waynesboro, TN		11:05	12:45
	Ethridge, TN (<i>Amish Welcome Center</i>)		11:40	12:10

Table 13: Sample Knoxville—Gatlinburg Schedule

0000	0000	SCHEDULE NUMBER		0000	0000
Read Down	Read Down			Read Up	Read Up
●1567					●1567
8:40	1:40	Knoxville Airport (<i>McGhee Tyson</i>)		6:04	1:04
9:00	2:00	Knoxville, TN		5:44	12:44
9:45	2:45	Sevierville, TN		4:59	11:59
9:59	2:59	Pigeon Forge, TN		4:45	11:45
10:14	3:14	Gatlinburg, TN		4:30	11:30

● Operates from March to October only

1 · MONDAY **2** · TUESDAY **3** · WEDNESDAY **4** · THURSDAY **5** · FRIDAY **6** · SATURDAY **7** · SUNDAY

Schedule Improvements

In order to best meet the needs of intercity bus riders, feeder route schedules should operate multiple

trips (where applicable) and have less than a two hour gap between their arrival and an intercity bus leaving or arriving. While the I-40 Express feeder operated by Upper Cumberland HRA does meet this goal, the Lawrence County SCATS route (operated by SCTDD) and I-24 Express feeder do not. See Table 14 and 15 for suggestions on how to revise these schedules to better meet intercity buses at Murfreesboro. Stops in Murfreesboro and Nashville should be at the intercity bus stops to ease transfers.

Table 14: Sample Lawrence SCATS Schedule

0000	0000	SCHEDULE NUMBER	0000	0000
Read Down	Read Down		Read Up	Read Up
X367	3		3	X367
6:30	9:30	Leoma, TN (<i>Archives Building</i>)	3:00	5:00
6:45	9:45	Lawrenceburg, TN (<i>Career Center</i>)	2:45	4:45
7:15	10:15	Ethridge, TN (<i>Amish Welcome Center</i>)	2:30	4:30
7:30	10:30	Summertown, TN (<i>Super Rama</i>)	2:15	4:15
7:45	10:45	Mt Pleasant, TN (<i>RiteAid</i>)	2:00	4:00
8:00	11:00	Columbia, TN (<i>McDonalds</i>)	1:30	3:30
OC	OC	Spring Hill, TN	OC	OC
OC	OC	Franklin, TN	OC	OC
9:30	↓	Nashville, TN	12:00	↑
.....	12:30	Murfreesboro, TN	.....	2:00

OC = Service on Call = contact SCTDD

1 · MONDAY **2** · TUESDAY **3** · WEDNESDAY **4** · THURSDAY **5** · FRIDAY **6** · SATURDAY **7** · SUNDAY **X** - EXCEPT

Table 15: Sample I-24 Express Schedule

0000	0000	SCHEDULE NUMBER	0000	0000
Read Down	Read Down		Read Up	Read Up
X67	X67		X67	X67
6:00	11:00	McMinnville, TN (<i>Warren County UCHRA</i>)	2:45	8:15
6:15	11:15	Centertown, TN (<i>Dollar General Store</i>)	2:30	8:00
6:30	11:30	Woodbury, TN (<i>Hardee's</i>)	2:15	7:45
6:45	11:45	Kittrell, TN (<i>Church of Christ</i>)	2:00	7:30
7:00	12:00	Murfreesboro, TN	1:30	7:00
8:00	1:00	Nashville Airport	12:30	6:30
8:30	1:30	Nashville, TN	12:00	6:00

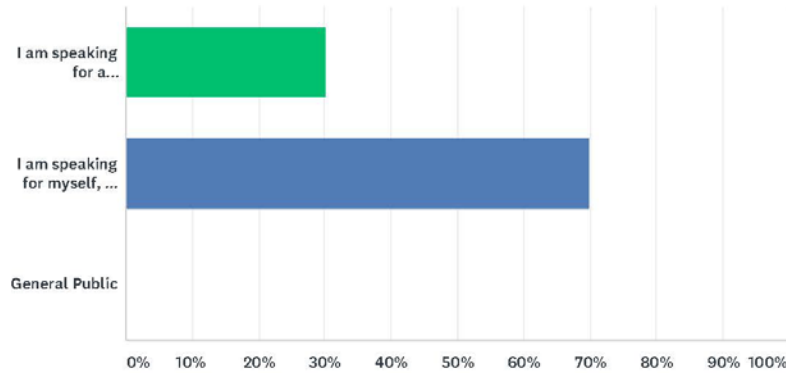
1 · MONDAY **2** · TUESDAY **3** · WEDNESDAY **4** · THURSDAY **5** · FRIDAY **6** · SATURDAY **7** · SUNDAY **X** - EXCEPT

APPENDIX A: SURVEYS

AI General Public and Stakeholder Survey Results

Q1 In taking this survey, who are you speaking for?

Answered: 93 Skipped: 1



ANSWER CHOICES	RESPONSES	
I am speaking for a municipality, an organization, a commission, or institution	30.11%	28
I am speaking for myself, a member of the general public	69.89%	65
General Public	0.00%	0
TOTAL		93

Q4 What percentage of your inmates or visitors do you think have used Intercity Bus service to access your correctional institution within the last year?

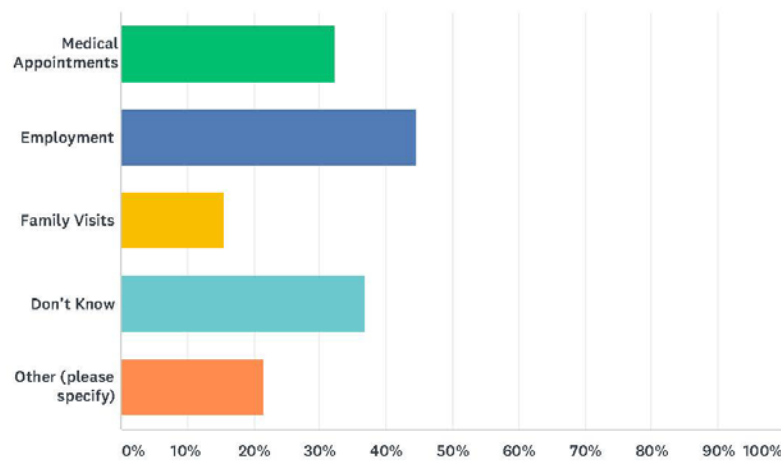
Answered: 0 Skipped: 94

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Less than 10%	0.00%	0
10 to 25%	0.00%	0
25 to 50%	0.00%	0
Over 50%	0.00%	0
Don't Know	0.00%	0
TOTAL		0

Q5 For what purpose are most Intercity Bus trips in your area made? (check all that apply)

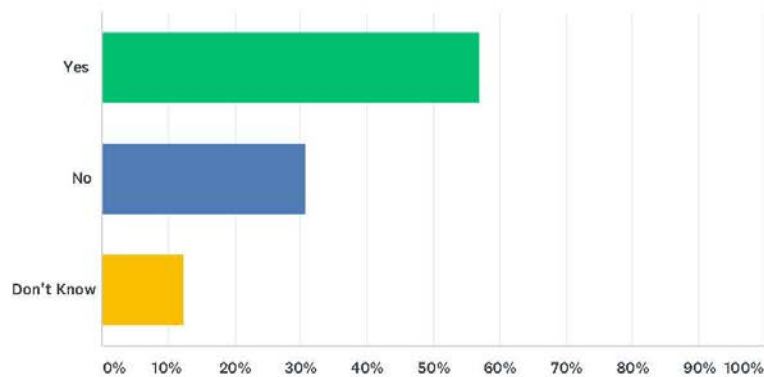
Answered: 65 Skipped: 29



ANSWER CHOICES	RESPONSES	
Medical Appointments	32.31%	21
Employment	44.62%	29
Family Visits	15.38%	10
Don't Know	36.92%	24
Other (please specify)	21.54%	14
Total Respondents: 65		

Q6 Does your area have Intercity Bus service?

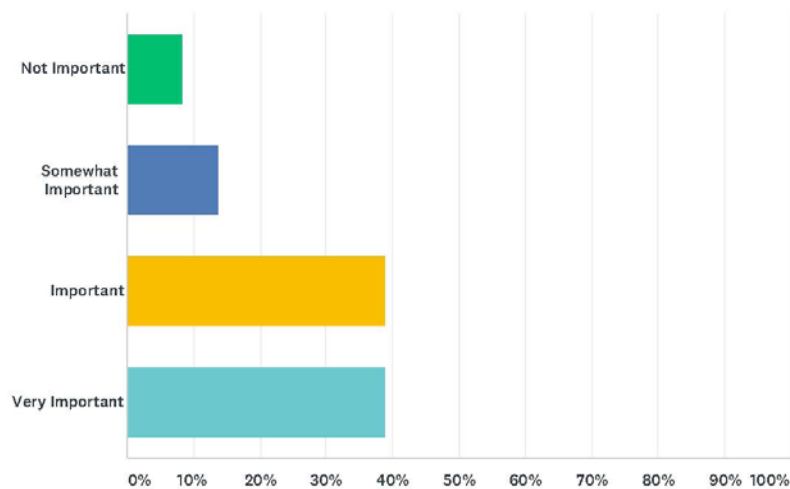
Answered: 65 Skipped: 29



ANSWER CHOICES	RESPONSES	
Yes	56.92%	37
No	30.77%	20
Don't Know	12.31%	8
TOTAL		65

Q7 If your area has Intercity Bus service, please assess the value you place on intercity bus service in your area. (Indicate one)

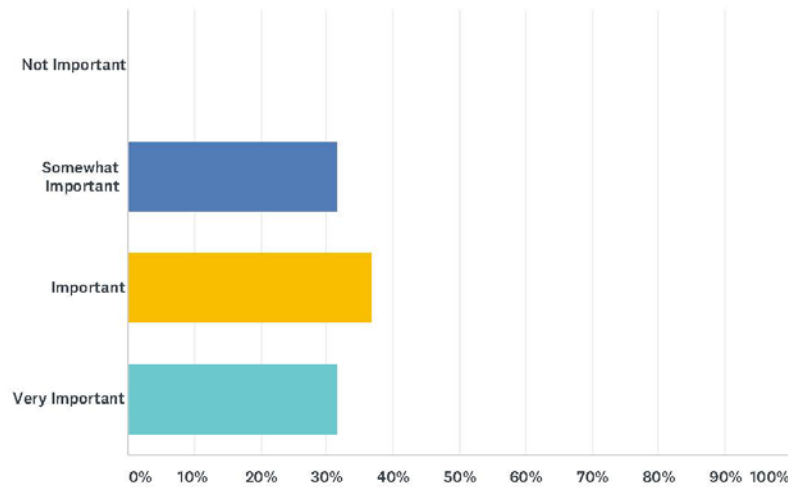
Answered: 36 Skipped: 58



ANSWER CHOICES	RESPONSES	
Not Important	8.33%	3
Somewhat Important	13.89%	5
Important	38.89%	14
Very Important	38.89%	14
TOTAL		36

Q8 If your area does not have intercity bus service, of what value do you think it would have for your community: (Indicate one)

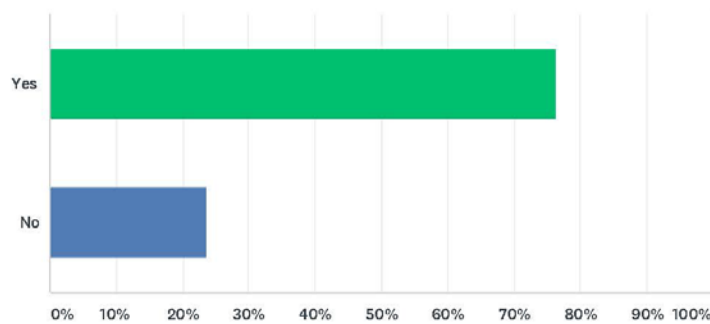
Answered: 19 Skipped: 75



ANSWER CHOICES	RESPONSES	
Not Important	0.00%	0
Somewhat Important	31.58%	6
Important	36.84%	7
Very Important	31.58%	6
TOTAL		19

Q9 Do you have any need for Intercity Bus facility improvements in any of the communities you represent, work in or live in?

Answered: 59 Skipped: 35



ANSWER CHOICES	RESPONSES	
Yes	76.27%	45
No	23.73%	14
TOTAL		59

Q10 What/where are the issues at these facilities?

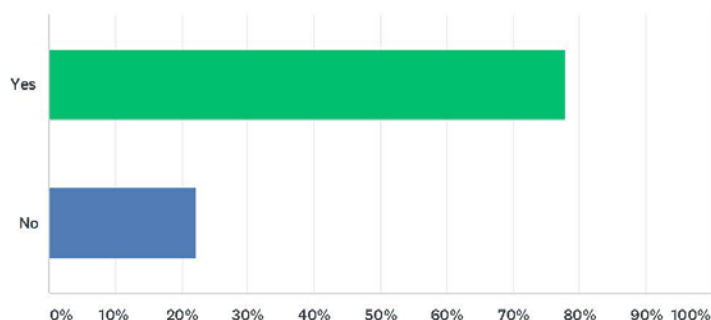
Answered: 32 Skipped: 62

#	RESPONSES	DATE
1	Small or inaccessible to areas of interest.	7/17/2017 4:09 PM
2	There is no real estate. Connections are operating without designated facilities that they can depend on.	7/13/2017 2:11 PM
3	Need a facility. Right now it is just a parking lot with shelters.	7/13/2017 1:54 PM
4	Not Advertised if they still exist. I know they did 2 to 3 decades ago. But have not seen this service evident in recent years. Even the stop that was Historically used seems out of service.	7/13/2017 12:38 PM
5	Provide connections to the Music City Star stations and provide access to jobs without an automobile.	7/13/2017 12:37 PM
6	Enhanced service in the Middle Tennessee region, both to and from Nashville for commuting purposes, but also between communities such as Williamson County to/from Rutherford County, and other trips that don't originate or end in Davidson County. More frequent service needed. Permanent and attractive park and ride facilities needed. And improved technology.	7/13/2017 12:14 PM
7	No one at Belmont knows how to use the bus service because it is very confusing.	7/8/2017 9:57 AM
8	Edgehill neighborhood-- transportation to work, school, etc.	7/7/2017 4:01 PM
9	Not enough access / service from Belmont area to be useful to students	7/7/2017 11:33 AM
10	I'm not aware of any intercity facilities available near my home in Nolensville, or in Williamson County generally.	7/5/2017 10:27 AM
11	There are no sidewalks to and from bus stops	7/4/2017 12:09 PM
12	Need more buses and more times and closer to drop off points	7/3/2017 10:26 PM
13	hard to find the actual station, the bus was never on time	7/3/2017 11:57 AM
14	Always late	6/30/2017 4:35 PM
15	Wasn't sure how to answer this. We don't currently have an intercity system but we need one.	6/30/2017 10:07 AM
16	The morning buses are timely but the evening buses are not as timely or as frequent.	6/30/2017 8:46 AM
17	Not frequent enough	6/29/2017 4:48 PM
18	The busses are known for being unsafe and unreliable. I don't take public transit due to its current inefficiencies in Davidson County. I would be totally willing to take public transit due to its positive environmental impact if it were reasonable for me to do so.	6/29/2017 1:32 PM
19	Nashville is in dire need of a public transportation overhaul. Young professionals and students would be more inclined to take the bus system and other public transit methods if they were made more convenient as they are in other large cities. We have grown so quickly that I realize it is difficult to match infrastructure investments in a pace that matches our growth. However, going forward, please don't underestimate the willingness of the Millennial generation to use public transport. Gone are the days that using public transport had a negative stigma. We want to get where we need to go quickly and in a socially responsible manner. Those young adults that I know in other cities with public transportation that is accessible use it every day. I hope Nashville follows suite and invests more in its bus systems (i.e specific bus lanes, faster routes) or looks at other options such as a tram line (i.e. Amsterdam), light rail line (i.e. Central Florida) or an overhead/specific lane subway system (i.e. Chicago, Long Island etc.).	6/28/2017 10:55 AM
20	Safety; Protection from Weather; Updated Signage	6/28/2017 8:53 AM
21	There are no public intercity bus facilities available in our area. A recent study identified the need for a multimodal transportation center in downtown Chattanooga.	6/27/2017 2:20 PM
22	Need additional routes	6/27/2017 11:32 AM

23	I wish there was a bus station and also safer waiting areas. Most of the waiting areas in my part of town are on the side of the road without protection from the weather.	6/27/2017 7:58 AM
24	need to develop intercity bus system	6/27/2017 7:47 AM
25	Bus does not run to community college during evening classes. Students who take bus often have a two hour commute due to transfers.	6/27/2017 5:34 AM
26	We need a stop closer to Belmont University.	6/27/2017 5:22 AM
27	More stops in wider areas, more buses, and more regular schedules.	6/26/2017 2:44 PM
28	There are VERY little busses in service and very few stops on the bus lines making it extremely hard to coordinate bus trips and use the busses. To reach a stop, one may have to walk miles. To get on a bus one may have to wait hours. To reach a destination it could take hours of riding, transfers, and additional walking to reach anything.	6/26/2017 2:37 PM
29	Most of my friends commute from cities outside Nashville to Nashville. If there were regular service to the major cities, with a few intermediate stops, this could help the highway congestion for everyone. Also, I have need to go to Knoxville and Chattanooga frequently and would take a bus if available.	6/26/2017 2:36 PM
30	the locations are central to midtown nashville but should also be at the airport or at music city central	6/26/2017 2:15 PM
31	No covered stop areas - just a sign on the side of the street	6/26/2017 12:15 PM
32	Need service, sheltered stops, frequent stops from outlying smaller jurisdictions in the County into the City (maximum distance from city approximately 25 miles one way)	6/26/2017 11:59 AM

Q11 Is there unmet Intercity Bus demand in the community you represent, work in or live in?

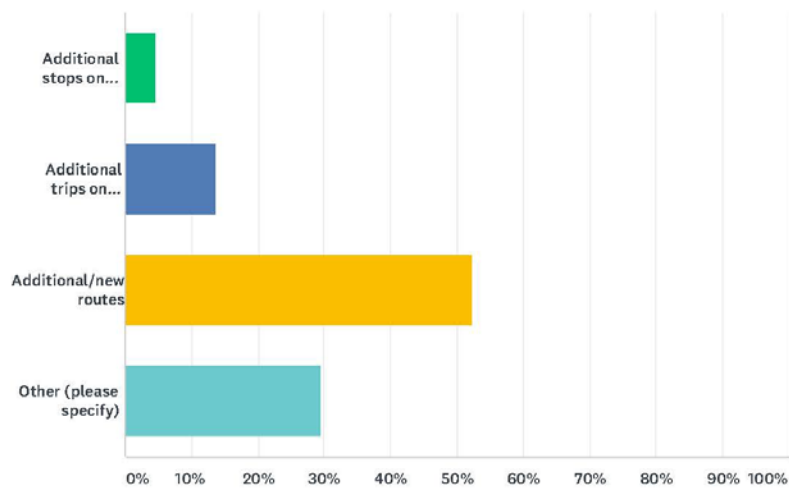
Answered: 54 Skipped: 40



ANSWER CHOICES	RESPONSES	
Yes	77.78%	42
No	22.22%	12
TOTAL		54

Q12 What is the nature this unmet demand?

Answered: 44 Skipped: 50



ANSWER CHOICES	RESPONSES	
Additional stops on existing routes	4.55%	2
Additional trips on existing routes (more frequent/convenient service)	13.64%	6
Additional/new routes	52.27%	23
Other (please specify)	29.55%	13
TOTAL		44

Q13 Which origin/destination pairs would be best suited for a new Intercity Bus route?

Answered: 13 Skipped: 81

#	RESPONSES	DATE
1	There is a need for bus service/transit.	7/17/2017 8:18 AM
2	Columbia - Spring Hill - Franklin - Nashville	7/13/2017 2:13 PM
3	Service between cities in Tennessee is very limited, and seems to only be offered by Human Service Agencies that do not seem to have adequate resources to meet demand.	7/13/2017 1:02 PM
4	The Square/hospital, train station/hospital, residential/jobs, train/square, residential/shopping	7/13/2017 12:39 PM
5	Belmont to: Downtown, Gulch, Mid-Town, 100 Oaks, West End	7/7/2017 11:34 AM
6	Nolensville - Nashville; Brentwood - Nashville; Franklin - Nashville	7/5/2017 10:28 AM
7	University to/from more neighborhoods	7/3/2017 1:03 PM
8	Clarksville --> Downtown Hermitage --> Downtown Frankling --> Downtown Murfreesboro --> Downtown And generally, more predictability and higher standards for travel to make it attractive to those who have the option to drive or take public transit	6/29/2017 1:33 PM
9	Chattanooga/Cleveland, TN (a proposed route has been awarded pilot funding through a CMAQ grant); Chattanooga/Atlanta; Chattanooga/Nashville; Chattanooga/Knoxville	6/27/2017 2:22 PM
10	Morristown/ Jefferson city/ knoxville	6/27/2017 7:47 AM
11	Belmont University - downtown (Music city center, Country Music hall of fame)	6/27/2017 5:23 AM
12	Stops are near main arteries but do not go into the city. I would have to walk almost a mile to get to the nearest bus stop and there are not sidewalks on my street that would safely allow me to get there.	6/26/2017 3:22 PM
13	UCHRA	6/26/2017 12:40 PM

Q14 Do you have any additional comments regarding Intercity Bus service in Tennessee?

Answered: 21 Skipped: 73

#	RESPONSES	DATE
1	There is a need for bus service/transit with frequent stops making the service convenient for riders.	7/17/2017 8:19 AM
2	Most of our transit operators do not really understand this market and we have created a poor market for private /public partnerships from past mistakes.	7/13/2017 2:14 PM
3	Cities need to plan for transit bus use of roadways.	7/13/2017 1:56 PM
4	Bus service is missing.	7/13/2017 12:40 PM
5	Question 7 should have an "unsure" box to check.	7/13/2017 12:39 PM
6	I think it would really help alleviate traffic. I lived in Seattle for years and traveling around the greater Seattle area was extremely convenient due to the Intercity bus service.	7/10/2017 7:54 AM
7	The bus system needs to be improved because the traffic situation in Nashville is quite ridiculous and something needs to be changed before it gets out of control.	7/8/2017 9:58 AM
8	More accessibility to faster, and more reliable bus services	7/7/2017 4:02 PM
9	Not enough	7/7/2017 11:34 AM
10	I used public transportation in a number of different countries and what makes that a reliable form of transportation is timeliness of the transport and the ease of access to the different stations and timetables.	7/3/2017 11:59 AM
11	I would use it every day if stops were closer and more reliable in the evenings.	6/30/2017 8:47 AM
12	Use environmentally friendly buses	6/29/2017 4:49 PM
13	A model resembling that of Europe, especially Germany in areas like Munich and Berlin will be essential in the future if Nashville expects to continue to grow at its current pace. The bus system improvements will be a good start, but the whole system needs a lot of expansion and positive media attention to encourage citizens to ride the public transit	6/29/2017 1:35 PM
14	I don't know if there is a need or needing improvements to facilities.	6/27/2017 8:44 AM
15	New routes needed, too.	6/27/2017 5:35 AM
16	I wish there were more routes and more frequent runs for current routes. I was able to use bus service for about 5 years based on where I lived and where my employment was. But after moving and a new job it would take over 90 minutes to use the bus service and that is not a good use of my time.	6/26/2017 4:37 PM
17	It is currently not useful in its current state but there is a high demand for public transit as traffic increases and more people cannot afford to own private transportation.	6/26/2017 2:38 PM
18	I ride the bus within Nashville regularly and value it very much. I would ride a bus to Franklin, to Cool Springs, and to Mt. Juliet and Lebanon if available.	6/26/2017 2:37 PM
19	Consider seasonal routes subsidized by large employers.	6/26/2017 1:37 PM
20	Thank you for listening.	6/26/2017 12:00 PM
21	services are sadly lacking in all but the largest cities in Tennessee. Smaller cities would benefit by increasing intercity service availability	6/26/2017 11:00 AM

A2 Public Transit Provider Survey Results

Q1 What is the name of your organization?

Answered: 9 Skipped: 0

#	RESPONSES	DATE
1	First Tennessee Human Resource Agency	6/7/2017 12:17 PM
2	Clarksville Transit System	6/6/2017 4:09 PM
3	City of Pigeon Forge Fun Time Trolley	6/5/2017 10:21 AM
4	Southwest Human Resource Agency	6/5/2017 9:46 AM
5	East Tennessee Human Resource Agency	6/5/2017 6:28 AM
6	Upper Cumberland Human Resource Agency	6/2/2017 3:07 PM
7	Northwest Tn Human Resource Agency	6/2/2017 1:32 PM
8	Jackson Transit Authority	6/2/2017 1:19 PM
9	Mid-Cumberland HRA	6/2/2017 12:54 PM

Q2 Which counties do you provide service in?

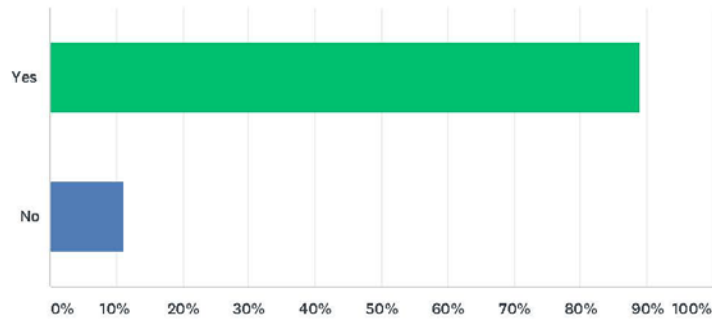
Answered: 9 Skipped: 0

#	RESPONSES	DATE
1	Carter, Hancock, Hawkins, Greene, Johnson, Sullivan, Unicoi and Washington	6/7/2017 12:17 PM
2	Montgomery	6/6/2017 4:09 PM
3	Sevier	6/5/2017 10:21 AM
4	Chester, Decatur, Hardeman, Hardin, Haywood, Henderson, Madison, McNairy	6/5/2017 9:46 AM
5	Anderson, Blount, Campbell, Claiborne, Cocke, Grainger, Hamblen, Jefferson, Knox, Loudon, Monroe, Morgan, Roane, Scott, Sevier and Union Counties.	6/5/2017 6:28 AM
6	Cannon, Clay, Cumberland, DeKalb, Fentress, Jackson, Overton, Macon, Pickett, Putnam, Smith, Van Buren, Warren and White	6/2/2017 3:07 PM
7	Benton, Carroll, Crockett, Dyer, Gibson, Henry, Lake, Obion Weakley	6/2/2017 1:32 PM
8	Madison	6/2/2017 1:19 PM
9	Cheatham, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson & Wilson.	6/2/2017 12:54 PM

Public Transit Provider Surveys

Q3 Do any of your trips end in urban areas?

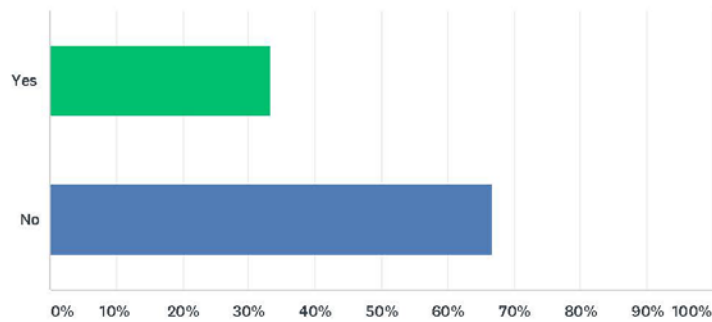
Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	88.89%	8
No	11.11%	1
TOTAL		9

Q4 Do you have any routes that can be considered Intercity Feeder services?

Answered: 9 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	33.33%	3
No	66.67%	6
TOTAL		9

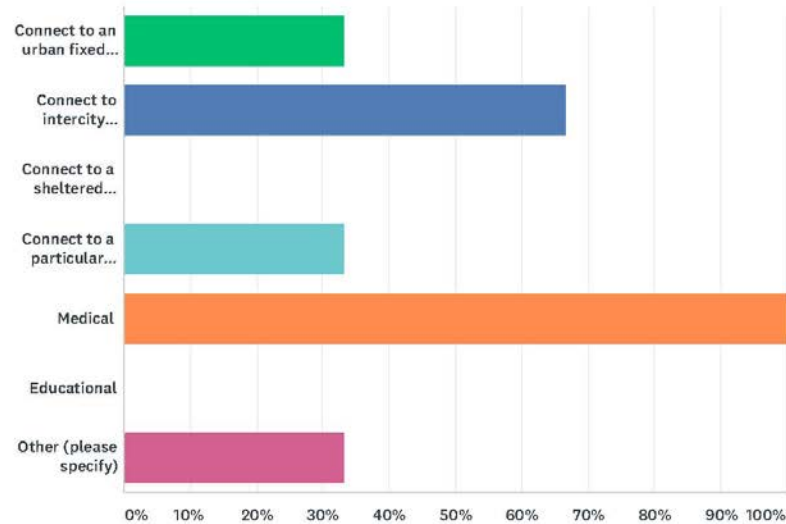
Q5 Please list the following: 1) Intercity Feeder route name; 2) Cities served; 3) Days of service; 4) Times of the trips

Answered: 3 Skipped: 6

#	RESPONSES	DATE
1	Nashville, Jackson, Memphis	6/5/2017 9:51 AM
2	I40 Express Cookeville to Nashville serves cities north, west and east of Cookeville including connections with FTHRA and SETHRA departs 6 am , 9 am, and 12 pm Monday through Friday. I24 Express McMinnville to Nashville serves McMinnville, Woodbury, and Murfreesboro, departs 6am and 11am Monday through Friday	6/2/2017 3:20 PM
3	Jackson, Memphis, Nashville	6/2/2017 1:34 PM

Q6 What is the primary purpose(s) of your feeder trips?

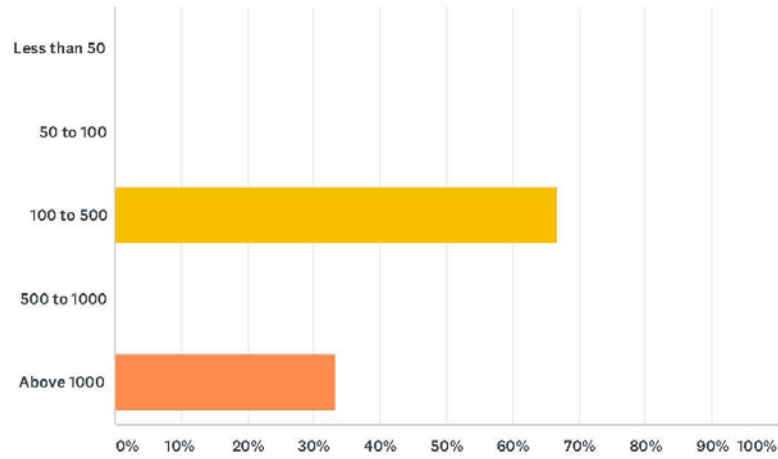
Answered: 3 Skipped: 6



ANSWER CHOICES	RESPONSES	
Connect to an urban fixed route system	33.33%	1
Connect to intercity transportation (bus, train, air)	66.67%	2
Connect to a sheltered workshop	0.00%	0
Connect to a particular employer's shift	33.33%	1
Medical	100.00%	3
Educational	0.00%	0
Other (please specify)	33.33%	1
Total Respondents: 3		

Q7 What is the average monthly ridership on your Intercity Feeder services?

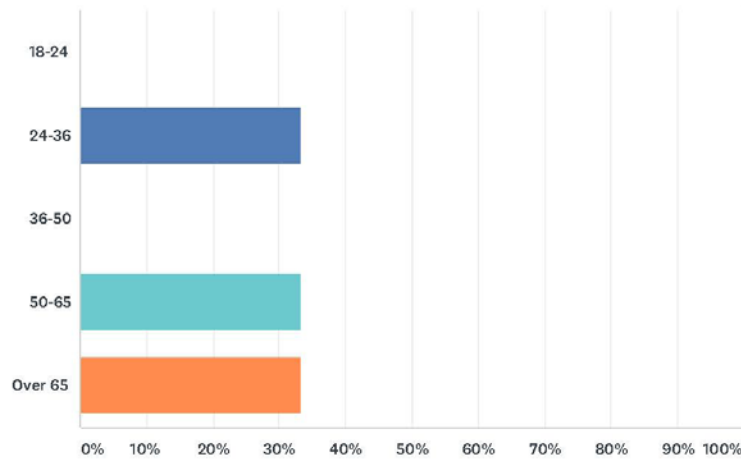
Answered: 3 Skipped: 6



ANSWER CHOICES	RESPONSES	
Less than 50	0.00%	0
50 to 100	0.00%	0
100 to 500	66.67%	2
500 to 1000	0.00%	0
Above 1000	33.33%	1
TOTAL		3

Q8 What is the estimated age of passengers on your Intercity Feeder service?

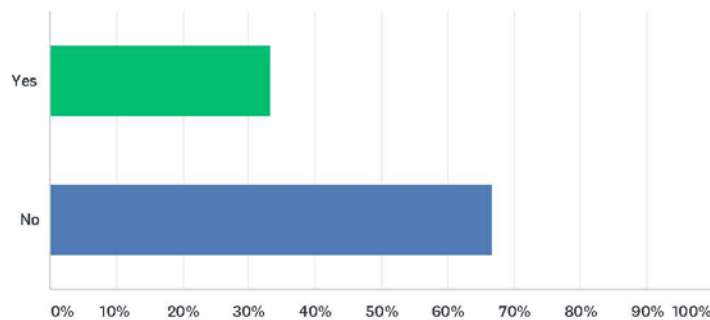
Answered: 3 Skipped: 6



ANSWER CHOICES	RESPONSES	
18-24	0.00%	0
24-36	33.33%	1
36-50	0.00%	0
50-65	33.33%	1
Over 65	33.33%	1
TOTAL		3

Q9 Do you make timed connections with Intercity Bus service on either end of your feeder route (i.e, you schedule trips to connect to intercity bus schedules with no more than two hours of wait time)

Answered: 3 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	33.33%	1
No	66.67%	2
TOTAL		3

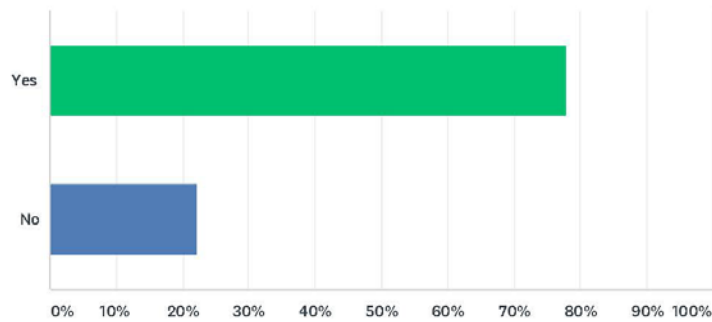
Q10 Please indicate which Intercity Bus trips you connect to and where

Answered: 1 Skipped: 8

#	RESPONSES	DATE
1	Greyhound Cookeville and Nashville Nashville Airport	6/2/2017 3:20 PM

Q11 Is there unmet Intercity Bus demand in the community you represent, work in or live in?

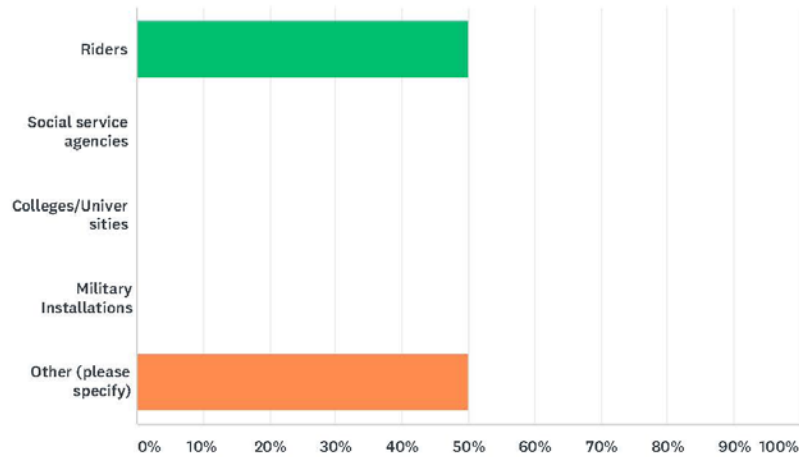
Answered: 54 Skipped: 40



ANSWER CHOICES	RESPONSES	
Yes	77.78%	42
No	22.22%	12
TOTAL		54

Q12 How did this demand come to your attention?

Answered: 4 Skipped: 5



ANSWER CHOICES	RESPONSES	
Riders	50.00%	2
Social service agencies	0.00%	0
Colleges/Universities	0.00%	0
Military Installations	0.00%	0
Other (please specify)	50.00%	2
TOTAL		4

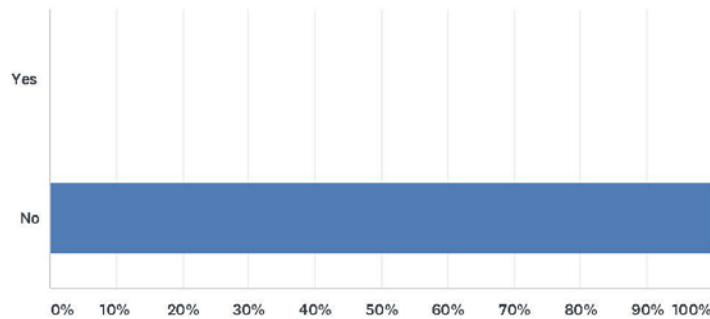
Q13 Please identify the community pairs (origin/destinations) that would be the best candidates for new Intercity Feeder services.

Answered: 3 Skipped: 6

#	RESPONSES	DATE
1	Pigeon Forge to Sevierville	6/5/2017 10:26 AM
2	Morristown TN to Knoxville TN Oak Ridge TN to Knoxville TN	6/5/2017 6:32 AM
3	Cookeville to Labannon Clay and Macon to Gallatin and Nashville Cookeville to Nashville weekends McMinnville to Nashville weekends	6/2/2017 3:30 PM

Q14 Are there Intercity Feeder or Intercity Bus services in your area that are in danger of being terminated due to lack of ridership?

Answered: 6 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	6
TOTAL		6

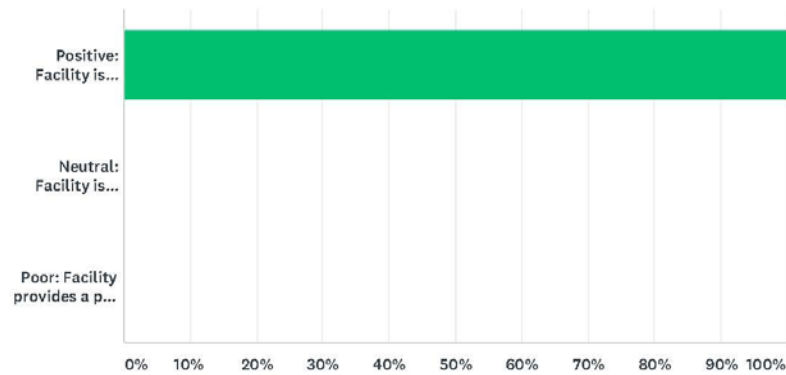
Q15 Which services are in danger of being terminated?

Answered: 2 Skipped: 7

#	RESPONSES	DATE
1	None	6/5/2017 10:26 AM
2	None I am aware of at this time	6/5/2017 6:32 AM

Q16 What is your opinion of the intercity bus facility in your area?

Answered: 3 Skipped: 6



ANSWER CHOICES	RESPONSES	
Positive: Facility is well maintained, accessible to riders with a disability, and easy to transfer passengers	100.00%	3
Neutral: Facility is aging, riders with a disability may have difficulty accessing the facility, transfers can be problematic	0.00%	0
Poor: Facility provides a poor waiting area, no accessibility, safe transfers are difficult or impossible	0.00%	0
TOTAL		3

Q17 Are there any communities in your area that you feel would be benefit from an intercity bus stop (i.e. Greyhound, Hoosier Ride, Tornado, Megabus stop) that does not have one already? (please name)

Answered: 3 Skipped: 6

#	RESPONSES	DATE
1	no	6/5/2017 10:26 AM
2	Express Fixed Route Services are being planned now by ETHRA from Morristown TN to Knoxville TN.	6/5/2017 6:32 AM
3	No	6/2/2017 12:57 PM

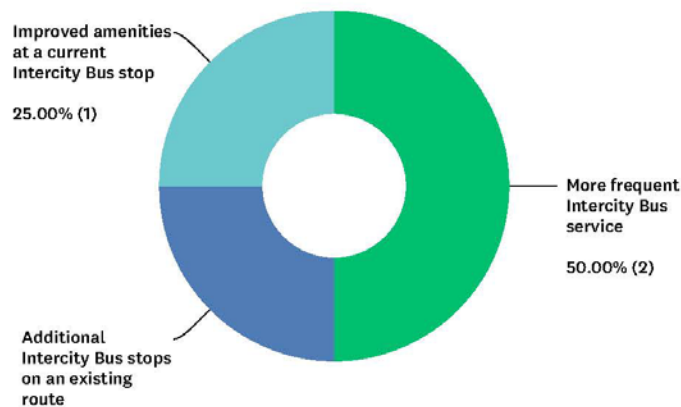
Q18 Which other county/regional entities could benefit from being included in the discussion of Intercity Bus services in your area?

Answered: 2 Skipped: 7

#	RESPONSES	DATE
1	Gatlinburg	6/5/2017 10:26 AM
2	none	6/2/2017 1:21 PM

Q19 Which of the following would MOST improve Intercity Bus access in your area?

Answered: 4 Skipped: 5



Q20 Do you have any additional comments concerning Intercity Bus service in the State of Tennessee?

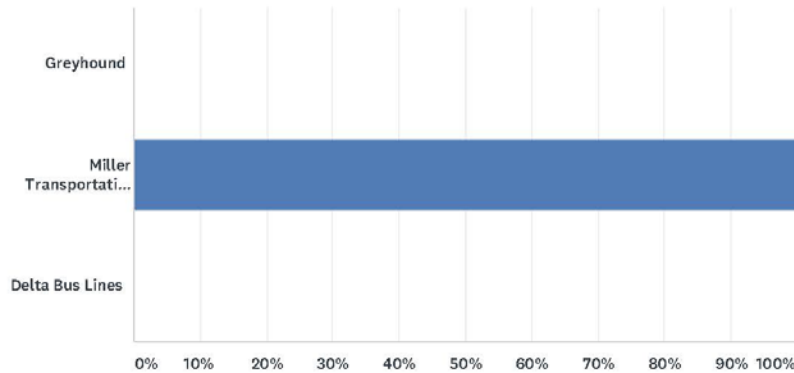
Answered: 4 Skipped: 5

#	RESPONSES	DATE
1	The towns in Sevier County need to work better together	6/5/2017 10:26 AM
2	The Greyhound Station is located the UCHRA Transit HUB in Cookeville.	6/2/2017 3:30 PM
3	Ages of our current ridership is not conducive for connecting with other providers	6/2/2017 1:37 PM
4	No	6/2/2017 12:57 PM

A3 Intercity Bus Provider Survey Results

Q1 What is the name of your organization?

Answered: 1 Skipped: 1



ANSWER CHOICES	RESPONSES
Greyhound	0.00% 0
Miller Transportation (Hoosier Lines)	100.00% 1
Delta Bus Lines	0.00% 0
TOTAL	1

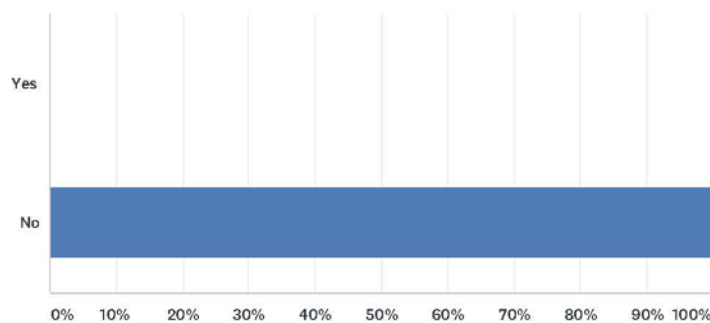
Q2 How many trips do you provide per month to the stations you serve in Tennessee?

Answered: 1 Skipped: 1

ANSWER CHOICES	RESPONSES	
Athens	100.00%	1
Bristol	100.00%	1
Chattanooga	100.00%	1
Clarksville	100.00%	1
Cleveland	100.00%	1
Cookeville	100.00%	1
Covington	100.00%	1
Crossville	100.00%	1
Dyersburg	100.00%	1
Greeneville	100.00%	1
Jackson	100.00%	1
Johnson City	100.00%	1
Knoxville	100.00%	1
Manchester	100.00%	1
Memphis	100.00%	1
Morristown	100.00%	1
Murfreesboro	100.00%	1
Nashville	100.00%	1
Union City	100.00%	1

Q3 Do you receive federal and/or state transit funds to support this service?

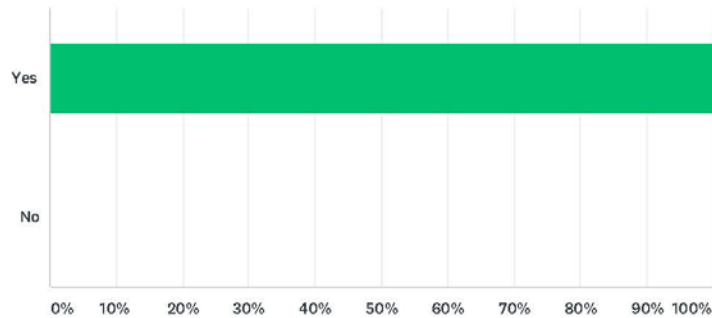
Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	2
TOTAL		2

Q4 Do your routes connect with other urban or rural public transit services?

Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	2
No	0.00%	0
TOTAL		2

Intercity Bus Provider Surveys

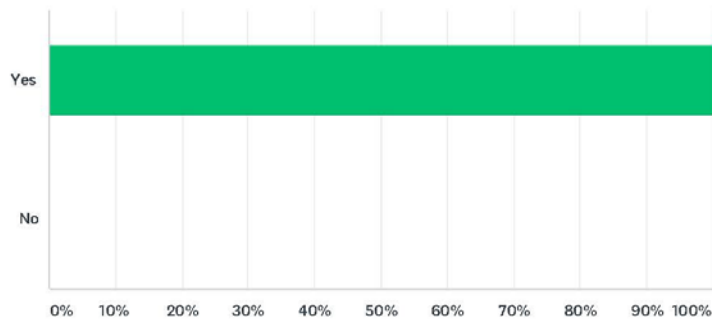
Q5 Where are these connections?

Answered: 1 Skipped: 1

#	RESPONSES	DATE
1	Memphis, Union City	6/2/2017 1:10 PM

Q6 Do you have any deficiencies or obstacles in making these connections?

Answered: 1 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	100.00%	1
No	0.00%	0
TOTAL		1

Intercity Bus Provider Surveys

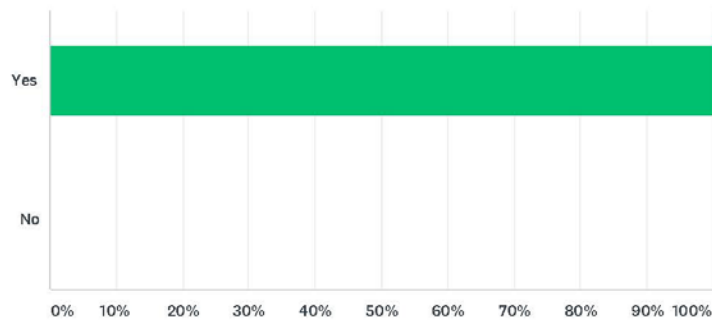
Q7 What are the obstacles or deficiencies to making connections?

Answered: 1 Skipped: 1

#	RESPONSES	DATE
1	Primarily funding. Rather than viewing us as a partner, often times transit agencies view us as a competitor and this mentality is supported by state officials not allowing private operator funding through the (f) program. The same incremental costs that affect the transit agencies have the same effect on the private agency.	6/2/2017 1:22 PM

Q8 Do you have any need for facility improvements in any of the communities you serve?

Answered: 1 Skipped: 1



ANSWER CHOICES		RESPONSES
Yes		100.00% 1
No		0.00% 0
TOTAL		1

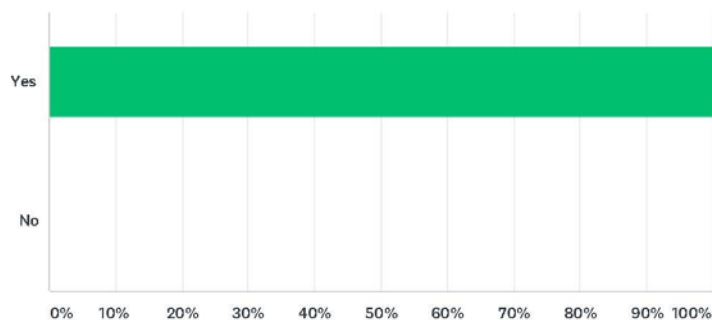
Q9 What/where are the issues at your facilities?

Answered: 1 Skipped: 1

#	RESPONSES	DATE
1	Covington, Dyersburg and Union City, TN we need capital to build passenger facilities or provide compensation to agencies to use their facility	6/2/2017 1:25 PM

Q10 Is there an unmet intercity bus market that you are not serving?

Answered: 1 Skipped: 1



ANSWER CHOICES		RESPONSES
Yes		100.00% 1
No		0.00% 0
TOTAL		1

Intercity Bus Provider Surveys

Q11 Where is this unmet intercity bus market? (be specific i.e. stops along current routes, new routes, new service hours)

Answered: 0 Skipped: 2

(no responses)

Q12 How did you become aware of this unmet demand?

Answered: 0 Skipped: 2

(no responses)

Q13 Do you have any additional comments regarding Intercity Bus service in Tennessee?

Answered: 0 Skipped: 2

(no responses)

APPENDIX B: STAKEHOLDER MEETING

BI Presentation





AGENDA

- Purpose and goals of the study
- Schedule
- Definition of Intercity Bus
- Current Intercity Bus service in Tennessee
- Preliminary survey results
- Intercity Bus needs and issues





PURPOSE AND GOAL OF THE STUDY

- Determination of use of Section 5311(f) funds
- State of current Intercity Bus service
- State of Intercity Bus facilities
- Assessment of unmet Intercity Bus needs





NEEDS ASSESSMENT STUDY SCHEDULE

Task 1:
Review Past and
Present Intercity
and Regional Bus
Service
Throughout
Tennessee

Task 2:
Consultation
Process with ICB
Operators and
Rural Providers

Task 3:
Data
Analysis

Task 4:
Transit/ICB
Propensity
Evaluation

Task 5:
Statewide and
Regional Needs
Assessment



5311 (F) DESCRIPTION

Under 49 USC §5311(f), the state is required to spend fifteen percent (15%) of its annual Section 5311 apportionment “to carry out a program to develop and support ‘Intercity Bus’ transportation”, unless the governor certifies that Intercity Bus needs are being met.

Eligible activities under the 5311(f) program include:

- Planning and marketing for Intercity Bus transportation;
- Capital grants for Intercity Bus facilities;
- Joint-use facilities;
- Operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects; and
- Coordinating rural connections between small public transportation operations and Intercity Bus carriers

WHAT IS NOT INTERCITY BUS

- A route that makes more than one stop in a community (exception being large cities, like Memphis or Nashville)
- A route that picks up or drops off riders between designated stops (flag stops) or off the route
- A route that does not end or begin in an urbanized area (an area with more than 50,000 people)
- A route that does not follow a set schedule every day
- A route that does not allow for connections with other Intercity Bus routes (less than two hours wait)
- Vehicle used does not have room to accommodate passengers' luggage.



INTERCITY BUS VS. LONG DISTANCE FEEDER ROUTES



HISTORY OF INTERCITY BUS SERVICE



- 1989: Greyhound once ran more “local” service in the state (72 more stops than today)
- 2005: Increased service frequency and quicker trips between major cities
- 2006-2015: Eleven stops were eliminated mostly in the west part of the state
- 2015-2017: Four more stops were eliminated since the last Intercity Bus assessment (Knoxville Airport, Kingsport, Ripley, and Millington)
- 2017: Increase in “non-interlined intercity carriers”

CURRENT INTERCITY BUS ROUTES



- Three FTA defined Intercity Bus carriers (Greyhound, Delta, Miller/Hoosier)
- Five non interlined carriers: Bus Ticket, Inc., Megabus, New York to Tennessee Bus, Tornado, and Wanda Coach
- Sixty-four daily trips

CURRENT INTERCITY BUS FACILITIES



- Nineteen stops
- Only about half are in dedicated bus facilities

CURRENT INTERCITY BUS FREQUENCIES

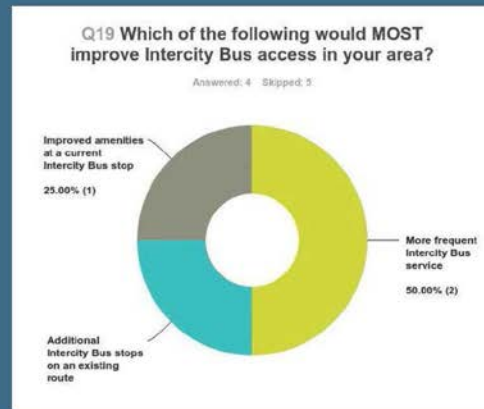


- **Stronger links:** traveling north from Nashville and Memphis; west from Memphis; and south from Chattanooga
- **Weaker links** between Tennessee and Mississippi, Alabama, and North Carolina



SURVEY RESULTS TO DATE

- Intercity Bus needs are generally being met in the state
- Positive feelings about Intercity Bus facilities
- More frequent service is needed on some routes
- Recommendation for a route linking Sevier County to the Intercity Bus network





NEEDS/ISSUES DISCUSSION

- What is the greatest Intercity Bus need in your area (facility, frequency, new routes)?
- How many requests for Intercity Bus connections have you received from transit riders?
- How easy is it to transfer your transit riders at the Intercity Bus stop in your region?
- For those who have multimodal facilities in their region: How are they working out?
- What other Intercity Bus-like service (airport, college shuttles, etc.) are aware of in your area?



PLANNING EXERCISE

- Use **markers** to draw new routes:
 - RED** = Low Frequency (less than five trips a day)
 - BLACK** = Medium Frequency (six to 12 trips a day)
 - GREEN** = High Frequency (over 13 trips a day)
- Use **dots** to indicate stops:
 - RED** = New community that needs to be served
 - YELLOW** = Intercity Bus stop improvement needed

B2 Sign In Sheet

INTERCITY BUS NEEDS ASSESSMENT

Tennessee Department of Transportation

Date:

Tuesday, June 20, 2017
2:00 p.m.

Location: TDOT Offices

SIGN-IN SHEET

Name	Representing	Phone	Email
Reginald Adley	Miller Transportation	502-815-0238	regieadley@millertransportation.com
Miss Barbara	Ernst & Young	865-641-2551	mpatterns@ethis.org
Jeff Simpson	MCHRA	615-533-6222	jsimpson@mchra.com
Diana Turner	SWHRA	731-989-5111	dturner@swra.org
Stephanie Gonsky	Grayhound	912-239-4401	stephanie@isaacs-associates.com
Tom Bragg		731-225-0491	
Chris Kleehammer	SETHRA	423-941-2191	c.kleehammer@sethna.us
Alaire Gage	TDOT		alaire.gage@tn.gov
George Mitchell	TDOT		Kaitlyn.McClendon@tn.gov
Kaitlyn McClendon	TDOT		george.mitchell@tn.gov
Byron Head	TDOT		byron.c.head@gmail.com

B3 Agenda

AGENDA INTERCITY BUS NEEDS ASSESSMENT STAKEHOLDER MEETING

June 20, 2017

- Purpose/Goals of the Study
- History of ICB service in the State
- Explanation of the Section 5311(f) funding program
- Needs Assessment Study Progress
- Your Input regarding intercity bus gaps and needs
- Preliminary results of the online survey

APPENDIX C: INTERCITY BUS SCHEDULES



INDIANAPOLIS - EVANSVILLE - MEMPHIS

READ DOWN		SCHEDULE NUMBER		READ UP	
	0367			0364	0366
		2503			
		2-1-15			
		FREQUENCY			
9:30	Lv	Indianapolis, IN	MRT Ar	6:40	
10:35	Ar	Bloomington, IN	Lv	5:35	
10:40	Lv	Bloomington, IN	Ar	5:30	
11:55		Washington		4:15	
12:30		Vincennes (Vincennes Unit)	(ET)	3:45	
12:10		Princeton	(CT)	2:00	
12:55	Ar	Evansville, IN	Lv	1:15	
	Lv	Evansville, IN	(280) GL Ar	12:55	
	Ar	Nashville, TN	Lv	9:35	
1:15	Lv	Evansville, IN	(280) GL Ar		
5:10	Ar	St. Louis, MO	Lv		
10:30	Lv	Louisville, KY	(2501) MRT Ar	5:35	
12:35	Ar	Evansville, IN	Lv	1:30	
1:15	Lv	Evansville, IN	Ar	12:25	
2:05		Morganfield, KY (Clements Job Corps)		11:35	
2:45		Marion		10:55	
3:40	Ar	Paducah, KY	Lv	10:00	
	Lv	Paducah, KY	(280) GL Ar	8:15	
	Ar	Nashville, TN	Lv	5:30	
9:25	Lv	St. Louis, MO	(280) GL Ar		
12:25	Ar	Paducah, KY	Lv		
3:45	Lv	Paducah, KY	Ar	9:45	
4:20		Mayfield		9:10	
4:45		Fulton, KY		8:45	
5:10		Union City, TN		8:20	
5:50		Dyersburg		7:40	
6:30		Covington		7:00	
7:30	Ar	Memphis, TN	Lv	6:00	
8:50	Lv	Memphis, TN	(433) GL Ar		
1:15	Ar	Birmingham, AL	Lv		
9:50	Lv	Memphis, TN	(478) GL Ar	4:10	
5:55	Ar	Dallas, TX	Lv	7:20	

2503-02111w



SERVING:
TUNICA • CLEVELAND • GREENVILLE • INDIANOLA • ROLLINGFORK •
NATCHEZ • VICKSBURG

TIME:	ALL SCHEDULES OPERATE DAILY				GATE:
	0001	0003	0004	0006	
	READ DOWN		READ UP		
MEMPHIS, TN	5:15 AM	9:30 AM	6:30 PM	9:45 PM	
ROBINSONVILLE JCT, MS					
TUNICA JCT, MS	5:50 AM*	10:05 AM*	5:40 PM*	9:00 PM*	
CLARKSDALE, MS	6:50 AM	10:55 AM	5:00 PM	8:15 PM	
CLARKSDALE, MS	7:00 AM	11:00 AM	4:55 PM	8:10 PM	
CLEVELAND, MS	7:45 AM	11:50 AM	4:15 PM	7:30 PM	
INDIANOLA, MS	▼	▼			
GREENVILLE, MS	8:30 AM	12:25 PM	3:35 PM	6:30 PM	
GREENVILLE, MS	8:45 AM	12:45 PM	3:25 PM	6:35 PM	
INDIANOLA, MS	9:20 AM		3:00 PM		
BELZONI, MS	9:55 AM	↓	2:55 PM		
VAZOO CITY, MS	10:30 AM		1:50 PM		
JACKSON, MS	11:20 AM	↓	1:30 PM		
ROLLINGFORK, MS		1:35 PM*		6:00 PM*	
VICKSBURG, MS		2:25 PM		5:05 PM	
VICKSBURG, MS		2:30 PM		4:35 PM	
PORT GIBSON, MS		3:20 PM*		3:40 PM	
LORMAN, MS		3:30 PM			
NATCHEZ, MS		4:05 PM		2:40 PM	
NATCHEZ, MS		4:15 PM		2:35 PM	
WOODVILLE, MS		4:30 PM		2:15 PM*	
ST. FRANCISVILLE, LA		5:20 PM*		1:25 PM*	
BATON ROUGE, LA		6:15 PM		12:55 PM	

D—Drop Off Only F—Flag Stop

THE CAREFREE, COMFORTABLE, AND ECONOMICAL WAY TO GO

School, social clubs, corporations, neighborhood and business associations—almost any group finds traveling together in our modern motor coaches an ideal way to go.
Whether it's a vacation, major sports event, conventions or business meeting, a holiday weekend at a nearby resort, or just a night on the town, going together makes a lot of sense. And it's a lot of fun.

GROUP TRAVEL FOR ANY OCCASION

BANDS, SCHOOLS, SHOW GROUPS, TRAVEL CLUBS, SERVICE CLUB, CONVENTION TRIPS, ATHLETIC TEAMS OR EVENTS, OR JUST "GET AWAY" WITH A GROUP OF FRIENDS AND CHARTER A FUN TRIP

USE BUS EXPRESS FOR SMALL AND RUSH SHIPMENTS

- ✓ Convenient
- ✓ Economical
- ✓ Dependable

NO SMOKING ON DELTA BUSES OR IN TERMINALS
PROHIBIDO FUMAR EN LOS AUTOBUSES Y LOS CENTRALES DE DELTA

RICHMOND - ROANOKE - NASHVILLE

SCHEDULE NUMBER 144			
FREQUENCY 5/21/17			
1511 1529 1539			
Richmond Richmond Memphis Richmond			
New York, NY (ET) (124-126-127) GL Lv 8:30 3:45 11:00			
Richmond, VA Ar 4:20 11:25 6:30			
Washington, DC (122) GL Lv 1:50 9:20 4:50			
Richmond, VA Ar 2:55 11:25 7:05			
RICHMOND, VA Lv 5:30 12:05 8:10			
Charlottesville, VA Ar 6:45 1:20 9:25			
Charlottesville, VA Lv 6:55 1:30 9:40			
Lynchburg, VA (Daily) Ar 8:10 2:45 10:55			
Lynchburg, VA (Daily) Lv 8:20 2:55 11:00			
ROANOKE Ar 9:25 4:00 12:05			
ROANOKE Lv 9:55 4:35 12:25			
Wytheville, VA (McDonald's Mac McDonald's) Ar 11:05 5:45 1:35			
Richmond, VA (401) Lv 8:00 6:35 5:35			
Charlottesville, VA Ar 11:00 8:35 8:35			
Charlottesville, VA (401) Lv 8:00 10:20 1:20			
Wytheville, VA Ar 11:00 1:20 1:20			
Wytheville, VA (McDonald's Mac McDonald's) Lv 12:05 6:35 1:55			
Marion, VA Ar 12:45 7:15 1:55			
Bristol, TN Ar 1:45 8:15 1:55			
Kingsport Ar 2:25 8:55 1:55			
Johnson City Ar 3:00 9:35 1:55			
Greenville Ar 3:00 9:35 1:55			
Greenville Lv 4:10 9:55 1:55			
Monticello Lv 4:10 9:55 1:55			
KNOXVILLE, TN Lv 5:10 11:20 5:20			
Knoxville, TN (408) Lv 6:05 6:15 6:15			
Atlanta, GA Ar 10:20 10:40 10:40			
Asheville, NC (427) Lv 4:10 6:30 1:55			
Knoxville, TN Ar 6:30 6:30 1:55			
KNOXVILLE, TN (ET) Lv 7:05 12:15 6:15			
Crosbyville (CT) Ar 7:15 12:15 6:15			
Crosbyville (CT) Lv 7:25 12:15 6:15			
Crosbyville (CT) Ar 8:05 12:15 6:15			
NASHVILLE, TN (CT) Ar 9:30 2:15 8:35			
Nashville, TN (409) Lv 10:35 3:15 11:25			
Memphis, TN Ar 2:20 7:00 3:25			
Dallas, TX (CT) GL Ar 1:15 4:20 2:30			

2/14/16 06/01tw

NASHVILLE - ROANOKE - RICHMOND

SCHEDULE NUMBER 144			
FREQUENCY 5/21/17			
1508 1510 1514			
Richmond Memphis Richmond Richmond			
Dallas, TX (CT) (478) GL Lv 8:30 11:50 3:00			
Memphis, TN Ar 9:30 9:20 1:40			
Nashville, TN Ar 12:15 1:15 5:40			
NASHVILLE, TN (CT) Lv 1:30 2:15 7:20			
Crosbyville (CT) Ar 3:40 9:45 1:40			
Crosbyville (CT) Lv 4:10 9:15 1:40			
Crosbyville (CT) Ar 4:20 9:25 1:40			
KNOXVILLE, TN (ET) Ar 5:30 6:35 11:40			
Knoxville, TN (427) Lv 6:10 6:10 1:40			
Asheville, NC Ar 8:30 8:30 1:40			
Atlanta, GA (408) Lv 1:20 8:05 6:20			
Knoxville, TN Ar 5:20 6:20 1:40			
KNOXVILLE, TN Lv 6:25 7:20 1:40			
Monticello Ar 7:25 8:25 1:40			
Greenville Lv 8:35 9:35 1:40			
Johnson City Ar 8:35 9:35 1:40			
Kingsport Ar 9:10 10:05 1:40			
Bristol, TN Ar 9:50 11:05 1:40			
Marion, VA Ar 10:50 11:05 1:40			
Wytheville, VA (McDonald's Mac McDonald's) Ar 11:30 11:45 5:55			
Richmond, VA (401) Lv 8:00 5:25 8:35			
Charlottesville, VA Ar 11:00 10:20 1:20			
Charlottesville, VA (401) Lv 8:00 10:20 1:20			
Wytheville, VA Ar 11:00 1:20 1:20			
Wytheville, VA (McDonald's Mac McDonald's) Lv 12:15 12:15 4:15			
ROANOKE Ar 1:25 1:25 5:25			
ROANOKE Lv 2:05 1:55 6:00			
Lynchburg, VA (Daily) Ar 3:10 3:00 7:05			
Lynchburg, VA (Daily) Lv 3:20 3:05 7:10			
Charlottesville, VA Ar 4:35 4:20 8:25			
Charlottesville, VA Lv 4:50 4:30 8:40			
RICHMOND, VA Ar 6:05 5:45 9:55			
Richmond, VA Lv 8:15 8:00 11:30			
New York, NY (124) GL Ar 4:15 3:20 7:05			
Richmond, VA (122) GL Lv 8:15 7:45 11:00			
Washington, DC Ar 10:55 10:55 1:05			

2/14/16 06/01tw

ST. LOUIS - MEMPHIS

READ DOWN		SCHEDULE NUMBER		READ UP	
1138	1221	260			
		6-21-17			
X34		FREQUENCY		X23	
.....	12 01	Lv Chicago, IL.....	(255-265) GL Ar	10 10	
.....		Ar St. Louis, MO.....	(255) GL Lv	4 00	
8 25	See	Lv Kansas City, MO.....	(360) GL Ar	7 10	
12 55	Table	Ar St. Louis, MO.....	Lv	2 50	
2 25	265	Lv ST. LOUIS, MO.....	Ar	1 20	
4 30		Ar Cape Girardeau.....	Lv	11 15	
4 35		Lv Cape Girardeau.....	Ar	11 10	
X 5 10	X 7 55	Lv Sikeston, MO.....	Lv	10 35	
5 40	8 00	Lv Sikeston, MO.....	Ar	10 20	
6 55	9 15	Ar Blytheville, AR.....	Lv	9 05	
8 20	10 40	Ar MEMPHIS, TN.....	Lv	7 40	
8 50	① 2 00	Lv Memphis, TN.....	(433) Ar	6 45	
1 15	① 6 30	Ar Birmingham, AL.....	Lv	2 25	
6 55	① 10 30	Ar Atlanta, GA.....	Lv	10 30	

① - Friday and Sunday only.
② - Sunday only.

2260-0601hw

CHICAGO - MEMPHIS

SCHEDULE NUMBER		1221	4859	1225	1227	4819
265				Chicago Dallas		
FREQUENCY		56		E		
Midwauke, WI (CT) (304)		GL	Lv		5:50	
Chicago, IL		GL	Ar		7:45	
CHICAGO, IL		GL	Lv	12:01	8:50	4:10
Chicago 95th & Dan Ryan				12:20	8:56	4:40
Markham					9:15	
Markakee					10:05	
Champaign (Urbana)		Ar			11:25	
Champaign (Urbana)						
Champaign (Urbana)						
Mattson		Lv				
Effingham, IL (Mc Donald's)		Ar	3:45	8:05	12:45	
Effingham, IL (Mc Donald's)		Lv	4:30	8:35	1:06	
Mt. Vernon, IL (Mc Donald's)		Ar				
Mt. Vernon, IL (Mc Donald's)		Lv	6:25	10:19	1:19	
Marion						
Rest Stop Beronde						
Silkstone, MO		Ar	7:55			
Silkstone, MO		Lv	9:00			1:10
Blytheville, AR			9:15			1:25
MEMPHIS, TN		GL	Ar	10:40	2:20	2:50
Memphis, TN (476)		GL	Lv	12:01	5:50	
Dallas, TX		Ar		9:35	4:20	

ST. LOUIS - EVANSVILLE/PADUCAH - NASHVILLE

READ DOWN				SCHEDULE NUMBER				READ UP			
4711	1167	4703	1163	280				1162	4700	4702	1158
St. Louis Atlanta	St. Louis Atlanta	St. Louis Atlanta	Chicago Birmingham	FREQUENCY				Tulsa, Chicago	Atlanta St. Louis	Atlanta St. Louis	Nashville Chicago
				5-21-17							
.....	3:20	.....	7:45	Lv Tulsa, OK.....	(470) GL	Ar	5:25	.....	2:40	9:30	.....
.....	11:59	.....	3:25	Ar St. Louis, MO.....	Lv	.....	8:45	.....	6:00	1:20	.....
12:01	7:20	.....	9:00	Lv Denver, CO.....	(380) Ar	11:20	.....	10:50	6:45	.....	.....
1:10	8:25	.....	10:25	Lv Kansas City, MO.....	Ar	11:55	.....	10:40	7:10	.....	.....
5:40	12:55	.....	2:25	Ar St. Louis, MO.....	Lv	7:30	.....	6:15	2:50	.....	.....
10:30	.....	1:30	8:00	Lv Chicago, IL.....	(255) Ar	3:25	8:00	1:35	5:25	.....	.....
4:15	.....	6:40	2:40	Ar St. Louis, MO.....	GL	8:30	2:00	7:10	12:15	.....	.....
6:40	2:00	9:00	4:15	Lv ST. LOUIS, MO.....	Ar	6:30	12:05	5:10	10:00	.....	.....
.....	3:20	.....	5:35	Ar Mt. Vernon, IL (McDonald's).....	Lv	4:55	.....	3:20	.....	.....	.....
.....	3:50	.....	5:50	Lv Mt. Vernon, IL (McDonald's).....	Ar	4:45	.....	3:00	.....	.....	.....
8:35	.....	.....	7:35	Ar Evansville, IN.....	Lv	9:10	.....	8:15	.....	.....	.....
9:00	5:35	.....	7:45	Ar Evansville, IN.....	Lv	9:10	.....	8:15	.....	.....	.....
9:35	6:05	.....	8:45	Ar Madisonville, KY.....	Lv	9:10	.....	8:15	.....	.....	.....
.....	7:05	.....	9:55	Ar Paducah, KY.....	Lv	8:30	.....	7:10	.....	.....	.....
10:15	.....	12:00	.....	Ar Paducah, KY.....	Lv	8:15	.....	6:25	.....	.....	.....
10:25	.....	12:15	.....	Ar Clarksville, TN (P. Campbell 2 miles).....	Lv	12:45	6:30	10:45	4:25	.....	.....
12:45	8:15	1:50	10:55	Ar NASHVILLE, TN.....	Lv	11:45	5:30	9:35	3:15	.....	.....
.....	9:15	3:05	.....	Lv Nashville, TN.....	(CT) (144) Ar	9:30	2:15	8:35	.....	.....	.....
1:30	.....	7:20	2:15	Ar Knoxville, TN.....	(ET) Lv	7:05	12:15	6:15	.....	.....	.....
5:30	.....	11:40	6:35	Lv Nashville, TN.....	(CT) (445) Ar	10:50	.....	12:20	.....	.....	.....
3:25	9:45	.....	11:45	Ar Birmingham, AL.....	Lv	7:30	.....	8:00	.....	.....	.....
6:45	1:25	.....	4:15	Lv Nashville, TN.....	(CT) (438) Ar	11:05	3:45	8:35	12:50	.....	.....
1:45	9:45	5:20	5:15	Ar Atlanta, GA.....	(ET) GL	7:30	12:15	4:45	8:45	.....	.....
7:15	3:15	11:30	5:15								

Z280-0601hw

CINCINNATI - KNOXVILLE - ATLANTA

READ DOWN				SCHEDULE NUMBER				READ UP			
1109	1179	1157	4384	426				1104	1142	4845	4845
Cincinnati Atlanta	Cincinnati Atlanta	Cincinnati Atlanta	Atlanta Cincinnati	FREQUENCY				Atlanta Cincinnati	Atlanta Cincinnati	Atlanta Cincinnati	Atlanta Cincinnati
				5-21-17							
4:30	11:30	6:25	5:40	Lv Cincinnati, OH.....	(234) Ar	5:40	11:10	7:40	.....	.....	.....
10:25	4:10	11:30	12:45	Lv Columbus, OH.....	Ar	12:45	6:30	2:25	.....	.....	.....
1:30	8:30	12:45	.....	Lv CINCINNATI, OH.....	Ar	11:35	5:25	12:10	.....	.....	.....
2:55	7:55	.....	.....	Lv LEXINGTON, KY.....	Ar	10:10	4:00	10:45	.....	.....	.....
3:05	8:05	.....	.....	Lv LEXINGTON, KY.....	Ar	9:55	3:50	10:35	.....	.....	.....
.....	8:55	.....	.....	Lv Berea.....	Lv	3:00	.....	.....	.....	.....	.....
.....	9:55	.....	.....	Lv London, KY.....	Lv	2:15	.....	.....	.....	.....	.....
.....	10:25	.....	.....	Lv London, KY.....	Ar	1:45	.....	.....	.....	.....	.....
.....	11:50	.....	.....	Lv KNOXVILLE, TN.....	Lv	7:00	12:01	7:40	.....	.....	.....
7:20	.....	.....	.....	Lv Knoxville, TN.....	Ar	.....	6:30	.....	.....	.....	.....
4:25	.....	.....	.....	Ar Asheville, NC.....	Lv	.....	4:10	.....	.....	.....	.....
.....	12:50	.....	.....	Ar Winston-Salem, NC.....	Lv	.....	1:00	.....	.....	.....	.....
6:50	1:50	.....	.....	Ar Charlotte, NC.....	(427) Lv	5:20	11:15	6:35	.....	.....	.....
8:15	2:15	.....	.....	Lv KNOXVILLE, TN.....	Ar	.....	10:15	.....	.....	.....	.....
8:45	2:45	.....	.....	Lv Athens.....	Lv	.....	9:50	.....	.....	.....	.....
9:05	3:00	.....	.....	Lv Chattanooga, TN.....	Ar	.....	8:30	4:50	.....	.....	.....
.....	.....	.....	.....	Lv Chattanooga, TN.....	Ar	.....	8:00	4:30	.....	.....	.....
.....	.....	.....	.....	Lv Dalton, GA (Pilot Sta.).....	Lv	.....	9:10	.....	.....	.....	.....
.....	.....	.....	.....	Lv Marietta.....	Ar	.....	7:00	2:40	.....	.....	.....
.....	.....	.....	.....	Ar ATLANTA, GA.....	Lv	.....	6:30	2:05	.....	.....	.....

Z426-0502hw

KNOXVILLE - WINSTON - SALEM

READ DOWN				SCHEDULE NUMBER				READ UP			
4840	4840	4845	4845	427				4845	4845	4845	4845
Knoxville Raleigh	Knoxville Raleigh	Knoxville Raleigh	Knoxville Raleigh	FREQUENCY				Knoxville Raleigh	Knoxville Raleigh	Knoxville Raleigh	Knoxville Raleigh
				5-21-17							
12:45	Lv Cincinnati, OH.....	(234) Ar	11:40	.....	.....	.....	.....	.....	.....	.....	.....
5:25	Ar Knoxville, TN.....	Lv	7:15	.....	.....	.....	.....	.....	.....	.....	.....
8:30	Lv Memphis, TN.....	(478) GL	2:20	.....	.....	.....	.....	.....	.....	.....	.....
1:30	Lv Nashville, TN.....	(CT) (144) Ar	9:30	.....	.....	.....	.....	.....	.....	.....	.....
5:30	Ar Knoxville, TN.....	(ET) (144) Lv	7:05	.....	.....	.....	.....	.....	.....	.....	.....
12:25	Lv Roanoke, VA.....	(144) Ar	1:25	.....	.....	.....	.....	.....	.....	.....	.....
5:20	Ar Knoxville, TN.....	Lv	7:20	.....	.....	.....	.....	.....	.....	.....	.....
6:10	Lv KNOXVILLE, TN.....	Ar	6:30	.....	.....	.....	.....	.....	.....	.....	.....
8:30	Ar Asheville, NC.....	Lv	4:10	.....	.....	.....	.....	.....	.....	.....	.....
8:55	Lv Asheville, NC.....	Ar	3:55	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar Spartanburg, SC.....	Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar Spartanburg, SC.....	Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar Kings Mountain, NC.....	Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar Charlotte.....	Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar Hickory.....	Lv	2:35	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar Hickory.....	Lv	2:30	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar Statesville.....	Lv	1:50	.....	.....	.....	.....	.....	.....	.....	.....
.....	Ar WINSTON-SALEM, NC.....	Lv	1:00	.....	.....	.....	.....	.....	.....	.....	.....
12:20	Lv Winston-Salem, NC.....	(424) Ar	12:30	.....	.....	.....	.....	.....	.....	.....	.....
3:05	Ar Raleigh, NC.....	Lv	8:55	.....	.....	.....	.....	.....	.....	.....	.....
1:40	Lv Winston-Salem, NC.....	(424) Ar	11:59	.....	.....	.....	.....	.....	.....	.....	.....
3:10	Ar Charlotte, NC.....	Lv	10:20	.....	.....	.....	.....	.....	.....	.....	.....

Z427-0602hw

ATLANTA - BIRMINGHAM - MEMPHIS

READ DOWN				SCHEDULE NUMBER				READ UP			
3875	3861	3866	3874	433				3866	3874	3874	3874
.....	.....	.....	.....	FREQUENCY				.....	.....	.....	.....
				5-21-17							
5:05	8:00	Lv ATLANTA, GA.....	6:30	10:30	.....	.....	.....	.....	.....	.....	.....
6:35	9:50	Ar Birmingham, AL.....	.....	7:00	.....	.....	.....	.....	.....	.....	.....
12:55	12:45	Lv Tallahassee, FL.....	(ET) (445) Ar	.....	.....	.....	.....	.....	.....	.....	.....
5:00	5:00	Lv Montgomery, AL.....	(CT) Ar	.....	.....	.....	.....	.....	.....	.....	.....
6:40	6:40	Ar Birmingham, AL.....	Lv	.....	.....	.....	.....	.....	.....	.....	.....
7:05	9:55	Lv Birmingham, AL.....	Ar	2:30	6:30	.....	.....	.....	.....	.....	.....
.....	.....	Ar Tuscaloosa, AL.....	Lv	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	Ar Tuscaloosa, AL.....	Lv	.....	.....	.....	.....	.....	.....	.....	.....
9:35	12:15	Ar Tupelo, MS.....	Lv	12:01	4:00	.....	.....	.....	.....	.....	.....
9:45	12:25	Lv Tupelo, MS.....	Ar	11:40	3:40	.....	.....	.....	.....	.....	.....
11:25	2:15	Ar MEMPHIS, TN.....	Lv	10:00	2:00	.....	.....	.....	.....	.....	.....

Z433-0602hw

MEMPHIS - JACKSON - NEW ORLEANS

READ DOWN		SCHEDULE NUMBER		READ UP	
		435		6:21-17	
		FREQUENCY			
8:15	Lv	MEMPHIS, TN	Ar	7:00	
9:55		Grenada, MS		5:20	
11:00		Durant		4:15	
12:10	Ar	JACKSON, MS	Lv	2:55	
1:20	Lv	JACKSON, MS	Ar	2:10	
2:20		Brookhaven		1:10	
		McComb, MS			
4:35	Ar	Baton Rouge, LA	Lv	10:55	
6:45	Lv	Baton Rouge, LA	GL Ar	10:35	
8:30	Ar	NEW ORLEANS, LA	Lv	8:50	

Z435-0602W

NASHVILLE - ATLANTA

SCHEDULE NUMBER		4711	1105	1153	1123	4703	1151
		St. Louis Atla Mo	St. Louis Atla Mo	Chicago Atla Mo	Chicago Atla Mo	St. Louis Atla Mo	Chicago Atla Mo
FREQUENCY		438		6:21-17			
St. Louis, MO	(CT) (290)	Lv	6:40			4:15	9:25
Nashville, TN		Ar	12:45			3:25	9:35
Louisville, KY	(ET) (444)	Lv	8:45	12:25	9:10	9:30	1:35
Nashville, TN		Ar	10:45	2:25	5:10	10:45	3:50
NASHVILLE, TN		Lv	1:45	3:45		12:01	5:00
Murfreesboro				7:25		5:55	9:45
Manchester		Ar		7:55		6:30	
Manchester	(CT) Lv			8:00		6:45	
Chattanooga, TN	(ET) Ar		7:00	10:20	3:20	9:05	
Chattanooga, TN	Lv		7:15	10:35	3:35	9:20	
Dalton, GA (Pilot Sta.) (Bat 326)	Ar	5:30					1:30
Dalton, GA (Pilot Sta.) (Bat 326)	Lv	5:45					1:45
Marietta				12:10		11:00	
ATLANTA, GA	Ar	7:15	9:15	12:50	5:45	11:40	3:15

Z438A-0602W

ATLANTA - NASHVILLE

SCHEDULE NUMBER		4700	4702	1188	1194	1192	1196
		Atlanta St. Louis	Atlanta St. Louis	Atlanta Chicago	Atlanta Chicago	Atlanta Detroit	Atlanta Chicago
FREQUENCY		438		6:21-17			
ATLANTA, GA	Lv	12:15	4:45	9:30	5:10	7:30	10:05
Marietta				10:00			
Dalton, GA (Pilot Sta.) (Bat 326)	Ar	1:45					11:35
Dalton, GA (Pilot Sta.) (Bat 326)	Lv	2:00					11:50
Chattanooga, TN	Ar		6:40	11:40	7:25	9:25	
Chattanooga, TN	(ET) Lv		6:55	12:01	7:45	9:45	
Manchester	(CT) Ar			12:25			
Manchester	Lv			12:35			
Murfreesboro				1:05			
NASHVILLE, TN	Ar	3:45	6:35	1:45	9:05	11:05	1:35
Nashville, TN	(280) Lv	5:30	9:35	3:15		11:45	
St. Louis, MO	(CT) Ar	12:05	5:10	10:00		8:30	
Nashville, TN	(444) Lv	5:05	10:30	2:20	10:35	12:01	3:00
Louisville, KY	(ET) Ar	9:05	2:45	6:20	2:35	4:00	7:00

Z438B-0602W

Table 444

GREYHOUND LINES

DETROIT - CINCINNATI - LOUISVILLE - NASHVILLE

SCHEDULE NUMBER	1537	1101	1151	1115	1105	1153	1127	4665	1123
	Cleveland Ohio	Detroit Michigan	Chicago Illinois	Chicago Illinois	Detroit Michigan	Chicago Illinois	Detroit Michigan	Detroit Michigan	Chicago Illinois
FREQUENCY	444								
	6-21-17								
DETROIT, MI	(ET) GL Lv	6:40			3:00		7:00	10:30	
TOLEDO, OH	Ar	8:00			4:10		8:20	11:40	
Findlay (Pilot Travel Plaza)									
Lima		8:15			4:25		8:35	11:55	
Dayton	Ar	9:00							
Dayton	Lv	9:30						12:40	
Dayton	Ar	10:15			7:05				
Dayton	Lv	11:35							
CINCINNATI, OH	GL Ar	10:05	11:50		7:20		12:20	3:45	
Cincinnati, OH	Ar	10:25	1:00		8:40				
Cincinnati, OH	Lv	4:30	8:40		2:30		6:25	11:30	
Cincinnati, OH	Ar	7:50	11:30		5:30		9:35	2:15	
Cincinnati, OH	Lv	10:25	1:25		7:25		11:30	4:10	
CINCINNATI, OH	Lv	11:30	2:05		9:40		1:30	5:15	
Cincinnati, OH	Ar	11:10	3:50		11:25		3:15	7:00	
Chicago, IL	(CT) (238) Lv		10:30	4:15		7:00		11:50	
Chicago, IL	Ar		6:05	11:30		2:40		8:00	
LOUISVILLE, KY	GL Lv	2:00	4:35	6:45	12:01	11:55	3:10	7:45	8:30
Elizabethtown	Lv	2:50	5:40					8:40	
Bowling Green, KY	(CT) Ar	3:00	5:40	8:45	2:00	1:55	5:10	8:50	
NASHVILLE, TN	Ar	4:15	6:50				5:55	10:00	10:40
Nashville, TN	Lv	5:00	10:35	3:15	3:15	6:45	6:45	11:35	
Memphis, TN	Ar	8:55	2:30	7:00	7:00	10:45	10:45	2:25	
Nashville, TN	Lv	5:20		9:45	3:45	8:40		11:45	12:01
Atlanta, GA	(CT) (438) Lv	11:30		3:15	8:15	12:50		5:15	5:45
Nashville, TN	Ar	4:25	9:45	9:45	9:25	3:25	8:00	11:45	12:05
Birmingham, AL	(CT) Ar	8:10	1:25	1:25	6:45	6:45	12:20	4:15	4:15
Tallahassee, FL	(ET) GL Ar		11:25	11:25		9:25	9:25		

① - Fri. and Sun. only.
 ② - Daily except Wed. and Thur.
 ③ - Thurs., Fri., Sat. & Sun. only.

NASHVILLE - LOUISVILLE - CINCINNATI - DETROIT

SCHEDULE NUMBER	1196	1504	4384	1502	1156	1188	4666	1190	1194	1192
	Atlanta Georgia	Memphis Tennessee	Atlanta Georgia	Orlando Florida	Wichita Kansas	Atlanta Georgia	Nashville Tennessee	Nashville Tennessee	Atlanta Georgia	Atlanta Georgia
FREQUENCY	444									
	6-21-17									
Tallahassee, FL	(ET) (449) GL Lv				12:45					12:55
Birmingham, AL	(CT) Lv	10:20			7:55		1:15		5:40	7:30
Nashville, TN	(CT) Ar	7:40			12:15		5:35		9:35	10:30
Atlanta, GA	(ET) (438) GL Lv	10:05	12:15	1:50	4:45		9:10		5:10	7:30
Chattanooga, TN	(ET) Lv				6:55		11:30		7:45	9:45
Nashville, TN	(CT) Ar	1:35	3:45		8:55		1:05		9:05	11:05
Memphis, TN	(478) Lv	8:30	11:00		5:10	9:20	5:30	1:40	1:40	
Nashville, TN	Ar	12:15	2:55		9:05	1:15	1:15	5:40	5:40	
NASHVILLE, TN	Lv	3:00	5:05		10:40	2:15	2:30	7:00	7:15	10:35
Bowling Green, KY					11:55	3:25		8:10	10:20	12:01
Elizabethtown					1:55	5:35		10:20		
LOUISVILLE, KY	GL Ar	7:00	9:05		2:55	6:30	11:15	11:15	2:35	4:00
Lexington, KY	(ET) (238) Lv	7:30				7:00	7:00	11:50	3:05	
Chicago, IL	(CT) Ar	1:00				12:25	12:25	4:50	8:55	
LOUISVILLE, KY	(ET) GL Lv		9:40		3:35	7:15	11:45		4:30	
CINCINNATI, OH	Ar		11:25	11:35	5:25	9:00			6:15	
Cincinnati, OH	Lv				6:30		2:25			
Columbus, OH	Ar		12:30		8:25		4:00			
Cleveland, OH	GL Ar		5:25		11:10		7:40			
CINCINNATI, OH	GL Lv		12:35	6:25			2:15			7:40
Dayton	Ar		1:55	7:45						9:00
Dayton	Lv		2:10	7:55						9:15
Lima			3:20							
Findlay (Pilot Travel Plaza)	Ar		4:10				5:05			
Findlay (Pilot Travel Plaza)	Lv		4:30				5:20			
Toledo, OH	Ar		5:05	10:40						11:50
Toledo, OH	Lv		5:15	10:50						12:10
DETROIT, MI	(ET) GL Ar		6:25	12:05			7:00			1:20

① - Daily except Tues. and Wed.
 ② - Fri. and Sun. only.
 ③ - Sat. and Mon. only.

READ DOWN			SCHEDULE NUMBER		1156		1162	
1167	1163	1161	445		1156	1152	1160	1162
St. Louis Tulhatch	Chicago Springfield		FREQUENCY		Tulhatch Cincinnati		Tulhatch Chicago	
			6:21-17					
10 00	11 45	8 20	Ar NASHVILLE, TN	Ar	12 20	5 25	9 55	10 30
13 00	10 05	Ar Athens, AL	Ar	12 35	3 40			
14 00	10 15	Ar Athens, AL	Ar	10 25	3 30			
D 11 55	2 15	Ar Huntsville, AL	Ar	5 50	2 50	7 35		
D 12 01	2 25	Ar Huntsville, AL	Ar	8 40	2 40	7 20		
14 00	4 15	Ar BIRMINGHAM, AL	GL Ar	5 30	1 00	5 40	7 10	
3 15	6 05	Lv Birmingham, AL	(CT) (CT) Ar	7 45		4 05		
3 55	10 15	Ar Atlanta, GA	(CT) Ar	8 15		2 10		
2 10	4 40	Lv Birmingham, AL	(CT) (CT) Ar	2 45	11 50	5 05	5 05	
5 55	9 05	Ar Jackson, MS	Ar	10 30	7 30	12 45	12 45	
8 15		Lv Memphis, TN	(CT) Ar	2 15	6 45			
8 50		Ar Birmingham, AL	Ar	9 55	6 25			
2 20	11 15	Ar BIRMINGHAM, AL	GL Ar	7 10	12 10			
4 00	2 55	Ar Montgomery, AL	GL Ar	5 30	10 30			
1 45	5 45	Lv Montgomery, AL	(CT) GL-COT Ar	3 20	2 35			
4 25	8 45	Ar Mobile, AL	(418) 425 GL-COT Ar	12 45	2 05			
5 00		Ar New Orleans, LA	(418) 425 GL-COT Ar	9 25				
7 55	4 00	Ar Montgomery, AL	GL-CML Ar	4 55				
5 55	4 55	Ar Troy	Ar	2 30				
7 40	6 10	Ar Dothan, AL	Ar	5 55				
7 45	6 25	Ar Dothan, AL	Ar	12 45				
11 25	9 25	Ar TALLAHASSEE, FL	GL-CML Ar	12 45				
2 20	11 40	Lv Tallahassee, FL	(403) GL Ar	12 05				
7 00	4 20	Ar Orlando, FL	Ar	6 55				
1 55	11 20	Lv Tallahassee, FL	(418) Ar	12 25				
4 55	2 00	Ar Jacksonville, FL	Lv	9 45				

Carrier	SCHEDULE NUMBER		9705
	1-18-17		S
	FREQUENCY		
GL	Chattanooga, TN	ET LV	16:03
	Trenton, GA		16:30
	Fort Payne, AL	CT	16:03
	Gadsden		16:43
	Alexandria		17:13
	Anniston		17:40
	Anniston		17:50
	Pell City		18:30
GL	Birmingham, AL	CT AR	19:10
Rural Carrier Service in cooperation with Alabama Dept of Transportation			

90

ST. LOUIS - ALBUQUERQUE - PHOENIX - LOS ANGELES

READ DOWN

READ UP

1353	1333	1359	6363	1351	6361	SCHEDULE NUMBER		1342	6362	1360	6366	1364	1340
Chicago Phoenix	Chicago Los Ang.		Los Vegas Phoenix	Chicago Los Ang.	Las Vegas Phoenix	470		Phoenix St. Louis	Phoenix Las Vegas	Los Ang. St. Louis	Phoenix Las Vegas	Los Ang. Chicago	
FREQUENCY 6-21-17													
4:00	7:10			9:15		Lv New York, NY	(ET) (202) GL Ar	1:35		4:20		4:05	
4:05	6:10			10:00		Ar St. Louis, MO	(CT) Lv	11:55		4:45		1:55	
11:00	1:30			6:30		Lv Chicago, IL	(255) Ar			10:10		7:45	
4:00	6:40			12:15		Ar St. Louis, MO	Lv			4:00		1:45	
6:00	8:45			1:20		Lv ST. LOUIS, MO	GL Ar	10:35		3:25		X 11:50	
6:30	9:15					St. Louis Lambert Field		10:05				11:30	
8:10	10:55					Rolla (McDonald's)		8:25				9:50	
8:40	11:25			3:35		Ar Fort Leonard Wood	Lv	7:55				9:20	
8:50	11:35			3:45		Lv Fort Leonard Wood	Ar	7:45				9:10	
9:30	12:15					Lebanon		7:05				8:30	
X 10:25	X 1:10			X 5:05		Ar Springfield	Lv	6:10		12:01		7:35	
11:05	1:50			5:55		Lv Springfield	Ar	5:30		X 11:20		X 6:55	
12:25	3:10			7:15		Ar Joplin, MO	Lv	X 4:10		10:00		5:35	
12:35	3:20			7:25		Lv Joplin, MO	Ar	4:00		9:50		5:25	
X 2:40	X 5:25			X 9:30		Ar TULSA, OK	Lv	1:55		7:45		3:20	
3:40				10:45		Lv Tulsa, OK	(482) Ar	1:00		7:25			
11:20				5:25		Ar Dallas, TX	Lv	6:35		12:20			
3:00	6:05			10:10		Lv TULSA, OK	GL Ar	X 1:20		X 7:15		2:30	
						Lv MEMPHIS, TN	Ar					8:50	
						Forrest City, AR						7:45	
						Ar Little Rock, AR	Lv					6:15	
						Lv Little Rock, AR	Ar					6:00	
						Ar Fort Smith, AR	Lv					3:15	
						Lv Fort Smith, AR	Ar					3:00	
						Ar Sallisaw, OK (McDonald's Ex 309)	Lv						
						Lv Sallisaw, OK (McDonald's Ex 309)	Ar						
						Lv Muskogee, OK	Lv						
						Ar Muskogee, OK	Ar						
						Ar OKLAHOMA CITY, OK	Lv	11:30		5:25		12:40	12:05
X 4:50	X 7:55			X 12:00		Lv OKLAHOMA CITY, OK	Ar						
5:55	8:45			1:00		Lv EL RENO, OK	Ar	11:00		X 4:25		X 11:40	
6:30	9:20			1:35		Ar Elk City, OK	Lv	10:25		3:50		11:05	
X 7:55	X 10:40			3:00		Lv Elk City, OK	Ar	9:00		2:25		9:40	
8:15	11:00			3:30		Ar Amarillo, TX	GL Ar	8:35		X 2:00		X 9:15	
X 10:35	X 1:20			X 5:50		Lv Amarillo, TX	Lv	6:15		11:40		6:55	
4:35	7:00					Lv Dallas, TX	(CT) (487) GL Ar	1:15		6:30		5:10	
11:25	1:50					Ar Amarillo, TX	GL Ar	6:25		11:35		7:55	
12:05	2:50			7:20		Lv AMARILLO, TX	(CT) GL Ar	X 4:55		X 10:15		X 5:30	
X 12:55	3:40			X 8:10		Ar Tucuman, NM (McDonald's)	(MT) Lv	2:05		7:25		2:40	
1:10	4:00			8:30		Lv Tucuman, NM (McDonald's)	Ar	X 1:50		X 6:55		X 2:05	
X 4:00	X 6:50			X 11:20		Ar ALBUQUERQUE, NM	GL Lv	11:00		4:05		11:15	
8:00	7:15					Lv Denver, CO	(578) AAU Ar	10:50				11:20	
4:20	3:25					Ar Albuquerque, NM	Lv	2:25				2:55	
5:10	8:10			12:40		Lv ALBUQUERQUE, NM	GLI Ar	9:35		X 3:05		X 9:55	
6:40	9:40					Ar Grants, NM	Lv	8:05				8:25	
X 7:45	X 10:45			X 2:55		Lv Gallup, NM	Ar	7:00		12:50		7:15	
8:00	11:15			3:10		Ar Gallup, NM (MT)	Ar	X 6:30		X 12:30		X 6:40	
8:25	11:50					Holbrook	(MST) Ar	3:55		9:55		4:05	
X 10:15	X 1:30			5:20		Ar Flagstaff, AZ	GLI Lv	2:15		8:15		2:25	
10:30	1:45			12:50	5:35	Lv Flagstaff, AZ	Ar	X 1:55	2:15	X 8:00		X 2:10	
11:30				1:50	6:35	Camp Verde, AZ			1:10	6:55			
	4:05			3:15	8:00	Ar Glendale		11:25	11:40	5:25			
X 1:05	X 4:30			3:45	X 8:25	Lv PHOENIX, AZ	Lv	11:00	11:15	4:55		11:30	
2:50	6:50			6:50	10:25	Lv Phoenix, AZ	(MST) (580) Ar	10:45		X 4:15		X 11:00	
10:10						San Diego, CA	(PT) Ar	10:30		6:45			
9:00	12:55			12:55	4:25	Ar Los Angeles, CA	(PT) Lv	2:45		7:00		12:45	1:45

g - Greyhound Lines.
JL or J - Jefferson Lines.

Z470-0606W

MONDAY 2-TUESDAY 3-WEDNESDAY 4-THURSDAY 5-FRIDAY 6-SATURDAY 7-SUNDAY X-EXCEPT H-HOLIDAY
All schedules operate daily unless otherwise noted. AM—Light Face Figures. PM—Bold Face Figures. Times shown in ITALICS are by connection.

NASHVILLE - MEMPHIS - LITTLE ROCK - DALLAS

SCHEDULE NUMBER	1227	1529	1535	1539	1537	1511	SCAT
478	Chicago Dallas	Richmond Memphis	Nashville Dallas	Richmond Dallas	Chattanooga Dallas	Richmond Dallas	
FREQUENCY	E						
Richmond, VA	Lv	12 05		8 10		5 55	
Roanoke, VA	Lv	4 35		12 25		10 20	
Knoxville, TN	Lv	12 15		6 15		7 05	
Nashville, TN (CT) (144)	Ar	2 15		8 35		9 30	
Louisville, KY (ET) (444)	Lv	12 30	3 40	7 50	1 35	6 35	
Nashville, TN (CT)	Ar	2 30	5 40	10 00	3 50	8 35	
▲NASHVILLE, TN	Lv	3 15	6 45	11 25	5 00	10 35	
▲Jackson	Ar	↓	8 55	1 35	7 10	↓	
▲Jackson	Lv	↓	9 10	1 50	7 20	↓	
▲Memphis, TN	Ar	7 00	10 45	3 25	8 55	2 20	
Chicago, IL (265)	Lv	9 00	12 01	↓	↓	4 10	
Memphis, TN	Ar	6 50	10 40	↓	↓	2 20	
▲Memphis, TN	Lv	8 00	12 01	4 40	9 50	3 20	
▲Forrest City, AR	↓	↓	1 05	5 45	↓	↓	
▲Little Rock, AR (North Little Rock)	Ar	10 25	2 35	7 15	12 15	5 45	
▲Little Rock, AR (North Little Rock)	Lv	10 40	2 50	7 30	12 30	6 00	
▲Benton (Pilot Sta.) (Exit 121)	Ar	↓	↓	8 00	↓	↓	
▲Benton (Pilot Sta.) (Exit 121)	Lv	↓	↓	8 35	↓	↓	
▲Hot Springs	↓	↓	↓	9 15	↓	7 00	
▲Malvern (Hwy 30-270)	↓	↓	3 40	↓	↓	7 30	8 10
○Sheridan	↓	↓	↓	↓	↓	↓	8 45
▲Fordyce	↓	↓	↓	↓	↓	↓	9 40
▲Camden	↓	↓	↓	↓	↓	↓	10 20
▲El Dorado	↓	↓	↓	↓	↓	↓	10 50
▲Texarkana, AR	Ar	12 55	5 15	11 10	2 45	9 05	
Texarkana, AR (495) GL	Lv	↓	7 00	↓	↓	9 55	
Houston, TX	Ar	↓	2 25	↓	↓	5 35	
▲Texarkana, AR	Lv	1 25	5 45	11 30	3 00	9 40	
▲Mt. Pleasant, TX	↓	↓	6 50	↓	↓	10 40	
▲Sulphur Springs (Pilot Sta.) (Exit 122)	Ar	↓	7 30	↓	↓	11 20	
▲Sulphur Springs (Pilot Sta.) (Exit 122)	Lv	↓	7 45	↓	↓	11 35	
▲Greenville (LP)	↓	↓	8 25	↓	↓	12 10	
▲Mesquite (Hwy 90)	↓	↓	9 00	↓	↓	↓	
▲DALLAS, TX	Ar	4 20	9 40	2 25	5 55	1 15	
Dallas, TX (480)	Lv	7 00	12 30	4 00	7 15	2 10	
Fort Worth, TX (CT)	Ar	7 55	1 25	4 55	8 05	3 00	
El Paso, TX (MT) (580)	Ar	5 45	11 35	3 35	6 35	1 35	
Los Angeles, CA (PT) GL	Ar	10 10	4 20	9 00	11 45	7 20	

SCAT - Operated by South Central Arkansas Transportation.

Z478A-0608W

DALLAS - LITTLE ROCK - MEMPHIS - NASHVILLE

READ DOWN

SCHEDULE NUMBER	1514	SCAT	1508	1500	1504	1502	1510
478	Dallas Richmond		Dallas Richmond	Dallas Chicago	Memphis Cleveland	Dallas Detroit	Memphis Richmond
FREQUENCY	6-21-17						
Los Angeles, CA (PT) (580) Lv	6 15		11 50	2 45		8 15	12 45
El Paso, TX (MT) Lv	12 55		6 15	9 50		3 50	7 30
Fort Worth, TX Lv	1 45		6 25	10 25		4 50	8 00
Dallas, TX (CT) (480) Ar	2 25		7 10	11 25		5 35	8 40
▲ DALLAS, TX Lv	3 00		8 30	12 45		7 20	11 50
▲ Mesquite (Hwy 80) Lv			8 55			8 20	
▲ Greenville Lv			9 50			8 55	
▲ Sulphur Springs (Pilot Sta.) (Exit 122) Ar						9 15	
▲ Sulphur Springs (Pilot Sta.) (Exit 122) Lv			11 05			9 55	
▲ Mt. Pleasant, TX Lv			11 05			11 05	
▲ Texarkana, AR Ar	5 55		12 10	3 40		11 05	2 45
Houston, TX (495) GL Lv				6 15			6 15
Texarkana, AR Ar				7 50			2 20
▲ Texarkana, AR Lv	6 10		12 45	4 10		11 15	3 10
▲ El Dorado Lv			11 30				
▲ Camden Lv			12 01				
▲ Fordyce Lv			12 40				
○ Sheridan Lv			1 30				
▲ Malvern (Hwy 30-270) Lv	7 45		2 20				
▲ Hot Springs Lv	8 15		2 50				
▲ Benton (Pilot Sta.) (Exit 121) Ar	8 55			6 05			
▲ Benton (Pilot Sta.) (Exit 121) Lv	9 25			7 05			
▲ Little Rock, AR (North Little Rock) Ar	9 55		3 50	7 35		1 20	5 30
▲ Little Rock, AR (North Little Rock) Lv	10 05		4 05	7 35		1 45	5 50
▲ Forrest City, AR Ar	11 35		5 35			4 10	8 15
▲ Memphis, TN Ar	12 40		6 40	10 00		4 10	8 15
Memphis, TN (265) Lv	1 15		8 00	11 30		6 00	
Chicago, IL Ar	1 35		5 25	10 30		3 55	
▲ Memphis, TN Lv	1 40		8 30		11 00	5 25	9 20
▲ Jackson Ar	3 15				12 35	7 00	10 55
▲ Jackson Lv	3 25				12 45	7 10	11 05
▲ NASHVILLE, TN Ar	5 40		12 15		2 55	9 20	1 25
Nashville, TN (CT) (444) Lv	7 00		3 00		5 05	10 30	2 05
Louisville, KY (ET) Ar	11 00		7 00		9 05	2 45	6 05
Nashville, TN (CT) (144) Lv	7 20		1 30				2 15
Knoxville, TN (ET) Ar	11 40		5 30				6 35
Roanoke, VA Ar	5 25		1 25				1 25
Richmond, VA Ar	9 55		6 05				5 45

Z478B-0606tw

1-MONDAY 2-TUESDAY 3-WEDNESDAY 4-THURSDAY 5-FRIDAY 6-SATURDAY 7-SUNDAY X-EXCEPT H-HOLIDAY
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