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July 8, 2020

TO: Dixie County Transportation Disadvantaged Coordinating Board

FROM: Lynn Godfrey, AICP, Senior Planner

SUBJECT: Virtual Meeting Announcement

The Dixie County Transportation Disadvantaged Coordinating Board will hold a virtual meeting **Wednesday, July 15, 2020 at 11:00 a.m.** Due to the COVID-19 Public Health Emergency, the meeting will be held by utilizing communications media technology as permitted by Florida Governor's Executive Order No. 20-150 which extends Executive Order No. 2020-69 allowing local government bodies to utilize communications media technology, such as telephonic and video conferencing, as provided in Section 120.54(5)(b)2, Florida Statutes.

The meeting will be conducted via communications media technology in the following format:

DIAL IN NUMBER: **Toll free 1.888.585.9008**

CONFERENCE CODE: **864 183 272**

Please find attached the meeting agenda and supporting materials. If you have any questions concerning the meeting, please do not hesitate to contact me at 1-800-226-0690 extension 110.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting is asked to advise our office at least **2 business days** before the meeting by contacting 352.955.2200 extension 110. If you are hearing or speech impaired, please contact our office using the Florida Relay Service, 1.800. 955.8771 (TDD) or 1.800. 955.8770 (Voice).

Attachment

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**DIXIE COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD
VIRTUAL BUSINESS MEETING ANNOUNCEMENT AND AGENDA**

Virtual Meeting
Dial in Number: Toll free 1.888.585.9008
Conference Code: 864 183 272

Wednesday
July 15, 2020
11:00 a.m.

I. BUSINESS MEETING – CALL TO ORDER

- A. Invocation**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Approval of the Meeting Agenda** **ACTION REQUIRED**
- E. Approval of the June 10, 2020 Minutes** **Page 7** **ACTION REQUIRED**

II. NEW BUSINESS

- A. Bylaws** **Page 11** **ACTION REQUIRED**
The Board needs to review and approve the Bylaws
- B. Grievance Procedures** **Page 31** **ACTION REQUIRED**
The Board needs to review and approve the Grievance Procedures
- C. Trip and Equipment Grant Allocation Methodology** **Page 49** **NO ACTION REQUIRED**
Attached is information about the Trip and Equipment Grant allocation methodology

III. OTHER BUSINESS

- A. Comments**

IV. FUTURE MEETING DATES

- A. October 14, 2020 at 11:00 a.m.**
- B. January 13, 2021 at 11:00 a.m.**
- C. April 14, 2021 at 11:00 a.m.**
- D. July 14, 2021 at 11:00 a.m.**

* Please note that this is a tentative meeting schedule, all dates and times are subject to change.

If you have any questions concerning the enclosed materials, please do not hesitate to contact me at 1-800-226-0690, extension 110.

**DIXIE COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD**

MEMBER/REPRESENTING	ALTERNATE/REPRESENTING
Commissioner Jamie Storey Local Elected Official/Chair	Not Applicable
Sandra Collins, Vice-Chair Florida Department of Transportation Grievance Committee Member	Lauren Adams Florida Department of Transportation
Vacant Florida Department of Children and Families	Vacant Florida Department of Children and Families
Jeff Aboumrاد Florida Department of Education Grievance Committee Member	Vacant Florida Department of Education
Vacant Florida Department of Elder Affairs	Vacant Florida Department of Elder Affairs
Vacant Florida Agency for Health Care Administration	Vacant Florida Agency for Health Care Administration
Helen "Renee" Cooke Florida Agency for Persons with Disabilities	Sylvia Bamburg Florida Agency for Persons with Disabilities
Darlene Strimple Regional Workforce Board	Selvin Cray Regional Workforce Board Grievance Committee Member
Vacant Florida Association for Community Action Term ending June 30, 2023	Vacant Florida Association for Community Action Term ending June 30, 2023
Tim Alexander Public Education Grievance Committee	Vacant Public Education
Vacant Veterans Term ending June 30, 2023	Vacant Veterans Term ending June 30, 2023
Vacant Citizen Advocate Term ending June 30, 2021	Vacant Citizen Advocate Term ending June 30, 2021
Vacant Citizen Advocate - User Term ending June 30, 2021	Vacant Citizen Advocate - User Term ending June 30, 2021
Vacant Persons with Disabilities Term ending June 30, 2021	Vacant Persons with Disabilities Term ending June 30, 2021
Vacant Elderly Term ending June 30, 2023	Vacant Elderly Term ending June 30, 2023
Scott Pendarvis Medical Community Term ending June 30, 2022	Vacant Medical Community Term ending June 30, 2022
Sandra Woodard Children at Risk Grievance Committee Member Term ending June 30, 2022	Brooke Ward Children at Risk Term ending June 30, 2022
Vacant Private Transit Term ending June 30, 2022	Vacant Private Transit Term ending June 30, 2022

DIXIE COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD

VIRTUAL MEETING MINUTES

Virtual Meeting

Dial in Number: Toll free 1.888.585.9008

Conference Code: 864 183 272

Wednesday

June 10, 2020

11:08 a.m.

VOTING MEMBERS PRESENT

Jeff Aboumrad, Florida Department of Education Representative
Sandra Collins, Florida Department of Transportation Representative, Vice-Chair
Helen “Rencee” Cooke, Florida Agency for Persons with Disabilities Representative
Selvin Cray representing Darlene Strimple, Regional Workforce Board Representative
Scott Pendarvis, Local Medical Community Representative

VOTING MEMBERS ABSENT

Tim Alexander, Public Education Representative
Commissioner Jamie Storey, Chair
Sandra Woodard, Early Childhood Services Representative

OTHERS PRESENT

Christina Nalsen, Florida Department of Transportation
Matthew Pearson, Suwannee River Economic Council

STAFF PRESENT

Lynn Godfrey, North Central Florida Regional Planning Council

I. BUSINESS MEETING CALL TO ORDER

Vice-Chair Collins called the meeting to order at 11:08 a.m.

A. Approval of the Meeting Agenda

Ms. Lynn Godfrey, North Central Florida Regional Planning Council Senior Planner, asked the Board to delete agenda item II B. 2020 Transportation Disadvantaged Program awards. She stated that the Florida Commission for the Transportation Disadvantaged cancelled the Annual Training Workshop this year.

ACTION: Selvin Cray moved to approve the meeting agenda with the deletion of agenda item II.B. Jeff Aboumrad seconded; motion passed unanimously.

B. Approval of the January 15 ,2020 Meeting Minutes

ACTION: Selvin Cray moved to approve the January 15, 2020 meeting minutes. Jeff Aboumrad seconded; motion passed unanimously.

II. NEW BUSINESS

A. 2016/21 Dixie County Transportation Disadvantaged Service Plan Annual Update

Ms. Godfrey reviewed the 2016/21 Dixie County Transportation Disadvantaged Service Plan Annual Update. She explained that this plan provides information about the provision of transportation disadvantaged services in Dixie County.

The Board reviewed the 2016/21 Dixie County Transportation Disadvantaged Service Plan Annual Update.

ACTION: Jeff Aboumrad moved to approve the 2016/21 Dixie County Transportation Disadvantaged Service Plan Annual Update. Scott Pendarvis seconded; motion passed unanimously.

B. Elect Vice-Chair

Vice-Chair Collins stated that the Board needs to elect a Vice-Chair.

Jeff Aboumrad nominated Sandra Collins as Vice-Chair. There were no additional nominations.

ACTION: Selvin Cray moved to re-elect Sandra Collins as Vice-Chair. Jeff Aboumrad seconded; motion passed unanimously.

C. Suwannee River Economic Council, Inc. Operations Reports

Mr. Pearson discussed the operations reports. He stated that Suwannee River Economic Council, Inc. has been providing only essential medical trips since the beginning of March due to COVID-19. He said he does not have a date certain for when they will return to providing full services. He also said none of their employees or, to his knowledge, none of their passengers have contracted COVID-19. He said Suwannee River Economic Council, Inc. follows strict safety guidelines when transporting passengers.

Mr. Pearson also stated that the senior centers are closed, but, Suwannee River Economic Council, Inc. is delivering meals to seniors' homes. He said the Florida Department of Transportation has done an outstanding job supporting public transit agencies financially to get them through the pandemic. He said because of the Florida Department of Transportation's support, they have not had to terminate any employees.

Vice-Chair Collins stated that it has been a major team effort by the Florida Department of Transportation and Federal Transit Administration staff to make sure public transit agencies continue providing transportation services during the pandemic.

The Board thanked Suwannee River Economic Council, Inc. and the Florida Department of Transportation for their efforts.

III. OTHER BUSINESS

A. Comments

There were no comments.

IV. FUTURE MEETING DATES

Vice-Chair Collins stated that the next meeting of the Board will be held Wednesday, July 15, 2020 at 11:00 a.m. She thanked everyone for calling into the meeting and asked everyone to stay safe.

Ms. Godfrey stated that due to the uncertainty of the Governor's Executive Order and the inability to reserve meeting space at this time, the July 15, 2020 meeting will be held via teleconference.

ADJOURNMENT

The meeting adjourned at 11:30 a.m.

Coordinating Board Chair

Date



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July 8, 2020

TO: Dixie County Transportation Disadvantaged Coordinating Board
FROM: Lynn Godfrey, AICP, Senior Planner
SUBJECT: Dixie County Transportation Disadvantaged Coordinating Board Bylaws

RECOMMENDATION

Approve the Board's Bylaws.

BACKGROUND

The Florida Commission for the Transportation Disadvantaged requires that the Board review and approve the Bylaws annually. Attached are the Board's Bylaws for review and approval.

If you have any questions concerning the Bylaws, please contact me at extension 110.

Attachment

T:\Lynn\TD2020\Dixie\Memos\bylaws.docx

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Bylaws

July 15, 2020

Dixie County Transportation Disadvantaged Coordinating Board



Dixie County Transportation Disadvantaged Coordinating Board

Bylaws

Approved by the

Dixie County
Transportation Disadvantaged Coordinating Board

2009 NW 67th Place
Gainesville, FL 32653-1603
www.ncfrpc.org/mtpo
352.955.2000

Jaime Storey, Chair

with Assistance from



North Central Florida Regional Planning Council
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Gainesville, FL 32653-1603
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July 15, 2020

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Chapter I: Dixie County Transportation Disadvantaged Coordinating Board Bylaws

A. Preamble

The following sets forth the bylaws which shall serve to guide the proper functioning of the Dixie County Transportation Disadvantaged Coordinating Board. The intent is to provide procedures and policies for fulfilling the requirements of Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code, and subsequent laws setting forth requirements for the coordination of transportation services to the transportation disadvantaged.

B. Agency Description

The Dixie County Transportation Disadvantaged Coordinating Board is a public body appointed by the North Central Florida Regional Planning Council serving as the Designated Official Planning Agency as authorized by Section 427.015, Florida Statutes.

C. Definitions

Transportation disadvantaged means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in Section 411.202, Florida Statutes.

Agency means an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private nonprofit transportation service-providing agency.

Community Transportation Coordinator means a transportation entity recommended by a metropolitan planning organization, or by the appropriate designated official planning agency as provided for in Section 427.011, Florida Statutes in an area outside the purview of a metropolitan planning organization, to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.

Coordinating Board means an advisory entity in each designated service area composed of representatives appointed by the metropolitan planning organization or designated official planning agency, to provide assistance to the community transportation coordinator relative to the coordination of transportation services.

Coordination means the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient and reduces fragmentation and duplication of services.

Designated Official Planning Agency means the official body or agency designated by the Commission to fulfill the functions of transportation disadvantaged planning in areas not covered by a Metropolitan Planning Organization. The Metropolitan Planning Organization shall serve as the designated official planning agency in areas covered by such organizations.

Designated Service Area means a geographical area recommended by a designated official planning agency, subject to approval by the Florida Commission for the Transportation Disadvantaged, which defines the community where coordinated transportation services will be provided to the transportation disadvantaged.

Florida Coordinated Transportation System means a transportation system responsible for coordination and service provisions for the transportation disadvantaged as outlined in Chapter 427, Florida Statutes.

Memorandum of Agreement is the state contract for transportation disadvantaged services purchased with federal, state or local government transportation disadvantaged funds. This agreement is between the Florida Commission for the Transportation Disadvantaged and the Community Transportation Coordinator and recognizes the Community Transportation Coordinator as being responsible for the arrangement of the provision of transportation disadvantaged services for a designated service area.

Transportation Disadvantaged Service Plan means an annually updated plan jointly developed by the Designated Official Planning Agency and the Community Transportation Coordinator which contains a development plan, service plan and quality assurance components. The plan shall be approved and used by the local Coordinating Board to evaluate the Community Transportation Coordinator.

D. Name and Purpose

- (1) The name of the Coordinating Board shall be the Dixie County Transportation Disadvantaged Coordinating Board, hereinafter referred to as the Board.
- (2) The purpose of the Board is to identify local service needs and provide information, advice and direction to the Community Transportation Coordinator on the provision of services to the transportation disadvantaged within the designated service area. In general, the Board is considered an advisory body (Section 427.0157, Florida Statutes).

E. Membership

- (1) Voting Members. In accordance with Section 427.0157, Florida Statutes, all voting members of the Board shall be appointed by the Designated Official Planning Agency. The Designated Official Planning Agency for Dixie County is the North Central Florida Regional Planning Council.
 - (a) An elected official from the service area which the Board serves shall be appointed to the Board.
 - (b) A local representative of the Florida Department of Transportation;
 - (c) A local representative of the Florida Department of Children and Family Services;

- (d) A local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office or Headstart Program in areas where the School District is responsible;
- (e) In areas where they exist, a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- (f) A person recommended by the local Veterans Service Office representing the veterans of the service area;
- (g) A person who is recognized by the Florida Association for Community Action (President), representing the economically disadvantaged in the service area;
- (h) A person over age sixty (60) representing the elderly in the service area;
- (i) A person with a disability representing the disabled in the service area;
- (j) Two citizen advocate representatives in the service area; one who must be a person who uses the transportation service(s) of the system as their primary means of transportation;
- (k) A local representative for children at risk;
- (l) In areas where they exist, the Chairperson or designee of the local Mass Transit or Public Transit System's Board, except in cases where they are also the Community Transportation Coordinator;
- (m) A local representative of the Florida Department of Elder Affairs;
- (n) An experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non profit representative shall be appointed, except where said representative is also the Community Transportation Coordinator;
- (o) A local representative of the Florida Agency for Health Care Administration;
- (p) A representative of the Regional Workforce Development Board established in Chapter 445, Florida Statutes; and
- (q) A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, etc.
- (r) A local representative of the Florida Agency for Persons with Disabilities.

- (s) No employee of a Community Transportation Coordinator shall serve as a voting member of the Coordinating Board in an area where the Community Transportation Coordinator serves. However, an elected official serving as a member of the Community Transportation Coordinator's Board of Directors, or other governmental employees that are not employed for the purpose of making provisions for transportation and are not directly supervised by the Community Transportation Coordinator, shall not be precluded from serving as voting members of the Coordinating Board.

It is the intent of the Florida Commission for the Transportation Disadvantaged for the membership of the Board to represent to the maximum extent possible a cross section of their local community.

- (2) **Alternate Members.** The North Central Florida Regional Planning Council may appoint one alternate member to represent appointed voting members in their absence. Alternate members may vote only in the absence of the voting member on a one-vote-per-member basis. Alternate members must be a representative of the same interest as the primary member.
- (3) **Terms of Appointment.** Except for the Chair, non-agency members of the Board shall be appointed for three-year staggered terms with initial membership being appointed equally for one, two and three years. The Chair shall serve until elected term of office has expired or otherwise replaced by the North Central Florida Regional Planning Council. There are no limits to the number of terms served by any member of the Board.
- (4) **Termination of Membership.** Any member of the Board may resign at any time. Each member of the Board is expected to demonstrate his/her interest in the Board's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. The North Central Florida Regional Planning Council shall review, and consider rescinding, the appointment of any voting member of the Board who fails to attend three consecutive meetings.

F. Officers

- (1) **Chair.** The North Central Florida Regional Planning Council shall appoint an official Chair for all Board meetings. The appointed Chair shall be an elected official from the designated service area that the Board serves (41-2.012(1), Florida Administrative Code). For a multi-county Board, the Chair shall be from one of the counties in the designated service area. The Chair shall serve until their elected term of office has expired or otherwise replaced by the North Central Florida Regional Planning Council. The Chair shall preside at all meetings.
- (2) **Vice-Chair.** The Board shall hold an organizational meeting each year for the purpose of electing a Vice-Chair (41-2.012(2) Florida Administrative Code). The Vice-Chair shall be elected by a majority vote of a quorum of the members of the Board present and voting at the organizational meeting. The Vice-Chair shall serve a term of one year starting with the first meeting after their election. For a multi-county Board, an elected official not serving as the Chair shall serve as Vice-Chair. In the event of the Chair's absence, the Vice-Chair shall assume the duties of the Chairperson and conduct the meeting. The Vice-Chair may serve more than one term.

G. Meetings

- (1) **Regular Meetings.** The Board shall meet at least quarterly. The Board may meet as often as necessary to fulfill its responsibilities as set forth in Section 427.0157, Florida Statutes. All meetings will function under the "Government in the Sunshine Law." Business meetings of the Board may be called, rescheduled, postponed or cancelled for any appropriate purpose by the Chair. All meetings will provide opportunity for public comments on the agenda. The Board shall conduct business using parliamentary procedures according to Roberts Rules of Order.
- (2) **Emergency Meetings.** The Board may hold emergency meetings in order to transact business necessary to ensure the continuation of services to the transportation disadvantaged population. Special meetings may be called by the Chair or by 1/3 of the Board's voting membership.

North Central Florida Regional Planning Council staff shall give the Florida Commission for the Transportation Disadvantaged, Board members and all interested parties one week notice, if possible, of the date, time, location and proposed agenda for the emergency meeting. Meeting materials shall be provided as early as possible. Emergency meetings shall be advertised at a minimum, in the largest general circulation newspaper in the designated service area as soon as possible prior to the meeting.

- (3) **Special Meetings.** Special meetings of the Board may be called for any appropriate purpose by the Chair or by written request of at least seven (7) voting members of the Board. Special meetings of the Board may be rescheduled, postponed or cancelled for any appropriate purpose by the Chair.
- (4) **Public Workshop.** The Board shall hold a public workshop annually. Public workshops may be called, rescheduled, postponed or cancelled for any appropriate purpose by the Chair.
- (5) **Notice of Regular and Special Meetings.** All meetings, public workshops, committee meetings, etc. shall be advertised, at a minimum, in the largest general circulation newspaper in the designated service area prior to the meeting. Meeting notices shall include the date, time and location, general nature/subject of the meeting a contact person and phone number to call for additional information and to request accessible meeting material formats.

Notices and tentative agendas shall be provided to the Florida Commission for the Transportation Disadvantaged, Board members and other interested parties at least two weeks prior to each Board meeting. Meeting notices shall include the date, time, location, general nature/subject of the meeting, a contact person and phone number to call for additional information and to request accessible formats.

- (6) **Quorum.** At all meetings of the Board, 40 percent of the voting members shall be necessary and sufficient to constitute a quorum for the transaction of business. In the absence of a quorum, those present may, without notice other than by announcement at the meeting, recess the meeting from time to time, until a quorum shall be present. At any such recessed meeting, any business may be transacted which might have been transacted at the meeting as originally called. In the absence of a quorum, the members present may also elect to either:
 - a) Cancel and reschedule the meeting; or
 - b) Continue to meet and discuss agenda items for informational purposes only. Agenda items that require formal action shall be presented at a future meeting where a quorum is present.

Board members can participate (and vote) in meetings via conference call, however, a physical quorum must be present to vote on agenda items that require formal action.

- (7) Voting. At all meetings of the Board at which a quorum is present, all matters, except as otherwise expressly required by law or these Bylaws, shall be decided by the vote of a majority of the members of the Board present. As required by Section 286.012, Florida Statutes, all Board members, including the Chair of the Board, must vote on all official actions taken by the Board except when there appears to be a possible conflict of interest with a member or members of the Board.
- (8) Voting Conflicts. In accordance with Chapter 112.3143(2)(a), Florida Statutes, "A state public officer may not vote on any matter that the officer knows would inure to his or her special private gain or loss. Any state public officer who abstains from voting in an official capacity upon any measure that the officer knows would inure to the officer's special private gain or loss, or who votes in an official capacity on a measure that he or she knows would inure to the special private gain or loss of any principal by whom the officer is retained or to the parent organization or subsidiary of a corporate principal by which the officer is retained other than an agency as defined in s. 112.312(2); or which the officer knows would inure to the special private gain or loss of a relative or business associate of the public officer, shall make every reasonable effort to disclose the nature of his or her interest as a public record in a memorandum filed with the person responsible for recording the minutes of the meeting, who shall incorporate the memorandum in the minutes. If it is not possible for the state public officer to file a memorandum before the vote, the memorandum must be filed with the person responsible for recording the minutes of the meeting no later than 15 days after the vote."
- (9) Proxy Voting. Proxy voting is not permitted.
- (10) Parliamentary Procedures. The Board will conduct business using parliamentary procedures according to Robert's Rules of Order, except when in conflict with these Bylaws.
- (11) Attendance. The North Central Florida Regional Planning Council shall review, and consider rescinding, the appointment of any voting member of the Board who fails to attend three consecutive meetings. The North Central Florida Regional Planning Council shall notify the Florida Commission for the Transportation Disadvantaged if any state agency voting member or their alternate fails to attend three consecutive meetings. The North Central Florida Regional Planning Council must maintain an attendance roster for each meeting. Board members can participate (and vote) at meetings via conference call, however, a physical quorum must be present to vote on action items.

12) Public Comment. Public comments shall be limited to three (3) minutes and directed to the Chair. Additional time may be given at the Chair's discretion. The Chair may impose a cumulative time limit for all public comment on any specific agenda item.

Members of the public shall be allowed to address the Board following the making of a motion that has been properly seconded concerning a proposition before the Board. Such comments shall be directed to the Chair.

All comments made by Board members, Board staff, guests and members of the public during any public meeting of the Board shall be governed by the City, County and Local Government Law Section of the Florida Bar Civility Pledge, as follows:

- 1. We will be respectful of one another even when we disagree;

2. We will direct all comments to the issues; and

3. We will avoid personal attacks.

H. Administration

- (1) Staff Support. The North Central Florida Regional Planning Council shall provide the Board with sufficient staff support and resources to enable the Board to fulfill its responsibilities as set forth in Section 427.0157, Florida Statutes. These responsibilities include providing sufficient staff to manage and oversee the operations of the Board and assist in the scheduling of meetings, preparing meeting agenda packets and other necessary administrative duties as required by the Board within the limits of the resources available.
- (2) Minutes. The North Central Florida Regional Planning Council is responsible for maintaining an official set of minutes for each Board meeting regardless of the presence of a quorum. The minutes shall be prepared in a reasonable time following the meeting and shall include an attendance roster indicating what agency, organization or position each member represents and reflect a summary of official actions taken by the Board. Meeting minutes shall be provided at the next regularly scheduled Board meeting for approval.

I. Duties

- (1) Board Duties. The following Board duties are set forth in Chapter 427, Florida Statutes and Rule 41-2, Florida Administrative Code.
 - (a) Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Florida Commission for the Transportation Disadvantaged.
 - (b) Review and approve the Memorandum of Agreement and Transportation Disadvantaged Service Plan.
 - (c) Annually evaluate the Community Transportation Coordinator's performance in general and relative to Florida Commission for the Transportation Disadvantaged and local standards as referenced in Rule 41-2.006, Florida Administrative Code, and the performance results of the most recent Transportation Disadvantaged Service Plan. As part of the Community Transportation Coordinator's performance, the Board shall also set an annual percentage goal increase for the number of trips provided within the system for ridership on public transit, where applicable. In areas where the public transit is being utilized, the Board shall set an annual percentage of the number of trips to be provided on public transit. The Florida Commission for the Transportation Disadvantaged shall provide evaluation criteria for the Board to use relative to the performance of the Community Transportation Coordinator. This evaluation shall be submitted to the Florida Commission for the Transportation Disadvantaged upon approval by the Board.
 - (d) In cooperation with the Community Transportation Coordinator, review all applications for local, state or federal funds relating to transportation of the transportation disadvantaged in the service area to ensure that any expenditures within the county are provided in the most cost effective and efficient manner.

- (e) Review coordination strategies for service provision to the transportation disadvantaged in the service area to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area Community Transportation Coordinators and consolidation of adjacent counties when it is appropriate and cost effective to do so.
- (f) Working with the Community Transportation Coordinator, jointly develop applications for funds that may become available.
- (g) Assist the Community Transportation Coordinator in establishing eligibility guidelines and trip priorities for trips that are purchased with Transportation Disadvantaged Trust Funds.
- (h) Annually review coordination contracts to advise the Community Transportation Coordinator whether the continuation of said contract provides the most cost effective and efficient transportation available.
- (i) Annually review all transportation operator contracts as to the effectiveness and efficiency of the transportation operator and recommend approval or disapproval of such contracts to the Community Transportation Coordinator.
- (j) Annually hold a public workshop for the purpose of receiving input regarding unmet transportation needs or any other areas that relate to the local transportation services provided under Florida's Transportation Disadvantaged Program in Dixie County.
- (k) Annually review the Annual Operations Report.

J. Committees

The Chair subject to approval by the Board shall appoint a Grievance Committee to process and investigate complaints from agencies, users, transportation operators and potential users of the system in the designated service area. The Grievance Committee shall make recommendations to the Board or to the Florida Commission for the Transportation Disadvantaged for improvement of service. The Board shall establish a process and procedures to provide regular opportunities for issues to be brought before the Grievance Committee and to address them in a timely manner. Rider brochures or other documents provided to users or potential users of the system shall provide information about the complaint and grievance process including the publishing of the Florida Commission for the Transportation Disadvantaged's Transportation Disadvantaged Helpline service when local resolution has not occurred. When requested, all materials shall be made available in accessible format. Members appointed to the Grievance Committee shall be voting members of the Board. If a Grievant claims a conflict between the Grievant and a Grievance Committee member, the Grievance Committee member identified as having a conflict shall recuse themselves from hearing the grievance.

Additional committees shall be appointed by the Chair, subject to approval by the Board, as necessary to investigate and report on specific subject areas of interest to the Board and to deal with administrative and legislative procedures.

K. Amendments

These Bylaws may be amended by a majority vote of members present at regular meetings.

L. Certification

The undersigned hereby certifies that he/she is the Chair of the Dixie County Transportation Disadvantaged Coordinating Board and that the foregoing is a full, true and correct copy of the Bylaws of this Board as adopted by the Dixie County Transportation Disadvantaged Coordinating Board the 15th day of July 2020.

Jamie Storey, Chair
Dixie County Transportation Disadvantaged Coordinating Board

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Dixie County Transportation Disadvantaged Coordinating Board

Bylaws Team

Scott R. Koons, AICP, Executive Director

* Lynn Franson-Godfrey, AICP, Senior Planner

* Primary Responsibility



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Dixie County Transportation Disadvantaged Coordinating Board

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July 8, 2020

TO: Dixie County Transportation Disadvantaged Coordinating Board
FROM: Lynn Godfrey, AICP, Senior Planner
SUBJECT: Dixie County Transportation Disadvantaged Coordinating Board Grievance Procedures

RECOMMENDATION

Approve the Board's Grievance Procedures.

BACKGROUND

The Florida Commission for the Transportation Disadvantaged requires that the Board review and approve the Grievance Procedures annually. Attached are the Board's Grievance Procedures for review and approval.

If you have any questions concerning the Grievance Procedures, please contact me at extension 110.

Attachment

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Grievance Procedures

July 15, 2020

Dixie County
Transportation Disadvantaged Coordinating Board



Dixie County Transportation Disadvantaged Coordinating Board

Grievance Procedures

Approved by the

Dixie County
Transportation Disadvantaged Coordinating Board

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Jamie Storey, Chair

with Assistance from



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July 15, 2020

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Chapter I: Dixie County Transportation Disadvantaged Coordinating Board Grievance Procedures

A. Preamble

The following sets forth the procedures for the Dixie County Transportation Disadvantaged Coordinating Board to address grievances from agencies, users, potential users, sub-contractors, and other interested parties concerning Florida's Coordinated Transportation System.

B. Agency Description

The Dixie County Transportation Disadvantaged Coordinating Board, herein after referred to as the Board, is a public body appointed by the North Central Florida Regional Planning Council serving as the Designated Official Planning Agency as authorized by Section 427.015, Florida Statutes.

C. Definitions

Transportation disadvantaged means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in Section 411.202, Florida Statutes.

Agency means an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private nonprofit transportation service-providing agency.

Community Transportation Coordinator means a transportation entity recommended by a metropolitan planning organization, or by the appropriate designated official planning agency as provided for in Section 427.011, Florida Statutes in an area outside the purview of a metropolitan planning organization, to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.

Coordinating Board means an advisory entity in each designated service area composed of representatives appointed by the metropolitan planning organization or designated official planning agency, to provide assistance to the community transportation coordinator relative to the coordination of transportation services.

Coordination means the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient and reduces fragmentation and duplication of services.

Designated Official Planning Agency means the official body or agency designated by the Commission to fulfill the functions of transportation disadvantaged planning in areas not covered by a Metropolitan Planning Organization. The Metropolitan Planning Organization shall serve as the designated official planning agency in areas covered by such organizations.

Designated Service Area means a geographical area recommended by a designated official planning agency, subject to approval by the Florida Commission for the Transportation Disadvantaged, which defines the community where coordinated transportation services will be provided to the transportation disadvantaged.

Florida's Coordinated Transportation System means a transportation system responsible for coordination and service provisions for the transportation disadvantaged as outlined in Chapter 427, Florida Statutes.

Grievance means a written complaint to document any concerns regarding the operation or administration of services provided by Florida's Coordinated Transportation System by the Community Transportation Coordinator, subcontracted transportation operators, the Designated Official Planning Agency, or the Board. A grievance may also be a service complaint that has been left unresolved for more than 45 days.

Memorandum of Agreement is the state contract for transportation disadvantaged services purchased with federal, state or local government transportation disadvantaged funds. This agreement is between the Florida Commission for the Transportation Disadvantaged and the Community Transportation Coordinator and recognizes the Community Transportation Coordinator as being responsible for the arrangement of the provision of transportation disadvantaged services for a designated service area.

Service complaint means routine incidents that occur on a daily basis, are reported to the driver or dispatcher, or to other individuals involved with the daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. All service complaints shall be recorded and a summary of complaints should be provided by the Community Transportation Coordinator on a quarterly basis, to the Board.

Transportation Disadvantaged Service Plan means an annually updated plan jointly developed by the Designated Official Planning Agency and the Community Transportation Coordinator which contains a development plan, service plan and quality assurance components. The plan shall be approved and used by the local Coordinating Board to evaluate the Community Transportation Coordinator.

D. Purpose

- (1) The Board shall appoint a Grievance Committee to serve as a mediator to process, and investigate complaints from agencies, users, potential users of the system and the Community Transportation Coordinator in the designated service area, and make recommendations to the Board for the improvement of service.
- (2) The Board shall establish procedures to provide regular opportunities for issues to be brought before the Grievance Committee and to address them in a timely manner. Members appointed to the Grievance Committee shall be voting members of the Board.

- (3) The Grievance Committee and the Board shall have the authority to hear and advise on grievances. When an entity makes a determination of the rights, duties, privileges, benefits, or legal relationships of a specified person or persons, it is exercising "adjudicative" or "determinative" powers. Deciding a grievance between two independent parties may fall within these parameters, depending on the nature of the grievance. Chapter 427, Florida Statutes grants no adjudicative powers to anyone.

E. Membership

- (1) The Chair, subject to approval by the Board, shall appoint five (5) voting members to a Grievance Committee. The membership of the Grievance Committee shall include broad geographic representation from members of the local Coordinating Board representing the counties in the service area.
- (2) Term limits on the Grievance Committee may coincide with term limits on the Board.

F. Officers

- (1) The Grievance Committee shall elect a Chair and Vice-Chair.

G. Meetings

- (1) The Grievance Committee may meet as often as necessary to fulfill its responsibilities. Meetings may be called, rescheduled, postponed or cancelled at the discretion of the Chair as long as the procedure requirements stated in Section J. (9) and (10) are met. The Grievance Committee may meet following Board meetings to hear complaints and grievances. All meetings will function under the "Government in the Sunshine Law." All meetings will provide opportunity for public comments on the agenda.
- (2) Notice of Meetings. Notices and tentative agendas shall be provided to the Florida Commission for the Transportation, Committee members and other interested parties at least two weeks prior to the meeting. Meeting notices shall include the date, time, location, general nature/subject of the meeting, a contact person and phone number to call for additional information and to request accessible formats.
- (3) Quorum. At all meetings of the Grievance Committee, the presence in person of a majority of the voting members shall be necessary and sufficient to constitute a quorum for the transaction of business. In the absence of a quorum, those present may, without notice other than by announcement at the meeting, recess the meeting from time to time, until a quorum shall be present. At any such recessed meeting, any business may be transacted which might have been transacted at the meeting as originally called.
- (4) Voting. A majority vote is required for actions by the Grievance Committee. As required by Section 286.012, Florida Statutes, all Grievance Committee members, including the Chair, must vote on all official actions taken by the Grievance Committee except when there appears to be a possible conflict of interest with a member or members of the Grievance Committee.

- (5) Conflict of Interest. In accordance with Chapter 112 (Part III), Florida Statutes, "No county, municipal, or other public office shall vote in an official capacity upon any measure which would inure to his or her special private gain or loss, or which the officer know would inure to the special private gain or loss of a principal by whom he or she is retained, of the parent organization or subsidiary of a corporate principal which he or she is retained, of a relative or of a business associate. The officer must publicly announce the nature of his or her interest before the vote and must file a memorandum of voting conflict on Ethics Commission Form 8B with the meeting's recording officer within 15 days after the vote occurs disclosing the nature of his or her interest in the matter."

In cases where a grievance involves the private or personal interests of a member of the Grievance Committee, such member shall be disqualified from hearing such grievance. If a Grievant claims a conflict between the Grievant and a Grievance Committee member, the Grievance Committee member identified as having a conflict shall recuse themselves from hearing the grievance. No member of the Grievance Committee shall appear before the Grievance Committee as an agent or attorney for any person.

- (6) Proxy Voting. Proxy voting is not permitted.
- (7) Parliamentary Procedures. The Grievance Committee will conduct business using parliamentary procedures according to Robert's Rules of Order, except when in conflict with these Grievance Procedures.
- (8) Public Comment. Public comments shall be limited to three (3) minutes and directed to the Chair. Additional time may be given at the Chair's discretion. The Chair may impose a cumulative time limit for all public comment on any specific agenda item.

Members of the public shall be allowed to address the Committee following the making of a motion that has been properly seconded concerning a proposition before the Committee. Such comments shall be directed to the Chair.

All comments made by Committee members, Committee staff, guests and members of the public during any public meeting of the Grievance Committee shall be governed by the City, County and Local Government Law Section of the Florida Bar Civility Pledge, as follows:

1. We will be respectful of one another even when we disagree;
2. We will direct all comments to the issues; and
3. We will avoid personal attacks.

H. Administration

- (1) Staff Support. The North Central Florida Regional Planning Council shall provide the Grievance Committee with sufficient staff support and resources to enable the Grievance Committee to fulfill their responsibilities.
- (2) Minutes. The North Central Florida Regional Planning Council is responsible for maintaining an official set of minutes for each Grievance Committee meeting.

I. Duties

The Grievance Committee shall make recommendations to the Board, the Community Transportation Coordinator, and/or to the Florida Commission for the Transportation Disadvantaged for improvement of service.

J. Procedures

- (1) The grievance procedures shall be open to addressing concerns by any person or agency including but not limited to: purchasing agencies, users, potential users, private-for-profit operators, private-nonprofit operators, Community Transportation Coordinators, Designated Official Planning Agencies, elected officials, and drivers. The grievant, in their formal complaint, should demonstrate or establish their concerns as clearly as possible.
- (2) The Board must make a written copy of the grievance procedures available to anyone, upon request. All documents pertaining to the grievance process will be made available, upon request, in accessible format. The following procedures are established to provide regular opportunities for grievances to be brought before the Grievance Committee.
- (3) Should an interested party wish to file a grievance with the Board, that grievance must be filed in writing within ninety (90) days after the occurrence of the event giving rise to the grievance. The grievance shall be sent to:

Dixie County Transportation Disadvantaged Coordinating Board
Grievance Committee
2009 N.W. 67th Place
Gainesville, FL 32653-1603
- (4) If requested, the North Central Florida Regional Planning Council staff will provide assistance to individuals in preparing written grievances.
- (5) The grievance should try to demonstrate or establish a clear violation of a specific law, regulation, or contractual arrangement. Copies of pertinent laws and regulations may be obtained from North Central Florida Regional Planning Council staff.
- (6) The grievance shall include:
 - a. the name, address and telephone number of the Complainant;
 - b. a statement of the grounds for the grievance and be supplemented by supporting documentation, made in a clear and concise manner; and
 - c. an explanation by the Complainant of the improvements needed to address the complaint.

- (7) If the Board receives a grievance pertaining to the operation of services by the Community Transportation Coordinator, that grievance shall be forwarded to the Community Transportation Coordinator for a written response. The Community Transportation Coordinator's written response shall be provided to the Grievance Committee at least one week prior to the Grievance Committee meeting to hear such grievance.
- (8) If the Complainant does not want to be contacted by the Community Transportation Coordinator concerning the grievance before the grievance is heard, the Community Transportation Coordinator is prohibited from contacting the Complainant.
- (9) Within fifteen (15) working days following the date of receipt of the formal grievance, North Central Florida Regional Planning Council staff shall advise the Grievance Committee of the grievance to schedule a hearing on the grievance and inform the Complainant of the hearing date.
- (10) The Grievance Committee shall meet to hear the grievance within forty-five (45) calendar days from the date of receipt of the grievance.
- (11) North Central Florida Regional Planning Council staff shall send notice of the Grievance Committee's scheduled hearing in writing to the local newspaper of greatest circulation, the Complainant and other interested parties.
- (12) All involved parties have a right to present their views to the Grievance Committee, either orally or in writing. In addition, all parties may present evidence. The Community Transportation Coordinator shall provide transportation to and from Grievance Committee meetings at no charge to complainants who cannot transport themselves to the meetings.
- (13) A written report and any recommendations of the Grievance Committee shall be provided to the Board. A copy of this report shall be provided to the concerned parties within ten (10) working days after the hearing on the grievance and no more than sixty (60) calendar days from the date of receipt of the formal grievance. The Grievance Committee's recommendation will stand unless the recommendation is changed by the Board.
- (14) A written report shall also be provided to the Community Transportation Coordinator's Governing Board.

K. Appeals

- (1) Appeals of recommendations by the Grievance Committee to the Board shall be made within twenty (20) working days from the date when the Grievance Committee makes a recommendation regarding a grievance. The appeal shall be mailed to:

Dixie County Transportation Disadvantaged Coordinating Board
2009 N.W. 67th Place
Gainesville, FL 32653-1603

- (2) The Complainant will be notified in writing of the date, time and place of the Board meeting where the appeal will be heard. This written notice will be mailed at least ten (10) calendar days in advance of the meeting.

- (3) The Board will meet to hear the appeal and render its recommendation within thirty (30) calendar days of the date the appeal was filed. A written copy of the recommendation will be mailed to all parties involved within ten (10) calendar days of the date of the recommendation.
- (4) Should a Complainant remain dissatisfied with the Board's decision, he or she may contact the Florida Commission for the Transportation Disadvantaged at the following address:

Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450
- (5) The Florida Commission for the Transportation Disadvantaged also has an Ombudsman Program to assist individuals with complaints. The toll-free Ombudsman Hotline is 1-800-983-2435. Chapter 427, Florida Statutes does not expressly confer the power or authority for the Florida Commission for the Transportation Disadvantaged to "hear and determine" a grievance between two (2) third parties. The Florida Commission for the Transportation Disadvantaged may choose to listen to grievances and it can investigate them from a fact-finding perspective. It cannot be the "judge" or "arbiter" of the grievance in the sense of determining that one party's version of the facts is right and the other is wrong, and order the wrong party to somehow compensate the right party. On the other hand, the grievance may bring to light a problem within "the system."
- (6) If the grievance showed that one (1) of the parties with whom the Florida Commission for the Transportation Disadvantaged contracts was acting so aberrantly as to not be in compliance with its contract, the Florida Commission for the Transportation Disadvantaged could exercise whatever contractual rights it has to correct the problem.
- (7) The Florida Commission for the Transportation Disadvantaged may take part in the grievance process, if it wants to, for purposes of listening to the grieving parties and gathering the facts of the matter. It may not decide the grievance, where doing so would amount to an exercise of adjudicative powers.

L. Suspension Reconsideration

- (1) If a rider has been issued a notice of suspension of service by the Community Transportation Coordinator, they have ten (10) calendar days from the date of issuance of suspension notice to request a reconsideration hearing on the suspension. If a reconsideration hearing is requested, the hearing will be held by the Grievance Committee if the suspension involves transportation provided under Florida's Transportation Disadvantaged Program.
- (2) The written request must include the name, address and telephone number of the person who is requesting the hearing and a statement as to why his or her riding privileges should not be suspended. If the request is not received within ten (10) calendar days from the issue date of the suspension, then the suspension becomes effective ten (10) calendar days from the date of issue.
- (3) Upon receipt of letter requesting the reconsideration hearing, a hearing shall be held within ten (10) working days. The North Central Florida Regional Planning Council will advise the person requesting the reconsideration hearing by return correspondence of the date, time and location of the hearing.
- (4) The suspended rider will be given the opportunity to present the reasons why they believe the suspension should not take place. The Grievance Committee will make a recommendation whether

or not to uphold the suspension. A written statement of the decision whether or not to uphold the suspension shall be forwarded by certified mail within two (2) working days by the Community Transportation Coordinator to the suspended rider requesting the reconsideration.

M. Prohibition Against Retaliation

The Community Transportation Coordinator shall not take any punitive action against an individual who files a grievance. No individual shall be denied Transportation Disadvantaged Program services because such individual has filed a grievance related to Florida's Transportation Disadvantaged Program or has testified or is about to testify in any such proceeding or investigation related to Florida's Transportation Disadvantaged Program.

N. Alternative Recourse

Apart from these grievance processes, aggrieved parties with proper standing may also have recourse through Chapter 120, Florida Statutes, administrative hearings process or the judicial court system.

O. Certification

The undersigned hereby certifies that he/she is the Chair of the Dixie County Transportation Disadvantaged Coordinating Board and that the foregoing is a full, true and correct copy of the Grievance Procedures of this Board as adopted by the Dixie County Transportation Disadvantaged Coordinating Board the 15th day of July 2020.

Jamie Storey, Chair
Dixie County Transportation Disadvantaged Coordinating Board

Dixie County Transportation Disadvantaged Coordinating Board

Grievance Procedures Team

Scott R. Koons, AICP, Executive Director

- * Lynn Franson-Godfrey, AICP, Senior Planner

- * Primary Responsibility



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July 8, 2020

TO: Dixie County Transportation Disadvantaged Coordinating Board

FROM: Lynn Godfrey, AICP, Senior Planner

SUBJECT: Trip and Equipment Grant Allocation Methodology

RECOMMENDATION

Submit recommendations concerning the Trip and Equipment Grant allocation methodology to the Florida Commission for the Transportation Disadvantaged.

BACKGROUND

The Florida Commission for the Transportation Disadvantaged is conducting a study to explore changes to the Trip and Equipment Grant allocation methodology within Rule Chapter 41-2.014 Florida Administrative Code. Information related to this study can be found at: <https://ctdallocationstudy.com>

Attached are draft recommendations concerning the Trip and Equipment Grant allocation methodology. Also, attached is an initial report published by the Florida Commission for the Transportation Disadvantaged that explores datasets that could be applied to the Trip and Equipment Grant methodology.

If you have any questions concerning the Bylaws, please contact me at extension 110.

Attachment

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Trip and Equipment Grant Allocation Methodology

Recommendations:

1. Provide additional funding to counties that do not receive Urbanized Area Formula Funding (49 U.S.C. 5307) for transit capital and operating assistance.
2. Provide additional funding to Community Transportation Coordinators that provide:
 - >50% Medical Trips with the Trip & Equipment Grant funds
 - <50% Nutritional, Employment, Education/Training/Daycare and Life Sustaining/Other Trips with the Trip & Equipment Grant funds
3. Provide additional funding to Community Transportation Coordinators if the average miles per trip is >20 miles as reported in the most recent Annual Operating Report.
4. Adjust the funding allocation annually based on the percentage of unused Trip and Equipment Grant funds from the previous fiscal year.
5. Take into consideration that counties allocated insufficient funding to maintain or increase trips will continue to receive reduced allocations annually because more trips cannot be provided with less funding.
6. Capitate the number of trips counted for each bus pass.
7. Eliminate total county square miles and public road miles as formula variables.
8. Use the estimated Transportation Disadvantaged county population for the designated service area as a formula variable.

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

Fiscal Year 2020

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Florida Commission for the Transportation Disadvantaged
Funding Allocation Study
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INTRODUCTION

The Florida Commission for the Transportation Disadvantaged (CTD) is an independent state agency administratively assigned to the Florida Department of Transportation (FDOT) that reports directly to the Governor. CTD functions independently of the control, supervision, and direction of FDOT. The Florida Legislature established CTD to accomplish the coordination of transportation services provided to the transportation disadvantaged (TD) population. The authority of CTD is derived from Chapter 427, Florida Statutes, and Rule Chapter 41-2, Florida Administrative Code.

The TD population is comprised of individuals falling into one or a combination of the following four groups:¹

- Older Adults
- Persons with Disabilities
- People with Low Income
- At-Risk Children²

Individuals falling into one or more of these groups who cannot obtain their own transportation due to their age, disability, or income are eligible to receive transportation services funded through CTD so that they may access medical services, work opportunities, educational opportunities, groceries, and other activities essential to achieving personal independence.

Coordinated Transportation System

CTD's ultimate purpose—as laid out in Florida Statutes—is “to assure the cost-effective provision of transportation by qualified CTCs or transportation operators.”³ Community Transportation Coordinators (CTCs) contract with CTD to coordinate the provision of transportation services in every county in Florida. “Coordination” is specifically defined in Chapter 427 as the “arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient, and reduces fragmentation and duplication of services.”⁴

CTD is guided by a philosophy of centralized policy development and decentralized local implementation. To fulfill its statutory obligations, CTD develops policies and procedures for the coordination of transportation services for the TD population, and contracts with CTCs (typically for up to 5 years) to ensure the provision of transportation services at the local level. While CTD establishes guidelines for TD eligibility within the parameters laid out in Florida Statutes, specific eligibility policies are ultimately determined at the local level within such guidelines.

A CTC is responsible for providing and/or contracting for transportation services at the local level. Services may include: paratransit services (which are usually pre-scheduled), door-to-door trips provided on a multi-

¹ Section 427.011(1), Florida Statutes

² Defined in Section 411.202, Florida Statutes

³ Section 427.013, Florida Statutes

⁴ Section 427.011(11), Florida Statutes

Florida Commission for the Transportation Disadvantaged

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passenger vehicle, on-demand trips (where the CTC may subcontract with a taxi-cab or transportation network company to deliver one-on-one trips), and/or bus pass programs (if the CTC operates a fixed bus route). CTCs plan, administer, monitor, coordinate, arrange, and deliver coordinated TD services originating in their designated service areas. Designated service areas for a CTC consist of one or multiple counties, but never parts of any county. Some of the core functions performed by a CTC include:

- Operating a centralized call center
- Scheduling trips
- Gatekeeping duties
- Invoicing purchasing agencies
- Preparing and submitting an annual operating report to CTD
- Determining specific eligibility criteria and trip prioritization for non-sponsored TD trips

The Transportation Disadvantaged Trust Fund (TDTF)⁵ funds the majority of CTD services for eligible individuals through the Trip and Equipment Grant program. Transportation funded from the TDTF are considered “non-sponsored” services, meaning such services “are not sponsored or subsidized by any funding source other⁶ than the Transportation Disadvantaged Trust Fund.”⁷ In order for an eligible individual to qualify for TDTF services, he or she must, at minimum, demonstrate no availability of any other funding or reimbursement (including self-pay), and no means of any other transportation (including public transit). For example, an eligible individual may be enrolled in Medicaid and receive “sponsored” trips to medical appointments covered under Florida’s Medicaid Managed Medical Assistance (MMA) program; however, there may not be a similar funding source for that same individual to access grocery shopping and other life-sustaining activities, where such trips could be reimbursed using TDTF monies.

A CTC may provide “sponsored” transportation to TD individuals with the support of alternative funding sources from other “purchasing agencies.” In addition to Medicaid MMA, some common examples of purchasing agencies include programs at the Agency for Persons with Disabilities and the Department of Elder Affairs. CTCs that operate fixed bus route services may also serve certain groups within the TD population, such as individuals with disabilities who qualify for complementary paratransit services⁸ under the U.S. Americans with Disabilities Act (ADA). All of these services, which currently fall under the “coordinated system,” are captured within the county’s annual operating report (AOR), which is compiled by the CTC and submitted to CTD for publication in its statewide annual performance report.⁹

⁵ Section 427.0159, Florida Statutes

⁶ Other funding sources are commonly referred to as “purchasing agencies,” and include other local, state, and federal programs and agencies.

⁷ Section 427.011(12), Florida Statutes

⁸ The ADA requires operators of fixed bus services to provide complimentary, door-to-door paratransit services to individuals with disabilities who cannot access the fixed route. CTD does not subsidize these services as they are considered a “civil right” mandated by federal law. However, TDTF funds may be used to purchase paratransit trips that go outside the identified complementary ADA paratransit service corridor and/or do not occur during the hours of operation for the fixed route, which are not afforded under the ADA.

⁹ The CTD 2019 Annual Performance Report can be accessed here: <https://ctd.fdot.gov/docs/AORAPRDocs/2018-19 APRFinalDocument.pdf>.

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CTD's Trip and Equipment Grant Program

As mentioned above, the majority of funds within the TDTF are allocated and disbursed through the Trip and Equipment Grant Program. Funding for the program is subject to annual appropriation by the Florida Legislature and with the Governor's approval. CTD then allocates the funds for each county to support the delivery of non-sponsored TD services¹⁰ in the respective state fiscal year, beginning on July 1. The allocated funds are available to each CTC for its designated service area (county or counties), which is established through a grant agreement with CTD. The CTC is reimbursed with the allocated funds after TD services are rendered for the month and certain documentation is submitted to CTD through invoices. In essence, the allocated funds for a service area represent the funds available in that area for reimbursement of TD services in the Trip and Equipment Grant program.

In the 1990s, CTD established a methodology to allocate funds from the Trip and Equipment Grant within Rule Chapter 41-2.014, Florida Administrative Code (F.A.C.).¹¹ The current methodology, which was last updated in State Fiscal Year (SFY) 1999-2000, consists of two major components that determine each county's allocation: 1) "Base Funding," where each county is allocated, upfront, an equivalent amount to its allocation from SFY99-00; and 2) a formula that allocates the remaining funds based on four variables, weighted equally at 25% each, of a county's service area:

- Total county square miles;
- Total county population;
- Total passenger trips reported in the county's AOR; and
- Total vehicle miles traveled for the provision of passenger trips in the county's AOR.

This report examines these components and variables in more detail and explores how each component could be revised to improve on the existing methodology. The following section provides a summary of events that led to the publication of this report, necessitating the CTD to explore changes to the current methodology.

Changes to the Trip and Equipment Grant Allocation Methodology

In 2016, the Florida Legislature directed CTD to explore historical funding and formulas for the allocation of TDTF funds. CTD contracted with the Center for Urban Transportation Research (CUTR) at the University of South Florida to conduct a study to explore changes to the Trip and Equipment Grant allocation methodology pursuant to legislative direction. The study recommended the following changes:

- Adjust Base Funding to establish "jurisdictional equity," where all counties would receive an equal base allocation
- Revise the variable of county population to specifically account for the county's TD population and remove the variable accounting for county square miles
- Adjust the weights given to the variables of passenger trips (20%) and vehicle miles (40%) reported within the county's annual operating report.

¹⁰ Up to 25% of the grant may also be used to purchase capital equipment to deliver such services

¹¹ The rule can be accessed on the Florida Department of State website at:
<https://www.flrules.org/gateway/ruleNo.asp?id=41%E2%80%9002.014>.

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The Legislature directed CTD to implement these changes through legislative proviso within the General Appropriations Acts of 2017-18 and 2018-19. Though these changes impacted certain local CTCs, It did not appear the new methodology had a significant impact on a statewide basis, Therefore, the Legislature did not include these changes in the General Appropriations Act of 2019-20, which resulted in a return to the original methodology established in CTD Rule.

In June 2019, CTD announced a notice for development of rulemaking to explore changes to the Trip and Equipment Grant allocation methodology and other grant programs administered within Chapter 41-2.014, F.A.C.

Shortly after the start of SFY19-20, several local systems experienced a reduction of TD services due to financial losses resulting from the changes in the Trip and Equipment allocation methodology.¹² On November 25, 2019, the Commission voted to “hold harmless” and restore funding to the counties that experienced a decrease in their allocations to prevent further reduction of services for the fiscal year. CTD also announced it would conduct an independent, in-depth analysis of the methodology to facilitate an informative and inclusive process as part of rule development. During the 2020 Legislative Session, the Florida Legislature included \$4.5 million in non-recurring funding within the General Appropriations Act of 2020-21, if approved by the Governor, to continue the “hold harmless” funding for another fiscal year while CTD completes its rule development process.

Insightful consideration of potential impacts resulting from any changes to the allocation methodology is essential. Some of the lessons learned from the back-and-forth transition of methodologies include the need for stakeholders to gain a deeper and more thorough understanding of the methodology—including how each factor within the formula contributes to the final allocation—to better prepare for changes to the program from year to year. Further, changes to the methodology should clearly be guided by a set of principles to ensure consistency with the fundamental purpose of the program. Though any changes to the allocation methodology will result in gains and losses compared to the status quo, it is important that the overriding consideration be to the quantity and quality of transportation available to Florida’s TD population in every area of the state. The next section discusses the scope of this study and how it intends to build upon these lessons learned.

¹² This was especially the case with certain rural systems that also received non-recurring funds in addition to their Trip and Equipment allocation the previous two fiscal years. This short-term funding was intended to assist these systems from the loss of funding from Medicaid when it transitioned to managed care in SFY 2014-15.

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SCOPE OF FUNDING ALLOCATION STUDY

In December 2019, CTD sought out an independent consultant through its state term contract to assist in exploring changes to the Trip and Equipment Grant funding allocation methodology within Rule Chapter 41-2.014, F.A.C. CTD selected Thomas, Howell, Ferguson (THF) as the vendor based on its familiarity with the program through the Quality Assurance contract and a previous study THF conducted on the TD Rate Model. THF and CTD identified the following objectives to accomplish through this study:

1. Conduct an in-depth analysis of the data used within the methodology, including an examination of the impact of potential changes to each of the components;
2. Facilitate stakeholder workshops to gather input on funding models for future consideration; and
3. Develop a final report that summarizes the findings from the analysis, input received from stakeholders, and proposed changes to the formula to be implemented in rule, beginning July 1, 2021.

This initial report fulfills the first objective of the study. It provides an in-depth analysis of each of the components of the methodology, including an exploration of other data sources that could be considered in re-designing the allocation formula. It also presents initial models for consideration and explores the potential impact of each of these models on allocations. This report, along with the accompanying datasets and models for consideration, are posted on a website dedicated to this study: <https://ctdallocationstudy.com/>.

Stakeholders and other interested parties can begin providing their initial input on this study, using the “Submit Feedback:” feature on the website. CTD will also post information on upcoming public workshops to present this information and gather feedback from stakeholders [NOTE: Due to the current shelter-in-place and stay-at-home orders in response to the COVID-19 Coronavirus, these public workshops may be held through web-based platforms].

Guiding Principles of the Study

Developing an effective allocation methodology requires balancing a variety of trade-offs and competing priorities. Funding has an impact on individual riders, transportation provider organizations, planners and administrators, elected and appointed officials, and taxpayers, each with their own point of view on what changes are needed to ensure the program’s success. To balance the priorities of these different stakeholders, it is helpful to establish a set of guiding values that describe the goals of the program and offer a framework in which various proposed changes to the funding methodology can be evaluated.

CTD identified the following guiding principles to provide a framework for the funding allocation study. These principles are intended to ensure the considered changes to the existing methodology align with the goals of the Transportation Disadvantaged program.

***ACCESS** – The purpose of the Commission is to ensure individuals who are transportation disadvantaged (due to disability, low income, or age) have access to activities in the community. A funding model should be built on an understanding of the customers’ needs and what systematic barriers and gaps exist, where every dollar is maximized to enhance access.*

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INNOVATION – *While “access” is a universal goal shared by all customers of the Coordinated System, the solutions to achieve that goal will vary by individual and community. The system must continually innovate in order to find the solutions that best meet the ever-changing needs of the customer. Yet “innovation” is a difficult term to define and put in practice. One expert described the process of innovation as: “Turning an idea into a solution that adds value to the customer.”¹³ A funding model should allow for a certain degree of autonomy for local systems to test for and apply new ideas in their service design.*

COORDINATION – *Chapter 427, Florida Statutes, directs the Transportation Disadvantaged program and its provider network to coordinate with other purchasing agencies to deliver “cost-effective” transportation to customers. A new funding formula should encourage purchasing agencies to collaborate with the coordinated system in serving mutual customers, whenever possible.*

ACCOUNTABILITY – *While the system should allow for local autonomy in using funds to design services that best meet their customers’ needs, it should also have mechanisms in place to ensure funding is fulfilling the purposes set forth by the state. A funding model should include appropriate performance measures, accompanied by a reporting system, to hold local systems accountable to the state taxpayers.*

TRANSPARENCY – *A funding model that is transparent promotes trust and accountability across the system. This can be achieved by making information on payments and services readily available and understandable to all stakeholders.*

¹³ <https://www.ideatovalue.com/inno/nickskillicorn/2016/03/innovation-15-experts-share-innovation-definition/#nicks>

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CURRENT ALLOCATION METHODOLOGY

The “Introduction” section of this report provided a brief overview of the current methodology used to allocate funds for the CTD Trip and Equipment Grant program. This section of the report provides a more in-depth examination of each component that makes up the methodology, including how each variable mathematically determines the allocation for a county.

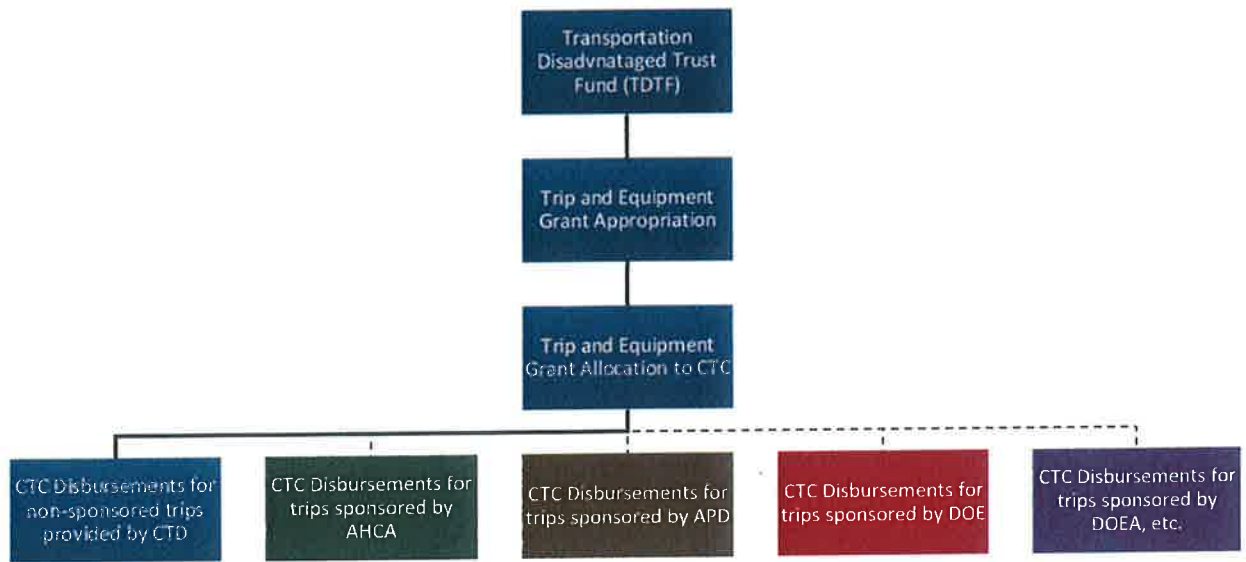
Before reviewing the CTD program’s current allocation methodology, however, it is important to distinguish the difference between how Trip and Equipment Grant funds are allocated on the frontend versus how the same funds are ultimately disbursed on the backend. In making this distinction, it helps to understand the difference between “sponsored” trips and “non-sponsored” trips.

Allocations vs Disbursements

Each county’s total annual allocation is determined by the methodology established in Rule Chapter 41-2, F.A.C. This methodology—which is the focus of this report—determines the total amount of funding made available (the allocations) per county. Allocations are determined from a base amount and a combination of a county’s share of statewide totals for square miles, population, and trips and miles reported in the program’s Annual Operating Report (AOR). The AOR is a comprehensive report of local systems in all 67 of Florida’s counties, and includes not only “non-sponsored” TDTF funded trips, but also “sponsored” trips reimbursed by separate purchasing agencies such as the Agency for Healthcare Administration (AHCA), the Agency for Persons with Disabilities (APD), the Department of Elder Affairs (DOEA), and others.

Once the total allocation is determined for a county through the methodology, CTD issues a Trip and Equipment Grant to the respective CTC operating in that county. A monthly disbursement schedule is established and included in the grant agreement to ensure that services for non-sponsored trips are provided throughout the grant year. The CTC submits monthly invoices to CTD for non-sponsored trips provided to eligible TDTF riders. These invoices include detailed trip information per rider. Only non-sponsored trips (trips not provided by another program or agency outside of CTD) are eligible to receive reimbursement through Trip and Equipment Grant funds. Sponsored trips are reimbursed through separate programs provided by other state, federal, and local entities.

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Allocation Methodology

In reviewing the Trip and Equipment Grant program’s current allocation methodology, it is helpful at the outset to reiterate the methodology as consisting of two core components: 1) Base Funding and 2) Formula Funding. The methodology begins with the Base Funding, which was instituted “to maintain system and service stability.”¹⁴ After Base Funding is determined, all remaining funds are allocated according to a formula that captures certain variables. In essence, the Base Funding exists to provide a level of predictability to allocation amounts—or funding—from one year to the next, while the Formula Funding exists to ensure that TDTF dollars are allocated at least in part according to where TD services appear to be most needed.

Inputs and Weights

As discussed in the “Introduction” section of this report, funding for the Trip and Equipment Grant program is subject to annual appropriation by the Florida Legislature and with the Governor’s approval. The total appropriation for the program in state fiscal year (SFY) 2019-2020 amounted to \$52,216,435.23.¹⁵ Pursuant to the current allocation methodology in Rule Chapter 41-2.014, F.A.C., \$22,169,939.30 of this total was

¹⁴ Rule Chapter 41-2.014(5)(a), Florida Administrative Code (F.A.C.). The rule can be accessed on the Florida Department of State website at: <https://www.flrules.org/gateway/ruleNo.asp?id=41%E2%80%92014>.

¹⁵ This amount was prior to the “hold harmless” funding that was applied to the counties that experienced a decrease in their allocations from the previous year when the methodology changed between SFY 2018-2019 and 2019-2020.

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set aside for “Base Funding”¹⁷ where each county is allocated, upfront, an equivalent amount to its allocation from SFY 1999-2000. This left a remaining total of \$30,047,495.93 to be allocated among the counties according to the existing formula, which weights each county’s statewide share of the following categories 25% each:¹⁸

- Total area in square miles
- Total population
- Total systemwide (AOR) passenger trips provided
- Total systemwide (AOR) vehicle miles traveled in the provision of passenger trips

As an example of how a county’s allocation is calculated under the current methodology, see Alachua County’s figures in the table below.

COUNTY	BASE FUNDING	FORMULA FUNDING (METHODOLOGY INPUTS)				FINAL T&E GRANT ALLOCATION
	1999-2000	CENSUS 2017		AOR 2017-2018		
	TDTF ALLOCATION	Square Miles	Population	Trips	Miles	
Alachua	\$ 314,216.00	902	259,865	88,740	1,129,073	\$ 650,820.54
STATEWIDE	\$ 22,168,939.30	54,157	20,278,447	22,514,853	99,057,595	\$ 52,216,435.23

Alachua starts with a base allocation amount of \$314,216.00, which is equivalent to its base allocation amount in SFY 1999-2000. As mentioned above, the total SFY 1999-2000 base allocation amount for all 67 counties totals \$22,168,939.30. Alachua County’s share of the remaining \$30,047,495.93 in funds is calculated:

STATEWIDE FORMULA FUNDING:	$\\$30,047,495.93 *$
SHARE OF SQUARE MILES:	$[(25\% * 902 \div 54,157)$
SHARE OF TOTAL POPULATION:	$+ (25\% * 259,865 \div 20,278,447)$
SHARE OF AOR TRIPS:	$+ (25\% * 88,740 \div 22,514,853)$
SHARE OF AOR MILES:	$+ (25\% * 1,129,073 \div 99,057,595)]$
ALACHUA TOTAL:	$= \\$336,604.54$

This total share of \$336,604.54 is added to the SFY 1999-2000 base allocation amount of \$314,216.00 for a total allocation of \$650,820.54 in SFY 2019-2020.

Effective Total Distributions

¹⁷ Rule 41-2.014(4), F.A.C.

¹⁸ Rule 41-2.014(5), F.A.C.

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By structuring the methodology and formula in this manner, the program effectively allocates a statewide amount of \$7,511,873.98 for each of the four categories that make up the allocation formula, since 25% of \$30,047,495.93 = \$7,511,873.98. Therefore, each county's share of a category's metric translates to its share of the statewide amount of \$7,511,873.98 effectively dedicated toward that same metric. Again, to take the example of Alachua County, its share of each category can be calculated:

$$\begin{aligned}
 \text{SHARE OF SQUARE MILES:} & \quad (\$7,511,873.98 * 902 \div 54,157) \\
 \text{SHARE OF TOTAL POPULATION:} & \quad + (\$7,511,873.98 * 259,865 \div 20,278,447) \\
 \text{SHARE OF AOR TRIPS:} & \quad + (\$7,511,873.98 * 88,740 \div 22,514,853) \\
 \text{SHARE OF AOR MILES:} & \quad + (\$7,511,873.98 * 1,129,073 \div 99,057,595) \\
 \text{ALACHUA TOTAL:} & \quad = \$336,604.54
 \end{aligned}$$

Alachua's share of square miles is equal to $902 \div 54,157$, which translates to its share of the \$7,511,873.98 dedicated to square miles being **\$125,112.36**. Its share of total population is equal to $259,865 \div 20,278,447$, which translates to its share of the \$7,511,873.98 dedicated to total population being **\$96,263.44**. Its share of AOR trips is equal to $88,740 \div 22,514,853$, which translates to its share of the \$7,511,873.98 dedicated to AOR trips being **\$29,607.29**. Finally, its share of AOR miles is equal to $1,129,073 \div 99,057,595$, which translates to its share of the \$7,511,873.98 dedicated to AOR miles being **\$85,621.44**.

$$\$125,112.36 + \$96,263.44 + \$29,607.29 + \$85,621.44 = \$336,604.54$$

Once again, this total share of \$336,604.54 is added to the SFY 1999-2000 base allocation amount of \$314,216.00 for a total allocation of \$650,820.54 in SFY 2019-2020.

COUNTY	BASE FUNDING	FORMULA FUNDING (TOTAL DISTRIBUTIONS)				FINAL T&E GRANT ALLOCATION
	1999-2000	CENSUS 2017		AOR 2017-2018		
	TDTF ALLOCATION	Square Miles	Population	Trips	Miles	
Alachua	\$ 314,216.00	\$125,112.36	\$96,263.44	\$29,607.29	\$85,621.44	\$ 650,820.54
TOTAL	\$ 22,168,939.30	7,511,873.98	7,511,873.98	7,511,873.98	7,511,873.98	\$ 52,216,435.23

Per Input Allocations

Knowing and understanding the effective total distributions makes it possible to then calculate the total amount allocated for each individual unit in each of the four categories that make up the allocation formula. This measure of per input allocations is significant in that it is the effective *value* that the allocation formula places on each unit. Given the statewide nature of the allocation formula, the value placed on each unit is the same statewide as it is in each county. Continuing with the example of Alachua County, each per input allocation, or value, is calculated:

$$\begin{aligned}
 \text{VALUE PER SQUARE MILE:} & \quad \$125,112.36 \div 902 = \$138.71 \\
 \text{VALUE PER PERSON:} & \quad \$96,263.44 \div 259,865 = \$0.37 \\
 \text{VALUE PER AOR TRIP:} & \quad \$29,607.29 \div 88,740 = \$0.33 \\
 \text{VALUE PER AOR MILE:} & \quad \$85,621.44 \div 1,129,073 = \$0.08
 \end{aligned}$$

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Statewide, each per input allocation, or value, is calculated with the same result:

VALUE PER SQUARE MILE: $\$7,511,873.98 \div 54,157 = \138.71
VALUE PER PERSON: $\$7,511,873.98 \div 20,278,447 = \0.37
VALUE PER AOR TRIP: $\$7,511,873.98 \div 22,514,853 = \0.33
VALUE PER AOR MILE: $\$7,511,873.98 \div 99,057,595 = \0.08

COUNTY	BASE FUNDING	FORMULA FUNDING (PER INPUT ALLOCATIONS)				FINAL T&E GRANT ALLOCATION
	1999-2000	CENSUS 2017		AOR 2017-2018		
	TDTF ALLOCATION	Square Miles	Population	Trips	Miles	
Alachua	\$ 314,216.00	\$138.71	\$0.37	\$0.33	\$0.08	\$ 650,820.54
TOTAL	\$ 22,168,939.30	\$ 138.71	\$ 0.37	\$ 0.33	\$ 0.08	\$ 52,216,435.23

Put simply: this demonstrates the value, or dollar amount, placed on each category of the current allocation formula. It values \$0.33 per trip reported in the AOR, \$0.37 per resident in the county, etc. As this report explores alternative ways of determining a county's allocation, it is important to recognize the value of each unit can be altered as well.

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DATASETS

In addition to understanding how each of the categories calculate the total allocation, it is important to examine the data sources used within each of these categories. Integrity of the data input into the allocation methodology is a prerequisite for integrity of the results output by the calculations. This section includes an exploration of four primary sources of data that are or could be incorporated into the Trip and Equipment program allocation methodology. These datasets—two for estimating inherent demand for TD services and two for estimating or measuring the CTCs’ performance in providing TD services—are used throughout this report. The data sources are:

1. American Community Survey (ACS) 5-year population data
2. Federal Highway Administration (FHWA) public road mileage data
3. CTD Annual Operating Report (AOR) data
4. CTD Trip and Equipment Program Invoice data

Measuring Inherent Demand for Transportation Disadvantaged Services

1) American Community Survey: Estimating the Transportation Disadvantaged Population in Each County

Providing transportation services to the transportation disadvantaged population starts with measuring this population in a comprehensive and reliable way. As Trip and Equipment Grant allocations are determined on an annual basis, it is important to get an updated sense of the transportation disadvantaged population annually as well. Every year, ACS is the premier source for detailed data on population and housing characteristics for many types of geographic areas across the United States, including counties. The survey is intended to help state and local communities, as much as federal agencies, make data-driven decisions.¹⁹ Every question in the survey has “a required purpose and many statistical uses.”²⁰ Data on age,²¹ disability status,²² and poverty status²³ all help state and local officials to plan and provide services and assistance to these populations in an efficient and effective manner.

¹⁹ For more on how state and local government use ACS data, download “Understanding and Using American Community Survey Data: What State and Local Government Users Need to Know”. Available online at: <https://www.census.gov/programs-surveys/acs/guidance/handbooks/state-local.html>.

²⁰ “Top Questions About the Survey”, U.S. Census Bureau. Available online at: <https://www.census.gov/programs-surveys/acs/about/top-questions-about-the-survey.html>.

²¹ “American Community Survey: Why We Ask Questions About . . . Age and Date of Birth” U.S. Census Bureau. Available online at: <https://www.census.gov/acs/www/about/why-we-ask-each-question/age/>.

²² “American Community Survey: Why We Ask Questions About . . . Disability” U.S. Census Bureau. Available online at: <https://www.census.gov/acs/www/about/why-we-ask-each-question/disability/>.

²³ “American Community Survey: Why We Ask Questions About . . . Income” U.S. Census Bureau. Available online at: <https://www.census.gov/acs/www/about/why-we-ask-each-question/income/>.

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Overview of the U.S. Census Bureau's American Community Survey (ACS)

The U.S. Census Bureau's American Community Survey (ACS) is the premier source of detailed population and housing data about the United States. The annual ACS randomly samples about 3.54 million households across every state, the District of Columbia, and Puerto Rico to collect data on demographic, social, housing, and economic characteristics. Unlike the Census Bureau's decennial census²⁴ that is conducted every ten years, the ACS is another legitimate survey that is done on a continuous basis "all year, every year . . . to create up-to-date statistics used by many federal, state, tribal, and local leaders."²⁵

The U.S. Census Bureau provides the following description of the ACS on its website:²⁶

The American Community Survey (ACS) is an ongoing survey that provides vital information on a yearly basis about our nation and its people. Information from the survey generates data that help determine how more than \$675 billion in federal and state funds are distributed each year.

Through the ACS, we know more about jobs and occupations, educational attainment, veterans, whether people own or rent their homes, and other topics. Public officials, planners, and entrepreneurs use this information to assess the past and plan the future. When you respond to the ACS, you are doing your part to help your community plan for hospitals and schools, support school lunch programs, improve emergency services, build bridges, and inform businesses looking to add jobs and expand to new markets, and more.

The U.S. Census Bureau tells ACS respondents that they are "doing your part to ensure decisions about your community can be made using the best data available."²⁷

Geographic Counties

Geography is the underlying framework by which the Census Bureau collects and publishes demographic, social, housing, and economic data for the ACS. "Geography contributes to, and is involved in, ACS sampling, data collection, weighting, and data tabulation activities."²⁸ Geographic areas are classified as either "legal" or "statistical" geographic areas, and organized under the following hierarchy:

²⁴ While "the census is conducted once every 10 years to provide an official count of the entire U.S. population to Congress," the ACS provides more detailed data used to determine the particular social and economic needs of local communities. See commonly asked questions about "The American Community Survey and the 2020 Census" at: <<https://www.census.gov/programs-surveys/acs/about/acs-and-census.html>>.

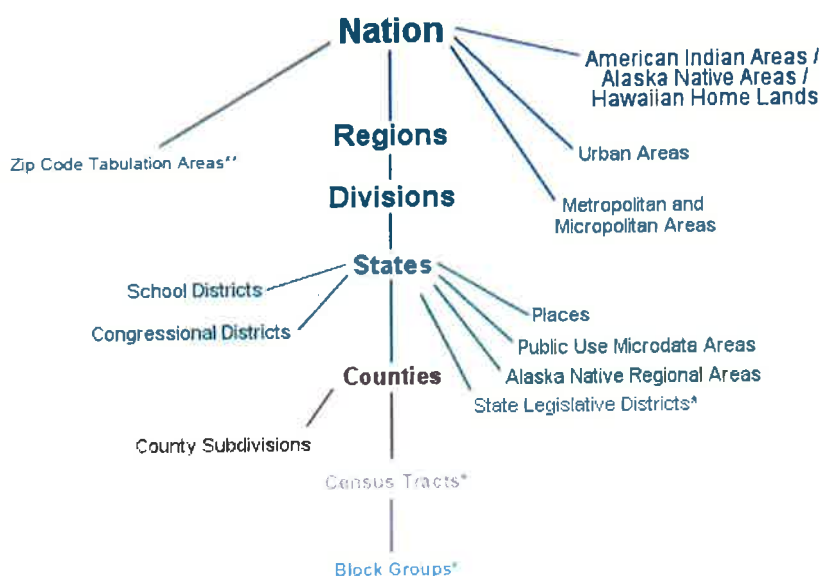
²⁵ "Top Questions About the Survey", U.S. Census Bureau. Available online at: <<https://www.census.gov/programs-surveys/acs/about/top-questions-about-the-survey.html>>.

²⁶ "About the American Community Survey", U.S. Census Bureau. Available online at: <<https://www.census.gov/programs-surveys/acs/about.html>>.

²⁷ "Top Questions About the Survey", U.S. Census Bureau. Available online at: <<https://www.census.gov/programs-surveys/acs/about/top-questions-about-the-survey.html>>.

²⁸ "Concept & Definitions", U.S. Census Bureau. Available online at: <<https://www.census.gov/programs-surveys/acs/geography-acs/concepts-definitions.html>>.

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Like most U.S. states, Florida's primary legal divisions are termed "counties"²⁹ and understood with the same meaning as the term is used in the Census Bureau's geographic hierarchy.³⁰ Therefore, ACS data figures for specific Florida counties refer to the same geographic areas and political subdivisions as CTD's Trip and Equipment Grant allocation determinations made through Rule 41-2.014, F.A.C.³¹

ACS Detailed Tables

As mentioned above, the ACS collects and presents data on demographic, social, housing, and economic characteristics. Within and across these four topics are about 50 different "subjects" for which there are over 1,400 "detailed tables." According to the Census Bureau, "detailed tables are the most comprehensive tables" and "cover all subjects in the ACS."³² Each of these detailed tables is associated with a specific code, starting with the letter **B** or **C**, followed by two digits relating to the table subject, and then three digits "that uniquely identify the table."³³ Understanding table codes helps in locating the specific type of data needed. For data to help estimate the "transportation disadvantaged" population, as it is defined in Florida Statutes,³⁴ one can start with the table subject code for "Disability Status"—18—and quickly find

²⁹ "The state shall be divided by law into political subdivisions called counties." Art. VIII, § 1(a), *Florida Constitution*. Available online at:

<<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=Constitution&Submenu=3&Tab=statutes&CFID=95860836&CFTOKEN=2b4de0ecfb8226c3-60937A99-5056-B837-1A068D65D63E787C#A8>>.

³⁰ See the definition for "County or Statistically Equivalent Entity" at the U.S. Census Bureau's Glossary webpage at: <https://www.census.gov/programs-surveys/geography/about/glossary.html#par_textimage_12>.

³¹ View the rule at the Florida Department of State's website at:

<<https://www.flrules.org/gateway/ruleNo.asp?id=41-2.014>>.

³² "American Community Survey: Which Data Table or Tool Should I Use?" U.S. Census Bureau. Available online at: <<https://www.census.gov/acs/www/guidance/which-data-tool/>>.

³³ "Table Codes" Census Reporter. <<https://censusreporter.org/topics/table-codes/>>.

³⁴ Section 427.011(1), Florida Statutes defines "Transportation disadvantaged" to mean "those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase

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a single table “AGE BY DISABILITY STATUS BY POVERTY STATUS” for which there is a condensed version (C18130) and a more detailed version (B18130). These tables break down the civilian noninstitutionalized population of a given geographic area by “age by disability status³⁵ by poverty status³⁶.” The difference between the condensed and more detailed version is that the more detailed version breaks down the population into twice as many age groups, as demonstrated below. There are no differences between the tables with respect to either disability status or poverty status.

Age Group breakdown in B18130	Age Group breakdown in C18130
Under 5 years	Under 18 years
5 to 17 years	
18 to 34 years	18 to 64 years
35 to 64 years	
65 to 74 years	65 years and over
75 years and over	

ACS 1-year vs 5-year Estimates

Though they are conducted and provided on an annual basis, ACS datasets include both 1-year and 5-year estimates. Using the most recently available ACS datasets as examples, the 2018 ACS 1-year estimates use 12 months of data collected between January 1, 2018 and December 31, 2018, whereas the 2018 ACS 5-year estimates use 60 months of data collected between January 1, 2014 and December 31, 2018.³⁷ In terms of statistical robustness, 5-year estimates have serious advantages for considering their use over 1-year estimates, including larger sample size and greater reliability of accuracy, though they do rely in part on data from earlier years. Conversely, the primary benefit to using 1-year estimates is that they use more current data, albeit with larger margins of error.

transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202.”

³⁵ There are two broad categories for disability status: 1) “With a disability” and 2) “No disability”. “With a disability means having one or more of the following six: 1) “With a hearing difficulty” 2) “With a vision difficulty” 3) “With a cognitive difficulty” 4) “With an ambulatory difficulty” 5) “With a self-care difficulty” and/or 6) “With an independent living difficulty”. For more on ACS subject definition for disability status, see pages 59-62 of the “American Community Survey and Puerto Rico Community Survey 2018 Subject Definitions” at:

<https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2018_ACSSubjectDefinitions.pdf?#>.

³⁶ There are two broad categories for poverty status: 1) “Income in the past 12-months below poverty level” and 2) “Income in the past 12-months at or above poverty level”. For more on ACS subject definition for poverty status, see pages 107-110 of the “American Community Survey and Puerto Rico Community Survey 2018 Subject Definitions” at: <https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2018_ACSSubjectDefinitions.pdf?#>.

³⁷ “When to Use 1-year, 3-year, or 5-year Estimates” U.S. Census Bureau. Available online at: <<https://www.census.gov/programs-surveys/acs/guidance/estimates.html>>.

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Where 5-year estimates really provide value is in providing detailed data for smaller population groups and geographic areas. There are no 1-year estimates available for geographic areas with total populations of less than 65,000, while 5-year estimates are available for all areas. So, while 2018 ACS 5-year estimates are available for all counties in Florida, 2018 ACS 1-year estimates are not available for 21 of Florida's 67 counties, or nearly 40 percent. Further, between the more condensed table C18130 and the more detailed B18130, only C18130 is available in 5-year estimates, necessitating its use if allocations are to be determined at the county level. As section 3 of the Census Bureau's *General Data Users Handbook* states: "For data users interested in obtaining detailed ACS data for small geographic areas (areas with fewer than 65,000 residents), ACS 5-year estimates are the only option."³⁸

2) Public Road Mileage: Estimating Overall Demand for Transportation in Each County

In planning and providing coordinated transportation services to the TD population, it helps to analogize by having a sense of the overall demand for transportation services among the general population, which can be informed through understanding the makeup of transportation infrastructure in a local area. The Federal Highway Administration (FHWA) at the U.S. Department of Transportation is the federal body "responsible for assuring that adequate highway transportation data and systems performance information is available to support its functions and responsibilities, as well as those of the Administration and United States Congress."³⁹ The FHWA collects public road mileage data from state agencies such as Florida's Department of Transportation on all roads open to public travel, including federal, state, county, city, and privately owned roads like toll facilities. All data is required to be certified by the States' Governors by no later than June 1 of each year.

Overview of Federal, State, and Local Data on Public Road Mileage and Travel

Estimating the overall demand for transportation services in a county starts with the total miles of public roads in the county and then estimating total traffic on these roads. The Florida Department of Transportation's (FDOT) Transportation and Data Analytics Office produces annual reports on public road mileage and travel. These reports show Centerline Miles (CLM) and Daily Vehicle Miles Traveled (DVMT), with subtotals by county, urban size, and functional classification. Below are select definitions taken from the glossary section of the Transportation Data and Analytics Office's Reports of Highway Mileage and Travel (DVMT) webpage:⁴⁰

Centerline Miles (CLM) - The length of a road, in miles.

County Road System - Roads under the jurisdiction of one of the 67 counties of Florida. It does not include roads maintained by a county for a city under a maintenance agreement.

Daily Vehicle Miles Traveled (DVMT) - A measure of the total traffic on a road. It is the product of the average daily traffic count and the length of the road.

³⁸ *General Data Users Handbook*, U.S. Census Bureau. Section 3. Page 15. Available online at:

<https://www.census.gov/content/dam/Census/library/publications/2018/acs/acs_general_handbook_2018_ch03.pdf>.

³⁹ "Highway Performance Monitoring System: Field Manual" Federal Highway Administration, U.S. Department of Transportation. December 2016. p. 1-1. Available online at:

<https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf>.

⁴⁰ "Reports of Highway Mileage and Travel (DVMT)" Florida Department of Transportation. Available online at: <<https://www.fdot.gov/statistics/mileage-rpts/default.shtm#Locals>>.

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Functional Classification - A description of how a road functions, using definitions and processes specified by the Federal Highway Administration. A road may be classified as a principal arterial (including Interstates, Other Freeways and Expressways, or others), a minor arterial, a collector (major or minor), or a local road. Principal arterials have a mobility function: they provide for movement from one general area to another. Local roads have an access function: they provide direct access to homes, businesses, and other destinations. The other classifications have both mobility and access functions, with minor arterials providing more mobility, and collectors providing more access.

Lane Miles - The product of centerline miles and number of lanes. A four-lane road, two miles long has eight lane miles.

Public Roads - All roads under the State Highway System, the County Road System, and the City Road System, plus public roads administered by various branches of the U.S. government. Does not include private subdivision roads or roads within shopping centers or other large private areas.

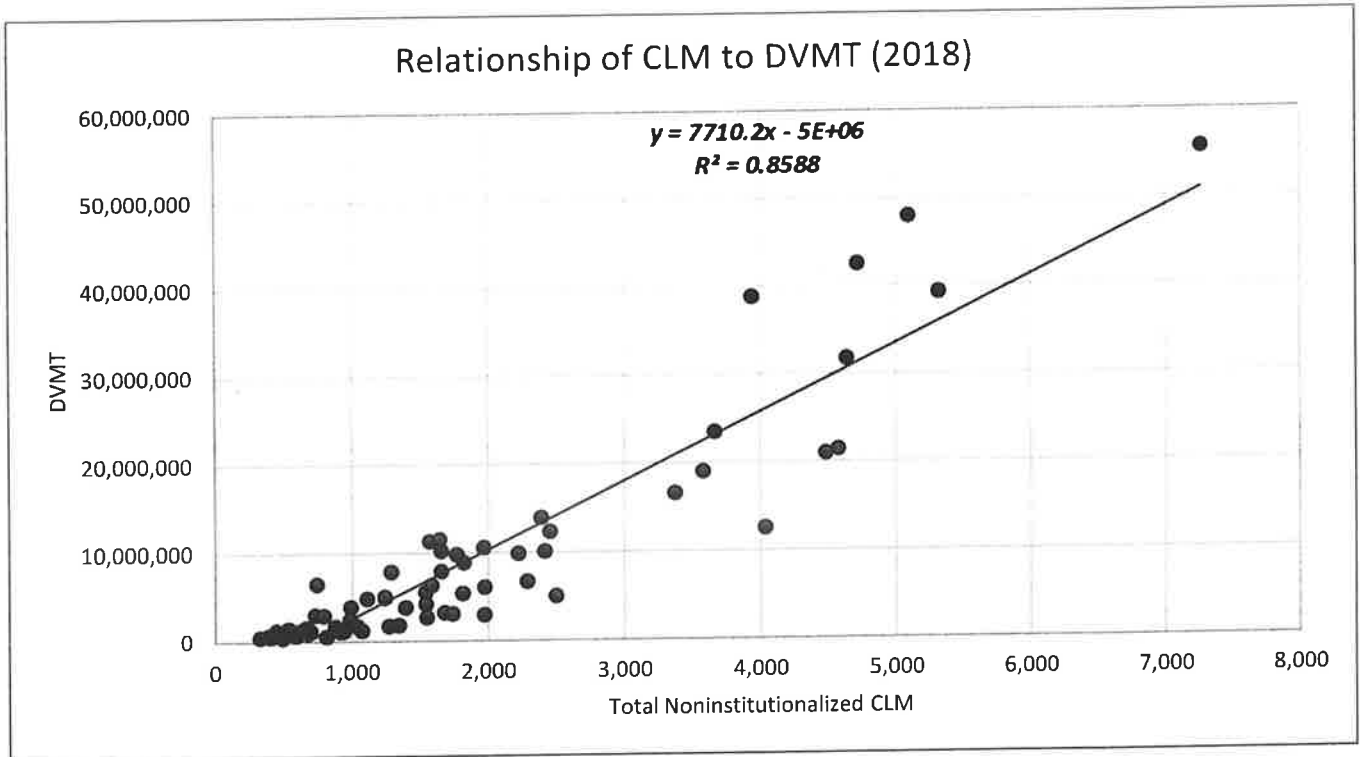
State Highway System - Roads under the jurisdiction of the State of Florida, and maintained by the Florida Department of Transportation or a regional transportation commission; includes roads with Interstate, US, and SR numbers.

Data used in these reports are sent to the U.S. Department of Transportation's Federal Highway Administration (FHWA) each year and used to determine federal highway funding allocations. Local governments in Florida submit data to FDOT on county and city public roads as part of this process, which is required by Section 218.322, Florida Statutes. The FHWA categorizes population areas (or urban size) by rural (populations of less than 5,000), small urban (populations of 5,000 to 49,999), small urbanized (populations of 50,000 to 200,000), and large urbanized (populations of more than 200,000). Population areas and data used in these determinations come from the U.S. Census Bureau.

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Relationship Between Total Population, Square Miles, CLM, and DVMT

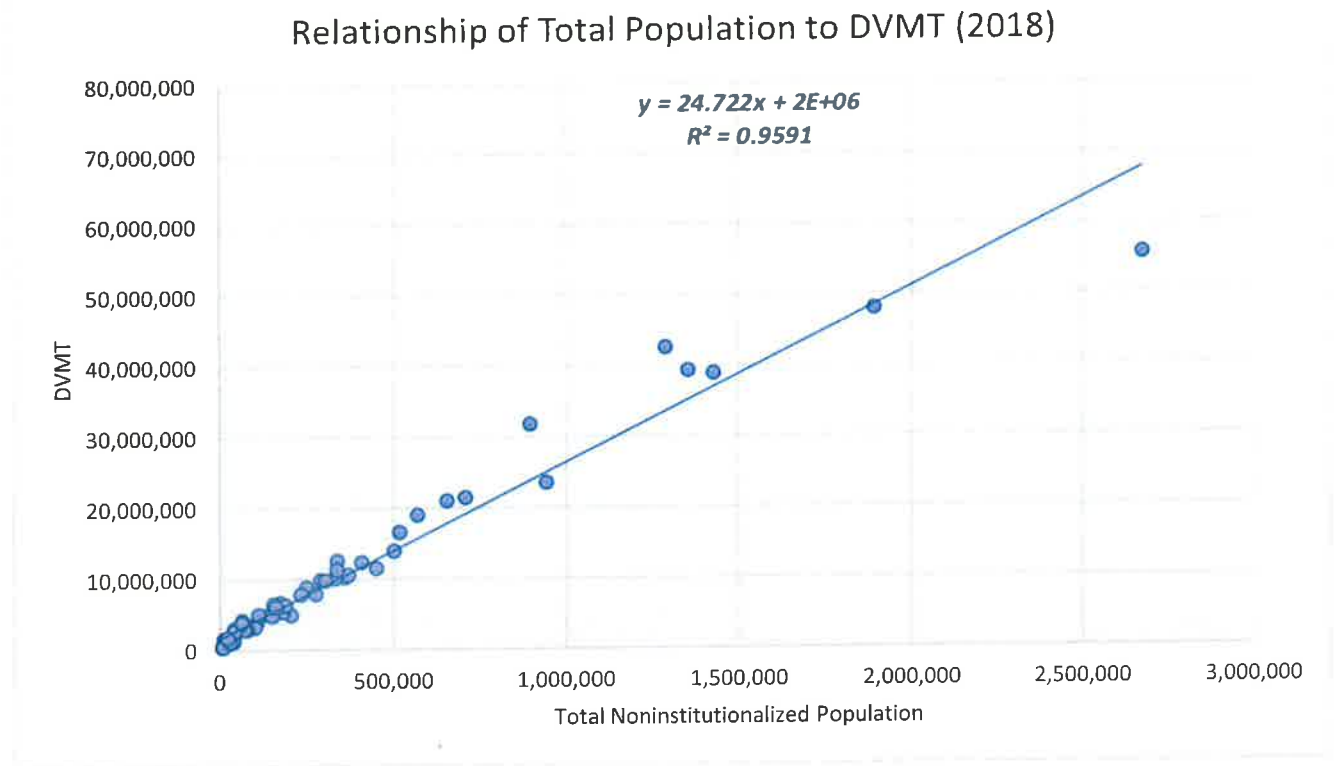
Daily Vehicle Miles Traveled (DVMT) is the measure of total traffic on a road—as a product of the average daily traffic count and the length of the road. Therefore, it is expected that a county's total DVMT would be highly predicted by its total Centerline Miles (CLM), or the total length of all of its roads. The gray scatter plot below of Florida's 67 counties confirms a strong linear relationship between total miles of public roads and total volume of traffic, with CLM being a high predictor of DVMT at an R^2 of 0.8588.⁴¹



⁴¹ The R^2 measure is a commonly used statistical measure of how well a predictive model (made up of independent variables) approximates real data points for a dependent variable. Put simply, it measures the strength of the relationship, or predictive power, between independent variables and a dependent variable.

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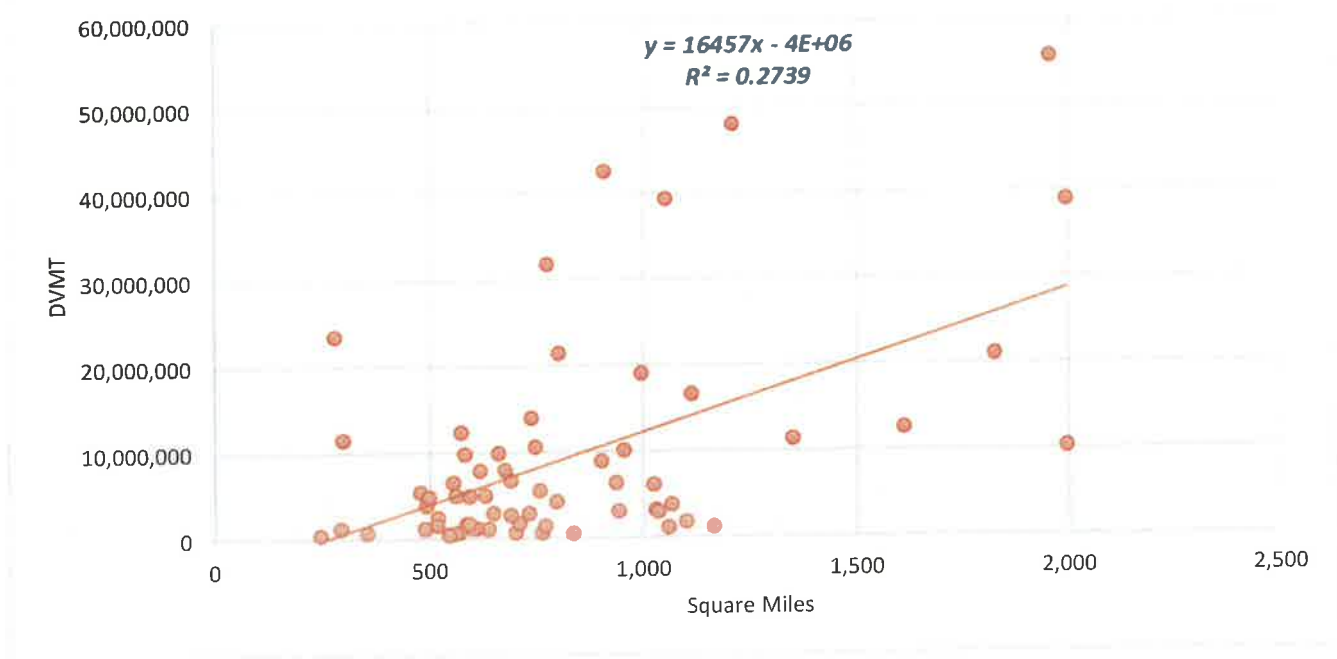
Total population of a county would be expected to be highly correlated with a county's daily traffic count as well, and therefore also highly predictive of its DVMT. The blue scatter plot below of Florida's 67 counties confirms an even stronger relationship of this variable to total volume of traffic, with its predictive power of DVMT achieving an R^2 of 0.9591.



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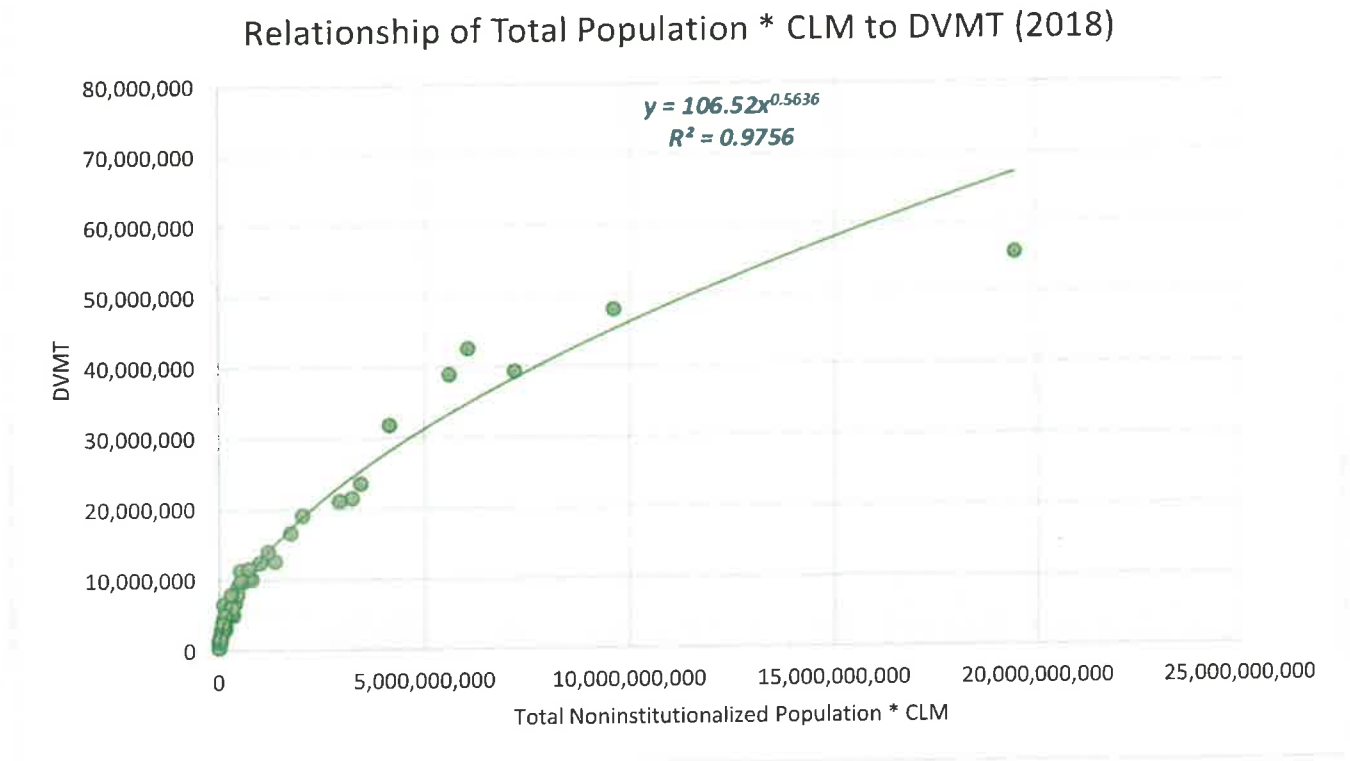
The current allocation methodology does not consider CLM but instead considers a county's square miles. The orange scatter plot below shows the relationship between this variable and a county's DVMT. While there is some predictive power of square miles to DVMT with an R^2 of 0.2739, this is considerably weaker compared to both the total populations and CLM variables.

Relationship of Square Miles to DVMT (2018)



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As stand-alone individual variables, both CLM and total population are powerful predictors of a county's DVMT. To test whether the interaction of these two variables enhances their predictive power, they are multiplied with each other (Total Population * CLM) in the green scatter plot below. With an R^2 of 0.9756, the predictive power of these two variables interacting with one another is greater, though the relationship is one of a diminishing, or plateauing, effect rather than a linear effect.

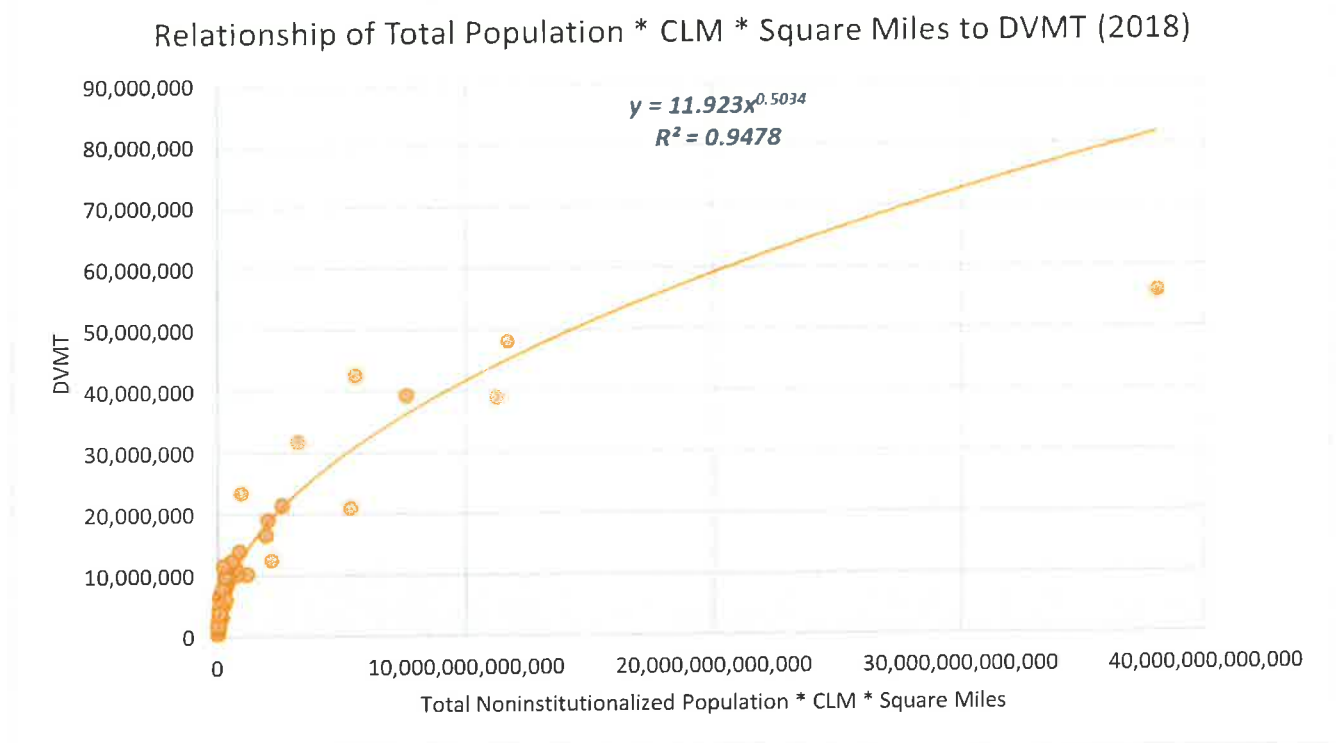


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As a stand-alone independent variable, county square miles has a considerably weaker relationship to DVMT compared to each of the independent variables of county total population and CLM. To test whether the interaction of all three independent variables enhances predictive power compared to just the interaction of total population and CLM alone, square miles is multiplied with total population and CLM (Total Population * CLM * Square Miles) in the gold scatter plot below. With an R^2 of 0.9478, the predictive power is diminished by interacting square miles with total population and CLM, compared to just interacting total population with CLM.



Measuring Performance, or the Provision of Transportation Disadvantaged Services

3) CTD's Annual Operating Reports: Measuring Transportation Services Provided Across the TD System

Overview of Annual Operating Reports

Pursuant to Chapter 427, Florida Statutes, each CTC submits an Annual Operating Report (AOR) to CTD that "provides an overview of the program and a summary of performance trends statewide."⁴² In essence, AORs are intended to "accurately reflect each CTC's operating data, provide a statewide operational profile of the Florida Coordinated Transportation System, and evaluate certain performance aspects of the

⁴² "Annual Operating & Performance Reporting" Florida Commission for Transportation Disadvantaged. Available online at: <<https://ctd.fdot.gov/annualreporting.htm>>.

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coordinated systems individually and as a whole.”⁴³ The AOR data is compiled within the CTD Annual Performance Report, which is published at the beginning of every calendar year.

Qualitative data collected in the AOR include general information about each CTC, network type, operating environment (rural or urban), whether a CTC provides out-of-county trips (Yes or No), and listings of any transportation operators and/or coordination contractors.⁴⁴ For quantitative data, the AOR contains specific counts by trip service type,⁴⁵ revenue source,⁴⁶ passenger type,⁴⁷ trip purpose,⁴⁸ unduplicated passenger head count (UDPHC),⁴⁹ number of unmet trip requests, number of no-shows, number of complaints, and number of commendations. Finally, in addition to other quantitative data on road calls, accidents, vehicle inventory, and number of drivers, AOR data also contains financial data for CTCs on revenue totals from each purchasing agency and expense sources (labor, benefits, services, supplies, taxes, etc.).

⁴³ “Instructions for the Completion of the Annual Operating Report (AOR): FY 2018-19” Florida Commission for Transportation Disadvantaged. p. 3 Available online at:

<<https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf>>.

⁴⁴ Coordination contractors are agencies that have a written contract with the CTC to perform some, if not all of, its own transportation services to a segment within the TD population (e.g., an ARC serving individuals with developmental disabilities, etc). The contractor provides data on its services (trips and miles) to the CTC, which is compiled within the AOR.

⁴⁵ Trip service types in the AOR include: Fixed Route/Fixed Schedule, Deviated Fixed Route, Complementary ADA Service, Paratransit, Ambulatory, Non-Ambulatory, Stretcher Service, Transportation Network Companies (TNC), Taxi, School Board (School Bus), and Volunteers. See: “Instructions for the Completion of the Annual Operating Report (AOR): FY 2018-19” Florida Commission for Transportation Disadvantaged. pp. 10-11 Available online at:

<<https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf>>.

⁴⁶ “Revenue source” means the funding source that purchased a trip. Within the context of AOR definitions, it is synonymous with “purchasing agency.” Revenue sources/purchasing agencies in the AOR include: Agency for Health Care Administration (AHCA), Agency for Persons with Disabilities (APD), Commission for the Transportation Disadvantaged (CTD), Department of Children and Families (DCF), Department of Economic Opportunity (DEO), Department of Education (DOE), Department of Elder Affairs (DOEA), Department of Health (DOH), Department of Juvenile Justice (DJJ), Department of Transportation (DOT), Local Government, Local Non-Government, and other Federal or State Programs. See: “Instructions for the Completion of the Annual Operating Report (AOR): FY 2018-19” Florida Commission for Transportation Disadvantaged. p. 11-12 Available online at:

<<https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf>>.

⁴⁷ “Passenger type” includes those populations identified in the definition for “transportation disadvantaged” in section 427.011(1), Florida Statutes (Older Adults, Children at Risk, Persons with Disabilities, and Low Income) or “Other.” See: “Instructions for the Completion of the Annual Operating Report (AOR): FY 2018-19” Florida Commission for Transportation Disadvantaged. p. 13 Available online at:

<<https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf>>.

⁴⁸ Trip purposes include: Medical, Employment, Educational/Training/Day Care, Nutritional, and Life Sustaining/Other. See: “Instructions for the Completion of the Annual Operating Report (AOR): FY 2018-19” Florida Commission for Transportation Disadvantaged. p. 13 Available online at:

<<https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf>>.

⁴⁹ UDPHC is the “actual number of individual persons who took a trip during the reporting period, regardless of how many trips the person took.” See: “Instructions for the Completion of the Annual Operating Report (AOR): FY 2018-19” Florida Commission for Transportation Disadvantaged. p. 13 Available online at:

<<https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf>>.

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As the AOR data collected by CTD is a compilation of data derived from the submission of each individual CTC, there is inherent risk of inconsistencies in the way the data is gathered and reported from some 60 different sources. This risk of inconsistency is increased when the CTC includes trip and mileage information from coordination contractors, where the CTC may not have oversight or verify the data submitted by these organizations. The site visits conducted bi-annually to gauge CTC compliance with the CTD Trip and Equipment Grant agreements and to determine the accuracy and availability of information used to prepare the AOR indicate widespread variation in the processes used to prepare the AOR and the documentation maintained to support AOR data.

4) Trip and Equipment Program Invoices: Measuring Transportation Services Provided Within the Trip and Equipment Grant Program

Overview of Invoices to CTD for the Provision of Transportation

As described above, the AOR is a comprehensive report that includes system-wide total figures for not only trips funded through CTD's Trip and Equipment Grant program but also trips reimbursed by other programs and agencies such as Medicaid, the Department of Children and Families, the Department of Elder Affairs, etc. At a more granular level, analysis of invoices submitted by each CTC to CTD under Trip and Equipment Grant agreements allow for a more detailed look at the provision of non-sponsored transportation services which are actually reimbursed using Transportation Disadvantaged Trust Fund (TDTF) dollars—the same dollars allocated through the Trip and Equipment Grant methodology that is the subject of this report.

CTCs are required to submit monthly invoices to CTD in order to be reimbursed with Trip and Equipment Grant Allocation funds for services provided to eligible TDTF riders. At the same time, these same funds are expressly prohibited from being used “to supplant or replace funding of transportation disadvantaged services which are currently funded to a grantee by any federal, state, or local governmental agency.”⁵⁰

Monthly invoices submitted by the CTCs to CTD are done using standardized forms and formats prescribed by the Commission in order to ensure consistency. The summary level statistics captured in these forms include basic information such as the CTC's name and the county (or counties) served, and also number of trips *and* total miles driven for each of the following: ambulatory trips, wheelchair trips, stretcher trips,

⁵⁰ COMMISSION FOR THE TRANSPORTATION DISADVANTAGED INVOICING PROCEDURES FOR THE PROVISION OF TRANSPORTATION AND CAPITAL EQUIPMENT. July 1, 2017. p. 1. Available online at: <https://ctd.fdot.gov/docs/GrantDocs/CTDInvoicingProceduresforTranspCapEquip070117.pdf>. Also see: “TD Trust Fund Eligibility Criteria” adopted May 22, 1997. “A customer would not be considered eligible for TDTF when another purchasing agency is responsible for such transportation.” Available online at: <https://ctd.fdot.gov/docs/AboutUsDocs/TDTrustFundEligibilityCriteriaAdoptedMay1997andFS427.pdf>.

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group per passenger⁵¹ trips, group per group trips.⁵² Total figures for any number of bus passes are also included for daily passes, weekly passes, and monthly passes.

To receive reimbursement, however, a CTC must provide more supporting documentation . . .

“ . . . which identifies specific trips designated as eligible for the Transportation Disadvantaged Trust Fund. The Grantee shall provide sufficient documentation for each cost or claim for reimbursement to allow an audit trail to ensure that the services rendered or costs incurred were for those that were provided. The documentation must be sufficiently detailed to comply with the laws and policies of the Florida Department of Financial Services.”⁵³

To satisfy these supporting documentation requirements for paratransit trips, a CTC must provide the following for each paratransit trip (ambulatory, wheelchair, stretcher, group per passenger, group per group):⁵⁴

- | | |
|------------------------|---|
| • DATE OF SERVICE. | Month/Date/Year (00/00/00). |
| • CUSTOMER NAME. | Last name, first name. |
| • COST. | The rate for the given mode of service. |
| • MODE. | Ambulatory, wheelchair, stretcher, etc. |
| • PICK UP TIME. | Hour:minutes AM/PM format (00:00 AM). |
| • ORIGIN ADDRESS. | Trip origin's physical address (street number and name). |
| • ORIGIN CITY. | |
| • DROP OFF TIME. | Hour:minutes AM/PM format (00:00 AM). |
| • DESTINATION ADDRESS. | Trip destination's physical address (street number and name). |
| • DESTINATION CITY. | |
| • MILES. | Total number of miles for the trip. |

⁵¹ CTD defines a “Group per Passenger” trip as “three or more (as defined locally) eligible Transportation Disadvantaged customers on one vehicle being picked up at multiple origins and traveling to one single destination or being picked up from one single origin and traveling to multiple destinations.” *COMMISSION FOR THE TRANSPORTATION DISADVANTAGED INVOICING PROCEDURES FOR THE PROVISION OF TRANSPORTATION AND CAPITAL EQUIPMENT*. July 1, 2017. p. 9. Available online at:

<<https://ctd.fdot.gov/docs/GrantDocs/CTDInvoicingProceduresforTranspCapEquip070117.pdf>>.

⁵² CTD defines a “Group per Group” trip as “three or more (as defined locally) eligible Transportation Disadvantaged customers on one vehicle being picked from a single origin and traveling to one single destination.” *COMMISSION FOR THE TRANSPORTATION DISADVANTAGED INVOICING PROCEDURES FOR THE PROVISION OF TRANSPORTATION AND CAPITAL EQUIPMENT*. July 1, 2017. p. 9. Available online at:

<<https://ctd.fdot.gov/docs/GrantDocs/CTDInvoicingProceduresforTranspCapEquip070117.pdf>>.

⁵³ *COMMISSION FOR THE TRANSPORTATION DISADVANTAGED INVOICING PROCEDURES FOR THE PROVISION OF TRANSPORTATION AND CAPITAL EQUIPMENT*. July 1, 2017. p. 8. Available online at:

<<https://ctd.fdot.gov/docs/GrantDocs/CTDInvoicingProceduresforTranspCapEquip070117.pdf>>.

⁵⁴ *COMMISSION FOR THE TRANSPORTATION DISADVANTAGED INVOICING PROCEDURES FOR THE PROVISION OF TRANSPORTATION AND CAPITAL EQUIPMENT*. July 1, 2017. pp. 8-10. Available online at:

<<https://ctd.fdot.gov/docs/GrantDocs/CTDInvoicingProceduresforTranspCapEquip070117.pdf>>.

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To satisfy these supporting documentation requirements for bus passes, a CTC must provide the following for each bus pass:⁵⁵

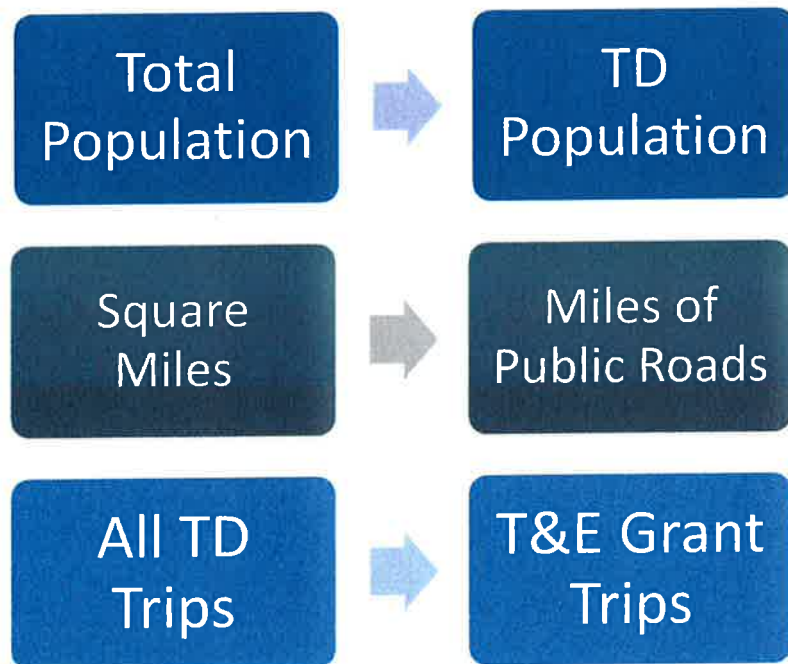
- DATE OF PASS DISTRIBUTION. Month/Date/Year (00/00/00).
- CUSTOMER NAME. Last name, first name.
- BUS PASS NUMBER.
- COST. The rate for the given mode of service.
- MODE. Type of bus pass issues (daily, weekly, monthly).

⁵⁵ COMMISSION FOR THE TRANSPORTATION DISADVANTAGED INVOICING PROCEDURES FOR THE PROVISION OF TRANSPORTATION AND CAPITAL EQUIPMENT. July 1, 2017. p. 10. Available online at: <https://ctd.fdot.gov/docs/GrantDocs/CTDInvoicingProceduresforTranspCapEquip070117.pdf>.

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ANALYSIS OF INDIVIDUAL VARIABLES

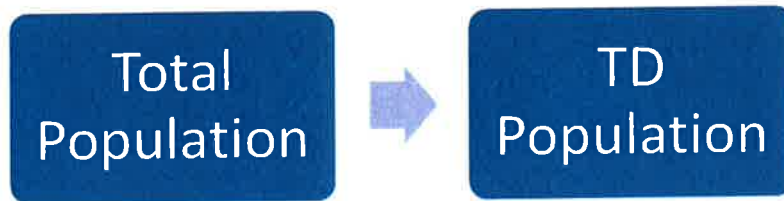
Each of the datasets discussed in the previous section are analogous in some way to the existing variables used in the current Trip and Equipment Grant program allocation formula. The program's current formula balances measures of inherent demand (total population and square miles) with measures of CTCs' performance in provided transportation services to the TD population (AOR trips and AOR miles). Analysis of like variables can provide insight into how the use of different datasets impacts adherence to the guiding principles identified in this report. This section examines how each variable could adhere more to each guiding principle using more precise measures from the datasets described in the previous section. The use of datasets with more precise measures of the Trip and Equipment Grant program's client population, transportation infrastructure, and services provided with Trip and Equipment Grant funds (i.e., non-sponsored trips), allows for greater cost-effective allocation of TDTF dollars with respect to CTD's mission.



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Measuring Demand for Transportation Disadvantaged Services

Estimating the Transportation Disadvantaged Population in Each County



Measuring the TD population is one of the simplest and most straightforward ways of estimating the demand for TD services. While the current methodology looks at the *total* population by county (that is, both TD and non-TD populations), it is possible to still use a single table (C18130) from the exact same data source—the 5-year American Community Survey—as is currently being used for the total population, but that isolates the TD population so that dollars are more directly allocated according to this population that comprises the T&E Grant program’s ultimate stakeholders.

Analysis of Adherence to Guiding Principles

ACCESS: Allocating TDTF dollars according to the TD population significantly enhances the per input allocation (i.e., maximizes every dollar allocated) for the very individuals these funds are intended to serve. This per input allocation enhancement is further analyzed in the quantitative analysis below.

INNOVATION: Overall population figures—whether they be total or TD population—are non-prescriptive measures of inherent demand. By contrast, performance measures that consider specific types of services provided are more prescriptive by nature. The mere presence, and ultimately greater weight, of a non-prescriptive measure like population arguably allows more room for innovation since it makes a CTC’s allocation amount less dependent on providing the same levels and types of services as seen in past years. Finally, the need for innovation in the TD system plausibly increases along with increases to the TD population, but not so much the total population.

COORDINATION: N/A

ACCOUNTABILITY: The TD program is a state program whose eligibility is defined with a level of specificity in Florida Statutes. The TD program exists not for the total population but the TD population. Tailoring allocations more precisely to this subset of the population helps it to function more faithfully to the purposes set forth by state lawmakers.

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TRANSPARENCY: Data on the total population from the ACS 5-year dataset has the important benefit of being well known and well respected. While table C18130 “AGE BY DISABILITY STATUS BY POVERTY STATUS” may not be as immediately as familiar to the general population and even some policymakers, it is from the exact same data source and every bit as readily available and understandable. Therefore, using the TD population rather than the total population from this same data source enhances adherence to the guiding principles as described above without sacrificing transparency. By giving an improved picture of the potential clientele in each county, using table C18130 could even be said to improve transparency.

Quantitative Analysis of Population Variables

In the earlier section of this report, “CURRENT ALLOCATION METHDOLOGY”, it was demonstrated that the current methodology effectively valued each person—TD and non-TD alike—statewide and within each county the same at \$0.37 per person. Below are two sets of tables—TOTAL POPULATION (**TABLE 1A**) and TD ONLY POPULATION (**TABLE 1B**)—to demonstrate how much more an allocation formula factoring just the TD population values this population compared to an allocation formula that counts the whole population. Using an effective allocation of \$7,511,87.98 for population—as is done in the current year allocation methodology—a value per TD population individual comes out to \$0.37 per individual when factoring the total population vs \$0.99 per individual when factoring only the TD population.

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TABLE 1A-1: TRIP & EQUIPMENT GRANT ANALYSIS OF POPULATIONS - TOTAL POPULATION (METHODOLOGY INPUTS)

COUNTY	ACS 5 YEAR - AGF BY DISABILITY STATUS BY POVERTY STATUS (C18130)														SHARE OF A \$7,511,873.98 DISTRIBUTION
	2018														
	Under 18 Years				18 to 64 Years				65 Years and Over						
	No Disability		With a Disability		No Disability		With a Disability		No Disability		With a Disability				
	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty			
WEIGHT	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Alachua	9,167	35,875	409	1,289	36,619	116,016	4,767	9,792	1,743	21,023	1,367	9,945	\$	92,514.84	
Baker	1,166	5,109	100	184	1,571	10,979	531	1,991	188	1,707	108	1,396	\$	9,336.83	
Bay	7,267	28,862	792	1,871	10,558	79,425	4,961	13,866	1,249	15,210	1,530	11,521	\$	66,067.32	
Bradford	1,463	3,441	172	254	1,653	9,408	949	1,427	320	2,348	182	1,684	\$	8,691.87	
Brevard	17,763	82,418	1,652	3,304	33,053	259,537	9,448	30,743	6,327	80,685	4,235	39,915	\$	212,281.45	
Broward	72,320	316,533	3,283	11,359	119,302	975,943	22,266	70,192	22,890	176,174	15,153	85,776	\$	705,462.81	
Calhoun	273	2,594	26	117	566	5,095	343	922	101	980	200	1,119	\$	4,601.64	
Charlotte	3,339	16,826	674	1,055	7,657	61,744	2,964	11,047	2,878	42,836	1,740	20,513	\$	64,635.28	
Citrus	5,471	14,020	534	716	9,100	48,443	3,957	7,518	2,683	30,586	1,692	15,680	\$	52,372.81	
Clay	5,961	40,228	614	1,673	10,365	99,867	2,722	11,699	1,376	17,966	745	10,381	\$	75,946.91	
Collier	13,408	47,853	681	1,291	21,170	152,724	2,401	9,224	4,889	78,978	1,759	25,922	\$	134,401.15	
Columbia	3,536	10,538	275	452	4,248	26,566	1,742	4,745	484	6,088	830	4,508	\$	23,878.12	
DeSoto	2,584	4,011	139	134	5,351	12,542	837	1,260	591	4,567	322	2,191	\$	12,880.20	
Dixie	809	1,933	94	71	1,304	4,915	830	1,097	254	1,872	107	1,449	\$	5,496.53	
Duval	45,660	150,605	3,142	6,933	61,239	442,230	17,298	48,934	6,279	68,421	6,140	39,584	\$	334,404.46	
Escambia	13,101	46,926	1,110	2,579	17,091	136,138	6,154	17,384	1,697	30,309	1,525	15,372	\$	107,948.41	
Flagler	3,162	13,955	93	762	5,809	43,867	1,386	5,564	1,412	20,754	713	8,502	\$	39,532.89	
Franklin	649	1,137	77	56	783	3,896	372	673	140	1,308	70	964	\$	3,776.88	
Gadsden	3,573	5,252	525	322	3,781	17,159	1,770	2,768	422	3,870	411	2,779	\$	15,902.83	
Gilchrist	798	2,090	125	232	1,246	6,771	537	1,052	86	1,806	114	1,346	\$	6,044.14	
Glades	476	1,551	37	32	873	4,787	174	745	285	1,674	216	1,275	\$	4,522.94	
Gulf	478	2,020	55	58	884	5,993	244	813	140	1,558	99	1,263	\$	5,075.01	
Hamilton	998	1,461	78	148	1,266	3,689	529	658	155	932	217	856	\$	4,098.43	
Hardee	3,028	3,910	77	128	2,720	10,304	357	769	307	2,527	286	968	\$	9,467.76	
Hendry	3,521	6,751	138	326	5,130	15,986	902	1,554	424	2,608	469	1,632	\$	14,712.51	
Hernando	5,722	25,706	627	1,033	10,714	71,661	3,981	10,904	2,962	28,868	1,692	16,127	\$	67,143.50	
Highlands	5,465	10,764	391	735	7,813	32,860	2,645	5,047	1,868	21,247	1,149	10,641	\$	37,535.71	
Hillsborough	60,516	238,085	3,585	8,101	101,882	674,410	21,332	58,702	11,470	109,912	9,103	56,417	\$	504,895.85	
Holmes	1,134	2,379	81	81	1,651	6,320	1,038	1,633	199	1,633	383	1,475	\$	6,539.89	
Indian River	4,558	19,180	227	731	7,483	60,277	2,401	7,155	2,049	30,887	1,444	12,907	\$	55,692.36	
Jackson	2,290	5,951	218	242	3,628	15,924	1,265	2,499	401	4,248	543	3,221	\$	15,081.43	
Jefferson	394	1,778	21	103	733	4,965	284	567	77	1,887	153	805	\$	4,389.39	
Lafayette	380	1,540	5	17	558	3,048	256	260	70	346	175	525	\$	2,678.32	
Lake	11,746	50,307	862	1,829	17,178	139,286	4,692	18,071	4,343	53,861	2,514	26,515	\$	123,547.60	
Lee	28,513	94,474	1,371	3,499	45,000	302,885	8,361	28,496	10,798	130,017	4,902	50,073	\$	264,247.29	
Leon	9,196	41,183	803	1,997	38,275	131,689	5,321	12,014	1,172	21,771	1,337	10,593	\$	102,712.99	
Levy	2,421	4,740	202	401	3,200	15,526	1,273	2,418	812	4,901	269	3,316	\$	14,726.68	
Liberty	139	1,061	8	105	391	3,157	195	627	81	414	92	675	\$	2,590.66	
Madison	1,425	1,877	32	33	1,924	5,903	637	1,056	415	1,661	170	1,215	\$	6,098.22	
Manatee	13,255	52,505	1,000	2,331	19,636	162,493	5,201	15,256	4,694	64,694	2,243	26,155	\$	137,819.19	
Marion	16,569	43,221	1,535	2,319	22,890	129,117	7,240	17,278	4,148	60,443	3,882	29,196	\$	126,022.25	
Martin	3,868	21,146	308	684	6,763	66,198	2,252	6,383	2,126	30,582	895	12,972	\$	57,511.98	
Miami-Dade	126,790	404,119	6,232	11,812	227,431	1,368,132	34,317	80,345	52,394	224,292	35,387	103,678	\$	997,817.20	
Monroe	1,925	9,139	36	262	4,093	38,660	1,085	2,838	1,267	10,835	449	3,567	\$	27,662.09	
Nassau	1,911	13,331	147	570	3,521	36,935	1,297	5,080	664	10,283	627	5,004	\$	29,607.05	
Okaloosa	6,699	34,985	541	1,730	9,817	88,865	3,178	11,577	930	17,957	1,179	10,397	\$	70,074.74	
Okeechobee	3,008	4,759	182	227	3,648	15,035	829	2,171	590	4,653	238	2,057	\$	13,950.04	
Orange	60,758	218,629	5,079	8,336	104,811	666,593	19,596	56,468	9,731	84,897	7,099	45,416	\$	480,238.11	
Osceola	17,526	59,874	2,306	3,445	24,079	160,556	5,784	20,204	2,695	23,159	2,399	14,148	\$	125,401.91	
Palm Beach	50,751	216,700	1,923	4,052	29,289	220,967	8,940	27,520	6,588	66,564	4,233	35,460	\$	187,159.29	
Pasco	17,050	79,625	1,445	4,052	29,289	220,967	8,940	27,520	6,588	66,564	4,233	35,460	\$	187,159.29	
Pinellas	27,764	122,518	1,697	5,112	55,970	442,578	16,040	48,281	13,162	135,834	8,464	65,170	\$	351,610.27	
Polk	34,735	104,293	3,646	4,676	44,333	284,173	12,817	34,765	7,945	77,929	5,273	40,400	\$	244,326.22	
Putnam	5,584	8,596	236	665	7,384	26,316	2,456	3,875	1,276	9,090	687	4,954	\$	26,529.21	
St. Johns	4,084	44,803	200	1,606	10,531	114,544	2,418	9,400	1,696	30,401	725	11,973	\$	86,610.22	
St. Lucie	12,430	45,852	723	2,270	20,060	130,967	5,068	14,770	4,149	41,813	3,086	21,376	\$	112,864.14	
Santa Rosa	4,825	30,395	479	1,448	6,714	78,328	2,717	10,268	549	14,422	813	9,892	\$	60,001.18	
Sarasota	8,439	48,542	519	1,659	17,419	167,078	3,919	15,570	5,938	95,827	3,021	38,593	\$	151,643.85	
Seminole	13,125	78,649	1,098	2,768	26,294	239,302	4,898	17,872	3,919	42,375	1,986	17,927	\$	167,941.01	
Sumter	1,911	6,279	35	380	3,553	28,075	1,152	3,376	2,137	47,664	1,051	15,905	\$	41,599.06	
Suwannee	2,576	6,079	268	399	3,223	17,076	936	3,165	224	4,753	303	3,198	\$	15,739.45	
Taylor	1,090	2,660	53	241	1,238	6,515	713	1,527	266	2,204	208	1,332	\$	6,731.95	
Union	872	1,773	102	101	841	3,764	192	540	80	870	44	522	\$	3,618.72	
Volusia	18,816	69,151	1,292	3,108	36,205	225,927	11,124	28,920	5,719	72,873	5,544	38,818	\$	193,039.67	
Wakulla	811	5,424	176	384	1,108	13,442	774	1,794	309	2,579	94	1,370	\$	10,543.57	
Walton	3,256	9,274	180	383	3,817	28,616	1,330	4,068	389	7,538	389	4,252	\$	23,684.15	
Washington	1,309	3,194	120	217	2,159	8,606	842	1,224	111	2,185	360	1,500	\$	8,149.45	
TOTAL	815,607	3,090,239	54,893	122,416	1,385,739	9,458,445	313,917	900,300	246,590	2,426,508	166,336	1,156,696	\$	7,511,873.98	

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

Fiscal Year 2020

TABLE 1A-2: TRIP & EQUIPMENT GRANT ANALYSIS OF POPULATIONS - TOTAL POPULATION (TOTAL DISTRIBUTIONS)

COUNTY	WEIGHT	ACS 5-YEAR AGE BY DISABILITY STATUS BY POVERTY STATUS (C18110)														SHARE OF A \$7,511,873.98 DISTRIBUTION										
		2018																								
		Under 18 Years				18 to 64 Years				65 Years and Over																
		No Disability		With a Disability		No Disability		With a Disability		No Disability		With a Disability														
		Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty											
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0												
Alachua	\$	3,419.53	\$	13,382.30	\$	152.57	\$	480.83	\$	13,659.83	\$	43,276.95	\$	1,778.21	\$	3,652.67	\$	650.18	\$	7,842.12	\$	509.93	\$	3,709.74	\$	92,514.84
Baker	\$	434.95	\$	1,905.79	\$	37.30	\$	68.64	\$	586.02	\$	4,095.45	\$	198.08	\$	742.69	\$	70.13	\$	636.75	\$	40.29	\$	520.74	\$	9,336.83
Bay	\$	2,710.78	\$	10,766.27	\$	295.44	\$	697.93	\$	3,938.41	\$	29,627.56	\$	1,850.58	\$	5,172.37	\$	465.91	\$	5,673.72	\$	570.73	\$	4,297.63	\$	66,067.32
Bradford	\$	545.74	\$	1,283.58	\$	64.16	\$	94.75	\$	616.61	\$	3,509.43	\$	354.00	\$	532.31	\$	119.37	\$	875.86	\$	67.89	\$	628.18	\$	8,691.87
Brevard	\$	6,626.06	\$	30,744.03	\$	616.24	\$	1,232.48	\$	12,329.62	\$	96,813.97	\$	3,524.35	\$	11,467.93	\$	2,360.13	\$	30,097.58	\$	1,579.76	\$	14,889.32	\$	212,281.45
Broward	\$	26,977.22	\$	118,074.94	\$	1,224.64	\$	4,237.20	\$	44,502.71	\$	364,051.80	\$	8,305.79	\$	26,183.42	\$	8,538.56	\$	65,717.43	\$	5,652.46	\$	31,996.65	\$	705,462.81
Calhoun	\$	101.84	\$	967.63	\$	9.70	\$	43.64	\$	211.13	\$	1,900.57	\$	127.95	\$	343.93	\$	37.68	\$	365.57	\$	74.61	\$	417.42	\$	4,601.64
Charlotte	\$	1,245.53	\$	6,276.53	\$	251.42	\$	393.54	\$	2,856.26	\$	23,032.10	\$	1,105.65	\$	4,120.81	\$	1,073.57	\$	15,978.93	\$	649.06	\$	7,651.88	\$	64,635.28
Citrus	\$	2,040.82	\$	5,229.82	\$	199.20	\$	267.09	\$	3,394.53	\$	18,070.48	\$	1,476.06	\$	2,804.41	\$	1,000.83	\$	11,409.36	\$	631.16	\$	5,849.04	\$	52,372.81
Clay	\$	2,223.61	\$	15,006.08	\$	229.04	\$	624.07	\$	3,866.41	\$	37,252.96	\$	1,015.38	\$	4,364.03	\$	513.28	\$	6,701.78	\$	277.90	\$	3,872.38	\$	75,946.91
Collier	\$	5,001.53	\$	17,850.40	\$	254.03	\$	481.58	\$	7,896.95	\$	56,969.97	\$	895.63	\$	3,440.79	\$	1,823.72	\$	29,460.82	\$	656.15	\$	9,669.57	\$	134,401.15
Columbia	\$	1,319.02	\$	3,930.94	\$	102.58	\$	168.61	\$	1,584.61	\$	9,909.80	\$	649.81	\$	1,770.01	\$	180.54	\$	2,270.98	\$	309.61	\$	1,681.60	\$	23,878.12
DeSota	\$	963.90	\$	1,496.21	\$	51.85	\$	49.99	\$	1,996.06	\$	4,678.49	\$	312.22	\$	470.01	\$	220.46	\$	1,703.61	\$	120.11	\$	817.30	\$	12,880.20
Dixie	\$	301.78	\$	721.06	\$	35.06	\$	26.48	\$	486.43	\$	1,833.42	\$	309.61	\$	409.21	\$	94.75	\$	698.30	\$	39.91	\$	540.51	\$	5,496.53
Duval	\$	17,032.35	\$	56,179.53	\$	1,172.05	\$	2,586.19	\$	22,843.72	\$	164,963.15	\$	6,452.60	\$	18,253.64	\$	2,342.23	\$	25,522.79	\$	2,290.38	\$	14,765.85	\$	334,404.46
Escambia	\$	4,887.01	\$	17,504.60	\$	414.06	\$	962.03	\$	6,375.38	\$	50,782.97	\$	2,295.60	\$	6,484.68	\$	633.02	\$	11,306.04	\$	568.86	\$	5,734.15	\$	107,948.41
Flagler	\$	1,179.51	\$	5,205.57	\$	34.69	\$	284.25	\$	2,166.91	\$	16,363.52	\$	517.01	\$	2,075.51	\$	526.71	\$	7,741.77	\$	265.97	\$	3,171.46	\$	39,532.89
Franklin	\$	242.09	\$	424.13	\$	28.72	\$	20.89	\$	292.08	\$	1,453.31	\$	138.77	\$	251.05	\$	52.22	\$	487.92	\$	26.11	\$	359.60	\$	3,776.88
Gadsden	\$	1,332.82	\$	1,959.13	\$	195.84	\$	120.11	\$	1,410.41	\$	6,400.75	\$	660.26	\$	1,032.54	\$	157.42	\$	1,443.61	\$	153.31	\$	1,036.64	\$	15,902.83
Gilchrist	\$	297.67	\$	779.62	\$	46.63	\$	86.54	\$	464.79	\$	2,525.76	\$	200.31	\$	392.42	\$	106.31	\$	624.44	\$	80.57	\$	475.61	\$	4,522.94
Glades	\$	177.56	\$	578.56	\$	13.80	\$	11.94	\$	325.65	\$	1,785.67	\$	64.91	\$	277.90	\$	106.31	\$	624.44	\$	80.57	\$	475.61	\$	4,522.94
Gulf	\$	178.31	\$	753.51	\$	20.52	\$	21.64	\$	329.75	\$	2,235.54	\$	91.02	\$	303.27	\$	52.22	\$	581.17	\$	36.93	\$	471.13	\$	5,075.01
Hamilton	\$	372.28	\$	544.99	\$	29.10	\$	55.21	\$	472.25	\$	1,376.09	\$	197.33	\$	245.45	\$	57.82	\$	347.66	\$	80.95	\$	319.31	\$	9,467.76
Hardee	\$	1,129.52	\$	1,458.53	\$	28.72	\$	47.75	\$	1,014.63	\$	3,843.66	\$	133.17	\$	286.86	\$	114.52	\$	942.64	\$	106.69	\$	361.09	\$	9,467.76
Hendry	\$	1,313.42	\$	2,518.30	\$	51.48	\$	121.61	\$	1,913.62	\$	5,963.19	\$	336.47	\$	579.68	\$	158.16	\$	972.85	\$	174.95	\$	608.78	\$	14,712.51
Hernando	\$	2,134.45	\$	9,589.00	\$	233.89	\$	385.34	\$	3,996.60	\$	26,731.39	\$	1,485.02	\$	4,067.47	\$	1,104.90	\$	10,768.51	\$	631.16	\$	6,015.79	\$	67,143.50
Highlands	\$	2,038.59	\$	4,015.25	\$	145.85	\$	274.17	\$	2,914.45	\$	12,257.62	\$	986.65	\$	1,882.66	\$	696.81	\$	7,925.68	\$	428.61	\$	3,969.37	\$	37,535.71
Hillsborough	\$	22,574.02	\$	88,811.82	\$	1,337.30	\$	3,021.88	\$	38,004.60	\$	251,572.25	\$	7,957.38	\$	21,897.35	\$	4,278.60	\$	41,000.00	\$	3,395.65	\$	21,044.99	\$	504,895.85
Holmes	\$	423.01	\$	887.43	\$	30.22	\$	30.22	\$	615.87	\$	2,357.52	\$	387.20	\$	431.96	\$	74.23	\$	609.15	\$	142.87	\$	550.21	\$	6,539.89
Indian River	\$	1,700.25	\$	7,154.63	\$	84.68	\$	272.68	\$	2,791.35	\$	22,484.87	\$	895.63	\$	2,669.00	\$	764.33	\$	11,521.64	\$	538.65	\$	4,814.64	\$	55,692.36
Jackson	\$	854.23	\$	2,219.88	\$	81.32	\$	90.27	\$	1,353.34	\$	5,940.06	\$	471.88	\$	932.19	\$	149.58	\$	1,584.61	\$	202.55	\$	1,201.52	\$	15,081.43
Jefferson	\$	146.97	\$	663.24	\$	7.83	\$	38.42	\$	273.43	\$	1,852.07	\$	105.94	\$	211.51	\$	28.72	\$	703.90	\$	57.07	\$	300.29	\$	4,389.39
Lafayette	\$	141.75	\$	574.46	\$	1.87	\$	6.34	\$	208.15	\$	1,136.98	\$	95.49	\$	96.99	\$	26.11	\$	129.07	\$	65.28	\$	195.84	\$	2,678.32
Lake	\$	4,381.56	\$	18,765.80	\$	321.55	\$	682.26	\$	6,407.84	\$	51,957.25	\$	1,750.24	\$	6,740.95	\$	1,620.05	\$	20,991.54	\$	937.79	\$	9,890.78	\$	123,547.60
Lee	\$	10,636.08	\$	35,241.23	\$	511.42	\$	1,305.22	\$	16,786.16	\$	112,983.88	\$	3,118.87	\$	10,629.74	\$	4,027.93	\$	48,499.68	\$	1,828.57	\$	18,678.51	\$	264,247.29
Leon	\$	3,430.34	\$	15,362.32	\$	299.54	\$	744.93	\$	14,277.56	\$	49,123.38	\$	1,984.87	\$	4,481.53	\$	437.19	\$	8,121.14	\$	498.74	\$	3,951.46	\$	102,712.99
Levy	\$	903.10	\$	1,768.14	\$	75.35	\$	149.58	\$	1,193.68	\$	5,791.60	\$	474.86	\$	901.98	\$	302.90	\$	1,828.20	\$	100.34	\$	1,236.95	\$	14,726.68
Liberty	\$	51.85	\$	395.78	\$	2.98	\$	39.17	\$	145.85	\$	1,177.64	\$	72.74	\$	233.89	\$	30.22	\$	154.43	\$	34.32	\$	251.79	\$	2,590.66
Madison	\$	531.56	\$	700.17	\$	11.94	\$	12.31	\$	717.70	\$	2,201.97	\$	237.62	\$	393.92	\$	154.81	\$	619.60	\$	63.41	\$	453.23	\$	6,098.22
Manatee	\$	4,944.46	\$	19,585.71	\$	373.03	\$	869.52	\$	7,324.73	\$	60,614.06	\$	1,940.11	\$	5,690.88	\$	1,750.98	\$	24,132.52	\$	836.70	\$	9,756.49	\$	137,819.19
Marion	\$	6,180.66	\$	16,122.54	\$	572.59	\$	865.05	\$	8,538.56	\$	48,163.96	\$	2,700.71	\$	6,445.14	\$	1,547.31	\$	22,546.79	\$	1,448.09	\$	10,890.86	\$	126,022.25
Martin	\$	1,442.86	\$	7,888.00	\$	114.89	\$	255.15	\$	2,522.77	\$	24,693.55	\$	840.05	\$	2,381.02	\$	793.05	\$	11,407.87	\$	333.86	\$	4,838.89	\$	57,511.98
Miami-Dade	\$	47,295.93	\$	150,746.76	\$	2,324.70	\$	4,406.18	\$	84,837.60	\$	510,348.37	\$	12,801.12	\$	29,970.75	\$	19,544.31	\$	83,666.68	\$	13,200.26	\$	38,674.56	\$	997,817.20
Monroe	\$	718.07	\$	3,409.08	\$	13.43	\$	97.73	\$	1,526.79	\$	14,421.17	\$	404.73	\$	1,058.65	\$	472.62	\$							

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

Fiscal Year 2020

TABLE 1A-3: TRIP & EQUIPMENT GRANT ANALYSIS OF POPULATIONS - TOTAL POPULATION (PER INPUT ALLOCATIONS)

COUNTY	ACS 5 YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)												SHARE OF A \$7,511,873.98 DISTRIBUTION
	2018												
	Under 18 Years				18 to 64 Years				65 Years and Over				
	No Disability		With a Disability		No Disability		With a Disability		No Disability		With a Disability		
	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	
WEIGHT	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Alachua	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 92,514.84
Baker	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 9,336.83
Bay	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 66,067.32
Bradford	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 8,691.87
Brevard	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 212,281.45
Broward	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 705,462.81
Calhoun	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 4,601.64
Charlotte	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 64,635.28
Citrus	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 52,372.81
Clay	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 75,946.91
Collier	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 134,401.15
Columbia	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 23,878.12
DeSoto	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 12,880.20
Dixie	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 5,496.53
Duval	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 334,404.46
Escambia	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 107,948.41
Flagler	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 39,532.89
Franklin	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 3,776.88
Gadsden	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 15,902.83
Gilchrist	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 6,044.14
Glades	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 4,522.94
Gulf	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 5,075.01
Hamilton	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 4,098.43
Hardee	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 9,467.76
Hendry	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 14,712.51
Hernando	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 67,143.50
Highlands	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 37,535.71
Hillsborough	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 504,895.85
Holmes	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 6,539.89
Indian River	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 55,692.36
Jackson	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 15,081.43
Jefferson	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 4,389.39
Lafayette	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 2,678.32
Lake	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 123,547.60
Lee	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 264,247.29
Leon	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 102,712.99
Levy	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 14,726.68
Liberty	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 2,590.66
Madison	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 6,098.22
Manatee	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 137,819.15
Marion	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 126,022.25
Martin	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 57,511.98
Miami-Dade	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 997,817.20
Monroe	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 27,662.05
Nassau	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 29,607.05
Okaloosa	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 70,074.74
Okeechobee	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 13,950.04
Orange	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 480,238.11
Osceola	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 125,401.91
Palm Beach	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 532,043.91
Pasco	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 187,159.25
Pinellas	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 351,610.27
Polk	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 244,326.21
Putnam	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 26,529.21
St. Johns	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 86,610.21
St. Lucie	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 112,864.14
Santa Rosa	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 60,001.18
Sarasota	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 151,643.85
Seminole	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 167,941.01
Sumter	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 41,599.06
Suwannee	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 15,739.48
Taylor	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 6,731.95
Union	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 3,618.71
Volusia	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 193,039.67
Wakulla	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 10,543.57
Walton	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 23,684.15
Washington	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 8,149.48
TOTAL	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 0.37	\$ 7,511,873.98

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

Fiscal Year 2020

TABLE 1B-1: TRIP & EQUIPMENT GRANT ANALYSIS OF POPULATIONS - TD ONLY POPULATION (METHODOLOGY INPUTS)

COUNTY	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C1R130)												SHARE OF A \$7,511,873.98 DISTRIBUTION
	2018												
	Under 18 Years				18 to 64 Years				65 Years and Over				
	No Disability		With a Disability		No Disability		With a Disability		No Disability		With a Disability		
	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	
WEIGHT	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	
Alachua	9,167	35,875	409	1,289	36,619	116,016	4,767	9,792	1,743	21,023	1,367	9,945	\$ 95,144.11
Baker	1,166	5,109	100	184	1,571	10,979	531	1,991	188	1,707	108	1,396	\$ 8,851.12
Bay	7,267	28,862	792	1,871	10,558	79,425	4,961	13,866	1,249	15,210	1,530	11,521	\$ 68,125.52
Bradford	1,463	3,441	172	254	1,653	9,408	949	1,427	320	2,348	182	1,684	\$ 10,345.77
Brevard	17,763	82,418	1,652	3,304	33,053	259,537	9,448	30,743	6,327	80,685	4,235	39,915	\$ 224,816.70
Broward	72,320	316,533	3,283	11,359	119,302	975,943	22,266	70,192	22,890	176,174	15,153	85,776	\$ 592,630.18
Calhoun	273	2,594	26	117	566	5,095	343	922	101	980	200	1,119	\$ 4,599.77
Charlotte	3,339	16,826	674	1,055	7,657	61,744	2,964	11,047	2,878	42,836	1,740	20,513	\$ 93,740.52
Citrus	5,471	14,020	534	716	9,100	48,443	3,957	7,518	2,683	30,586	1,692	15,680	\$ 77,144.92
Clay	5,961	40,228	614	1,673	10,365	99,867	2,722	11,699	1,376	17,966	745	10,381	\$ 62,856.62
Collier	13,408	47,853	681	1,291	21,170	152,724	2,401	9,224	4,889	78,978	1,759	25,922	\$ 158,099.71
Columbia	3,536	10,538	275	452	4,248	26,566	1,742	4,745	484	6,088	830	4,508	\$ 26,634.53
DeSoto	2,584	4,011	139	134	5,351	12,542	837	1,260	591	4,567	322	2,191	\$ 17,793.31
Dixie	809	1,933	94	71	1,304	4,915	830	1,097	254	1,872	107	1,449	\$ 7,806.84
Duval	45,660	150,605	3,142	6,933	61,239	442,230	17,298	48,934	6,279	68,421	6,140	39,584	\$ 300,544.17
Escambia	13,101	46,926	1,110	2,579	17,091	136,138	6,154	17,384	1,697	30,309	1,525	15,372	\$ 105,241.44
Flagler	3,162	13,955	93	762	5,809	43,867	1,386	5,564	1,412	20,754	713	8,502	\$ 47,667.57
Franklin	649	1,137	77	56	783	3,896	372	673	140	1,308	70	964	\$ 5,040.25
Gadsden	3,573	5,252	525	322	3,781	17,159	1,770	2,768	422	3,870	411	2,779	\$ 20,015.49
Gilchrist	798	2,090	125	232	1,246	6,771	537	1,052	86	1,806	114	1,346	\$ 7,267.38
Glades	476	1,551	37	32	873	4,787	174	745	285	1,674	216	1,275	\$ 5,728.19
Gulf	478	2,020	55	58	884	5,993	244	813	140	1,558	99	1,263	\$ 5,535.17
Hamilton	998	1,461	78	148	1,266	3,689	529	658	155	932	217	856	\$ 5,777.68
Hardee	3,028	3,910	77	128	2,720	10,304	357	769	307	2,527	286	968	\$ 11,053.51
Hendry	3,521	6,751	138	326	5,130	15,986	902	1,554	424	2,608	469	1,632	\$ 16,534.24
Hernando	5,722	25,706	627	1,033	10,714	71,661	3,981	10,904	2,962	28,868	1,692	16,127	\$ 81,790.22
Highlands	5,465	10,764	391	735	7,813	32,860	2,645	5,047	1,868	21,247	1,149	10,641	\$ 56,421.69
Hillsborough	60,516	238,085	3,585	8,101	101,882	674,410	21,332	58,702	11,470	109,912	9,103	56,417	\$ 436,537.86
Holmes	1,134	2,379	81	81	1,651	6,320	1,038	1,158	199	1,633	383	1,475	\$ 8,743.23
Indian River	4,558	19,180	227	731	7,483	60,277	2,401	7,155	2,049	30,887	1,444	12,907	\$ 69,132.19
Jackson	2,290	5,951	218	242	3,628	15,924	1,265	2,499	401	4,248	543	3,221	\$ 18,366.42
Jefferson	394	1,778	21	103	733	4,965	284	567	77	1,887	153	805	\$ 4,972.94
Lafayette	380	1,540	5	17	558	3,048	256	260	70	346	175	525	\$ 2,565.66
Lake	11,746	50,307	862	1,829	17,178	139,286	4,692	18,071	4,343	53,861	2,514	26,515	\$ 140,171.79
Lee	28,513	94,474	1,371	3,499	45,000	302,885	8,361	28,496	10,798	130,017	4,902	50,073	\$ 307,868.96
Leon	9,196	41,183	803	1,997	38,275	131,689	5,321	12,014	1,172	21,771	1,337	10,593	\$ 101,437.49
Levy	2,421	4,740	202	401	3,200	15,526	1,273	2,418	812	4,901	269	3,316	\$ 19,017.74
Liberty	139	1,061	8	105	391	3,157	195	627	81	414	92	675	\$ 2,699.29
Madison	1,425	1,877	32	33	1,924	5,903	637	1,056	415	1,661	170	1,215	\$ 8,480.92
Manatee	13,255	52,505	1,000	2,331	19,636	162,493	5,201	15,256	4,694	64,694	2,243	26,155	\$ 152,895.15
Marion	16,569	43,221	1,535	2,319	22,890	129,117	7,240	17,278	4,148	60,443	3,882	29,196	\$ 163,818.00
Martin	3,868	21,146	308	684	6,763	66,198	2,252	6,383	2,126	30,582	895	12,972	\$ 66,153.77
Miami-Dade	126,790	404,119	6,232	11,812	227,431	1,368,132	34,317	80,345	52,394	224,292	35,387	103,678	\$ 893,503.97
Monroe	1,925	9,139	36	262	4,093	38,660	1,085	2,838	1,267	10,835	449	3,567	\$ 26,089.13
Nassau	1,911	13,331	147	570	3,521	36,935	1,297	5,080	664	10,283	627	5,004	\$ 28,808.21
Okaloosa	6,699	34,985	541	1,730	9,817	88,865	3,178	11,577	930	17,957	1,179	10,397	\$ 63,354.51
Okeechobee	3,008	4,759	182	227	3,648	15,035	829	2,171	590	4,653	238	2,057	\$ 17,424.10
Orange	60,758	218,629	5,079	8,336	104,811	666,593	19,596	56,468	9,731	84,897	7,099	45,416	\$ 398,103.48
Osceola	17,526	59,874	2,306	3,445	24,079	160,556	5,784	20,204	2,695	23,159	2,399	14,148	\$ 114,568.67
Palm Beach	50,751	216,700	1,923	6,982	85,143	667,652	14,680	50,354	18,857	211,352	11,501	90,398	\$ 536,433.18
Pasco	17,050	79,625	1,445	4,052	29,289	220,967	8,940	27,520	6,588	66,564	4,233	35,460	\$ 199,096.78
Pinellas	27,764	122,518	1,697	5,112	55,970	442,578	16,040	48,281	13,162	135,834	8,464	65,170	\$ 373,657.48
Polk	34,735	104,293	3,646	4,676	44,333	284,173	12,817	34,765	7,945	77,929	5,273	40,400	\$ 263,810.33
Putnam	5,584	8,596	236	605	7,384	26,316	2,456	3,875	1,276	9,090	687	4,954	\$ 35,839.02
St. Johns	4,084	44,603	200	1,608	10,531	114,544	2,418	9,400	1,696	30,401	725	11,973	\$ 72,293.73
St. Lucie	12,430	45,852	723	2,270	20,060	130,967	5,068	14,770	4,149	41,813	3,086	21,376	\$ 124,467.04
Santa Rosa	4,825	30,395	479	1,448	6,714	78,328	2,717	10,268	549	14,422	813	9,892	\$ 51,597.23
Sarasota	8,439	48,542	519	1,659	17,419	167,078	3,919	15,570	5,938	95,827	3,021	38,593	\$ 188,963.82
Seminole	13,125	78,649	1,098	2,768	26,294	239,302	4,898	17,872	3,919	42,375	1,986	17,927	\$ 130,917.80
Sumter	1,911	6,279	35	380	3,553	28,075	1,152	3,376	2,137	47,664	1,051	15,905	\$ 76,379.77
Suwannee	2,576	6,079	268	393	3,223	17,076	936	3,165	224	4,753	303	3,198	\$ 18,845.50
Taylor	1,090	2,660	53	241	1,238	6,515	713	1,527	266	2,204	208	1,332	\$ 8,781.83
Union	872	1,773	102	101	841	3,764	192	540	80	870	44	522	\$ 4,121.68
Volusia	18,816	69,151	1,292	3,108	36,205	225,927	11,124	28,920	5,719	72,873	5,544	38,818	\$ 220,158.53
Wakulla	811	5,424	176	384	1,108	13,442	774	1,794	309	2,579	94	1,370	\$ 9,303.48
Walton	3,256	9,274	180	383	3,817	28,616	1,330	4,068	389	7,538	389	4,252	\$ 25,341.80
Washington	1,309	3,194	120	217	2,159	8,606	842	1,224	111	2,185	360	1,520	\$ 9,944.89
TOTAL	815,607	3,090,239	54,893	122,416	1,385,739	9,458,445	313,917	900,300	246,590	2,426,508	166,336	1,156,696	\$ 7,511,873.98

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

Fiscal Year 2020

TABLE 1B-2: TRIP & EQUIPMENT GRANT ANALYSIS OF POPULATIONS - TD ONLY POPULATION (TOTAL DISTRIBUTIONS)

COUNTY	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)														SHARE OF A \$7,511,873.98 DISTRIBUTION		
	2018																
	Under 18 Years				18 to 64 Years				65 Years and Over								
	No Disability		With a Disability		No Disability		With a Disability		No Disability		With a Disability		No Disability			With a Disability	
	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty		Below Poverty	At/Above Poverty
WEIGHT	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Alachua	\$ 9,073.83	\$ -	\$ 404.84	\$ 1,275.90	\$ 36,246.84	\$ -	\$ 4,718.55	\$ 9,692.48	\$ 1,725.29	\$ 20,809.34	\$ 1,353.11	\$ 9,843.93	\$ 95,144.11	\$ -	\$ 95,144.11		
Baker	\$ 1,154.15	\$ -	\$ 98.98	\$ 182.13	\$ 1,555.03	\$ -	\$ 525.60	\$ 1,970.77	\$ 186.09	\$ 1,689.65	\$ 106.90	\$ 1,381.81	\$ 8,851.12	\$ -	\$ 8,851.12		
Bay	\$ 7,193.14	\$ -	\$ 783.95	\$ 1,851.98	\$ 10,450.70	\$ -	\$ 4,910.58	\$ 13,725.08	\$ 1,236.31	\$ 15,055.42	\$ 1,514.45	\$ 11,403.91	\$ 68,125.52	\$ -	\$ 68,125.52		
Bradford	\$ 1,448.13	\$ -	\$ 170.25	\$ 251.42	\$ 1,636.20	\$ -	\$ 939.36	\$ 1,412.50	\$ 316.75	\$ 2,324.14	\$ 180.15	\$ 1,666.89	\$ 10,345.77	\$ -	\$ 10,345.77		
Brevard	\$ 17,582.47	\$ -	\$ 1,635.21	\$ 3,270.42	\$ 32,717.08	\$ -	\$ 9,351.98	\$ 30,430.55	\$ 6,262.70	\$ 79,864.99	\$ 4,191.96	\$ 39,509.34	\$ 224,816.70	\$ -	\$ 224,816.70		
Broward	\$ 71,585.00	\$ -	\$ 3,249.63	\$ 11,243.56	\$ 118,089.52	\$ -	\$ 22,039.71	\$ 69,478.63	\$ 22,657.37	\$ 174,383.52	\$ 14,999.00	\$ 84,904.25	\$ 592,630.18	\$ -	\$ 592,630.18		
Calhoun	\$ 270.23	\$ -	\$ 25.74	\$ 115.81	\$ 560.25	\$ -	\$ 339.51	\$ 912.63	\$ 99.97	\$ 970.04	\$ 197.97	\$ 1,107.63	\$ 4,599.77	\$ -	\$ 4,599.77		
Charlotte	\$ 3,305.07	\$ -	\$ 667.15	\$ 1,044.28	\$ 7,579.18	\$ -	\$ 2,933.88	\$ 10,934.73	\$ 2,848.75	\$ 42,400.65	\$ 1,722.32	\$ 20,304.52	\$ 93,740.52	\$ -	\$ 93,740.52		
Citrus	\$ 5,415.40	\$ -	\$ 528.57	\$ 708.72	\$ 9,007.52	\$ -	\$ 3,916.78	\$ 7,441.59	\$ 2,655.73	\$ 30,275.15	\$ 1,674.80	\$ 15,520.64	\$ 77,144.92	\$ -	\$ 77,144.92		
Clay	\$ 5,900.42	\$ -	\$ 607.76	\$ 1,656.00	\$ 10,259.66	\$ -	\$ 2,694.34	\$ 11,580.10	\$ 1,362.02	\$ 17,783.41	\$ 737.43	\$ 10,275.50	\$ 62,856.62	\$ -	\$ 62,856.62		
Collier	\$ 13,271.73	\$ -	\$ 674.08	\$ 1,277.88	\$ 20,954.85	\$ -	\$ 2,376.60	\$ 9,130.26	\$ 4,839.31	\$ 78,175.34	\$ 1,741.12	\$ 25,658.55	\$ 158,099.71	\$ -	\$ 158,099.71		
Columbia	\$ 3,500.06	\$ -	\$ 272.21	\$ 447.41	\$ 4,204.83	\$ -	\$ 1,724.30	\$ 4,696.78	\$ 479.08	\$ 6,026.13	\$ 821.56	\$ 4,462.18	\$ 26,634.53	\$ -	\$ 26,634.53		
DeSoto	\$ 2,557.74	\$ -	\$ 137.59	\$ 132.64	\$ 5,296.62	\$ -	\$ 828.49	\$ 1,247.19	\$ 584.99	\$ 4,520.58	\$ 318.73	\$ 2,168.73	\$ 17,793.31	\$ -	\$ 17,793.31		
Dixie	\$ 800.78	\$ -	\$ 93.04	\$ 70.28	\$ 1,290.75	\$ -	\$ 821.56	\$ 1,085.85	\$ 251.42	\$ 1,852.97	\$ 105.91	\$ 1,434.27	\$ 7,806.84	\$ -	\$ 7,806.84		
Duval	\$ 45,195.95	\$ -	\$ 3,110.07	\$ 6,862.54	\$ 60,616.62	\$ -	\$ 17,122.20	\$ 48,436.68	\$ 6,215.19	\$ 67,725.63	\$ 6,077.60	\$ 39,181.70	\$ 300,544.17	\$ -	\$ 300,544.17		
Escambia	\$ 12,967.85	\$ -	\$ 1,098.72	\$ 2,552.79	\$ 16,917.30	\$ -	\$ 6,091.46	\$ 17,207.32	\$ 1,679.75	\$ 30,000.97	\$ 1,509.50	\$ 15,215.77	\$ 105,241.44	\$ -	\$ 105,241.44		
Flagler	\$ 3,129.86	\$ -	\$ 92.05	\$ 754.26	\$ 5,749.96	\$ -	\$ 1,371.91	\$ 5,507.45	\$ 1,397.65	\$ 20,543.07	\$ 705.75	\$ 8,415.59	\$ 47,667.57	\$ -	\$ 47,667.57		
Franklin	\$ 642.40	\$ -	\$ 76.22	\$ 55.43	\$ 775.04	\$ -	\$ 368.22	\$ 666.16	\$ 138.58	\$ 1,294.71	\$ 69.29	\$ 954.20	\$ 5,040.25	\$ -	\$ 5,040.25		
Gadsden	\$ 3,536.69	\$ -	\$ 519.66	\$ 318.73	\$ 3,742.57	\$ -	\$ 1,752.01	\$ 2,739.87	\$ 417.71	\$ 3,830.67	\$ 406.82	\$ 2,750.76	\$ 20,015.49	\$ -	\$ 20,015.49		
Gilchrist	\$ 789.89	\$ -	\$ 123.73	\$ 229.64	\$ 1,233.34	\$ -	\$ 531.54	\$ 1,041.31	\$ 85.13	\$ 1,787.65	\$ 112.84	\$ 1,332.32	\$ 7,267.38	\$ -	\$ 7,267.38		
Glades	\$ 471.16	\$ -	\$ 36.62	\$ 31.67	\$ 864.13	\$ -	\$ 172.23	\$ 737.43	\$ 282.10	\$ 1,656.99	\$ 213.80	\$ 1,262.04	\$ 5,728.19	\$ -	\$ 5,728.19		
Gulf	\$ 473.14	\$ -	\$ 54.44	\$ 57.41	\$ 875.02	\$ -	\$ 241.52	\$ 804.74	\$ 138.58	\$ 1,542.17	\$ 97.99	\$ 1,250.16	\$ 5,535.17	\$ -	\$ 5,535.17		
Hamilton	\$ 987.86	\$ -	\$ 77.21	\$ 146.50	\$ 1,253.13	\$ -	\$ 523.62	\$ 651.31	\$ 153.42	\$ 922.53	\$ 214.79	\$ 847.30	\$ 5,777.68	\$ -	\$ 5,777.68		
Hardee	\$ 2,997.23	\$ -	\$ 76.22	\$ 126.70	\$ 2,692.36	\$ -	\$ 353.37	\$ 761.18	\$ 303.88	\$ 2,501.32	\$ 283.09	\$ 958.16	\$ 11,053.51	\$ -	\$ 11,053.51		
Hendry	\$ 3,485.22	\$ -	\$ 136.60	\$ 322.69	\$ 5,077.86	\$ -	\$ 892.83	\$ 1,538.21	\$ 419.69	\$ 2,581.49	\$ 464.23	\$ 1,615.41	\$ 16,584.24	\$ -	\$ 16,584.24		
Hernando	\$ 5,663.85	\$ -	\$ 620.63	\$ 1,022.50	\$ 10,605.11	\$ -	\$ 3,940.54	\$ 10,793.18	\$ 2,931.90	\$ 28,574.61	\$ 1,674.80	\$ 15,963.10	\$ 81,790.22	\$ -	\$ 81,790.22		
Highlands	\$ 5,409.46	\$ -	\$ 387.03	\$ 727.53	\$ 7,733.60	\$ -	\$ 2,618.12	\$ 4,995.71	\$ 1,849.02	\$ 21,031.06	\$ 1,137.32	\$ 10,532.85	\$ 56,421.69	\$ -	\$ 56,421.69		
Hillsborough	\$ 59,900.97	\$ -	\$ 3,548.57	\$ 8,018.67	\$ 100,846.56	\$ -	\$ 12,115.20	\$ 58,105.40	\$ 11,353.43	\$ 108,794.95	\$ 9,010.49	\$ 55,843.63	\$ 436,537.86	\$ -	\$ 436,537.86		
Holmes	\$ 1,122.48	\$ -	\$ 80.18	\$ 80.18	\$ 1,634.22	\$ -	\$ 1,027.45	\$ 1,146.23	\$ 196.98	\$ 1,616.40	\$ 379.11	\$ 1,460.01	\$ 8,743.23	\$ -	\$ 8,743.23		
Indian River	\$ 4,511.68	\$ -	\$ 224.69	\$ 723.57	\$ 7,406.95	\$ -	\$ 2,376.60	\$ 7,082.28	\$ 2,028.18	\$ 30,573.09	\$ 1,429.32	\$ 12,775.82	\$ 69,132.19	\$ -	\$ 69,132.19		
Jackson	\$ 2,266.73	\$ -	\$ 215.78	\$ 239.54	\$ 3,591.13	\$ -	\$ 1,252.14	\$ 2,473.60	\$ 396.92	\$ 4,204.83	\$ 537.48	\$ 3,188.26	\$ 18,366.42	\$ -	\$ 18,366.42		
Jefferson	\$ 390.00	\$ -	\$ 20.79	\$ 101.95	\$ 725.55	\$ -	\$ 281.11	\$ 561.24	\$ 76.22	\$ 1,867.82	\$ 151.45	\$ 796.82	\$ 4,972.94	\$ -	\$ 4,972.94		
Lafayette	\$ 376.14	\$ -	\$ 4.95	\$ 16.83	\$ 552.33	\$ -	\$ 253.40	\$ 257.36	\$ 69.29	\$ 342.48	\$ 173.22	\$ 519.66	\$ 2,565.66	\$ -	\$ 2,565.66		
Lake	\$ 11,626.62	\$ -	\$ 853.24	\$ 1,810.41	\$ 17,003.42	\$ -	\$ 4,644.31	\$ 17,887.34	\$ 4,298.86	\$ 53,313.60	\$ 2,488.45	\$ 26,245.52	\$ 140,171.75	\$ -	\$ 140,171.75		
Lee	\$ 28,223.22	\$ -	\$ 1,357.07	\$ 3,463.44	\$ 44,542.66	\$ -	\$ 8,276.03	\$ 28,206.39	\$ 10,688.26	\$ 128,695.62	\$ 4,852.18	\$ 49,564.10	\$ 307,868.96	\$ -	\$ 307,868.96		
Leon	\$ 9,102.54	\$ -	\$ 794.84	\$ 1,976.70	\$ 37,886.01	\$ -	\$ 5,266.92	\$ 11,891.90	\$ 1,160.09	\$ 21,549.74	\$ 1,323.41	\$ 10,485.34	\$ 101,437.45	\$ -	\$ 101,437.45		
Levy	\$ 2,396.40	\$ -	\$ 199.95	\$ 396.92	\$ 3,167.48	\$ -	\$ 1,260.06	\$ 2,393.43	\$ 803.75	\$ 4,851.19	\$ 266.27	\$ 3,282.30	\$ 19,017.74	\$ -	\$ 19,017.74		
Liberty	\$ 137.59	\$ -	\$ 7.92	\$ 103.93	\$ 387.03	\$ -	\$ 193.02	\$ 620.63	\$ 80.18	\$ 409.79	\$ 91.06	\$ 668.14	\$ 2,699.25	\$ -	\$ 2,699.25		
Madison	\$ 1,410.52	\$ -	\$ 31.67	\$ 32.66	\$ 1,904.45	\$ -	\$ 630.53	\$ 1,045.27	\$ 410.78	\$ 1,644.12	\$ 168.27	\$ 1,202.65	\$ 8,480.92	\$ -	\$ 8,480.92		
Manatee	\$ 13,120.29	\$ -	\$ 989.84	\$ 2,307.31	\$ 19,436.44	\$ -	\$ 5,148.14	\$ 15,100.95	\$ 4,646.29	\$ 64,036.51	\$ 2,220.20	\$ 25,889.18	\$ 152,895.15	\$ -	\$ 152,895.15		
Marion	\$ 16,400.61	\$ -	\$ 1,519.40	\$ 2,295.43	\$ 22,657.37	\$ -	\$ 7,166.42	\$ 17,102.40	\$ 4,105.84	\$ 59,828.71	\$ 3,842.55	\$ 28,899.28	\$ 163,818.00	\$ -	\$ 163,818.00		
Martin	\$ 3,828.69	\$ -	\$ 304.87	\$ 677.05	\$ 6,694.27	\$ -	\$ 2,229.11	\$ 6,318.13	\$ 2,104.39	\$ 30,271.19	\$ 885.90	\$ 12,840.16	\$ 66,153.77	\$ -	\$ 66,153.77		
Miami-Dade	\$ 125,501.42	\$ -	\$ 6,168.66	\$ 11,691.95	\$ 225,119.59	\$ -	\$ 33,968.23	\$ 79,528.44	\$ 51,861.51	\$ 222,012.49	\$ 35,027.36	\$ 102,624.31	\$ 893,503.97	\$ -	\$ 893,503.97		
Monroe	\$ 1,905.44	\$ -	\$ 35.63	\$ 259.34	\$ 4,051.40	\$ -	\$ 1,073.97	\$ 2,809.16	\$ 1,254.12	\$ 10,724.88	\$ 620.63	\$ 4,953.14	\$ 28,808.21	\$ -	\$ 28,808.21		
Nassau	\$ 1,891.58	\$ -	\$ 145.51	\$ 564.21	\$ 3,485.22	\$ -	\$ 1,283.82	\$ 5,028.37	\$ 657.25	\$ 10,178.49	\$ 235.58	\$ 2,036.09	\$ 17,424.11	\$ -	\$ 17,424.11		
Okaloosa	\$ 6,630.92	\$ -	\$ 535.50	\$ 1,712.42	\$ 9,717.23	\$ -	\$ 3,145.70	\$ 11,459.34	\$ 920.55	\$ 17,774.50	\$ 1,167.02	\$ 10,291.33	\$ 63,354.51	\$ -	\$ 63,354.51		
Okeechobee	\$ 2,977.43	\$ -	\$ 180.15	\$ 224.69	\$ 3,610.92	\$ -	\$ 820.57	\$ 2,148.94	\$ 584.00	\$ 4,605.71	\$ 235.58	\$ 2,036.09	\$ 17,424.11	\$ -	\$ 17,424.11		
Orange	\$ 60,140.51	\$ -	\$ 5,027.38	\$ 8,251.28	\$ 103,745.79	\$ -	\$ 19,396.84	\$ 55,894.11	\$ 9,632.10	\$ 84,034.18	\$ 7,026.85	\$ 44,954.43	\$ 398,103.46	\$ -	\$ 398,103.46		
Osceola	\$ 17,347.88	\$ -	\$ 2,282.56	\$ 3,409.99	\$ 23,834.28	\$ -	\$ 5,725.22	\$ 19,998.66	\$ 2,667.61	\$ 22,923.63	\$ 2,374.62	\$ 14,004.21	\$ 114,568.67	\$ -	\$ 114,568.67		
Palm Beach	\$ 50,235.21	\$ -	\$ 1,903.46	\$ 6,911.04	\$ 84,277.68	\$ -	\$ 14,530.81	\$ 49,842.25	\$ 18,665.35	\$ 209,204.00	\$ 11,384.11	\$ 89,479.27	\$ 536,433.11	\$ -	\$ 536,433.11		
Pasco	\$ 16,876.72	\$ -	\$ 1,430.31	\$ 4,010.82	\$ 28,991.33	\$ -	\$ 8,849.14	\$ 27,240.31	\$ 6,521.05	\$ 65,887.50	\$ 4,189.98	\$ 35,099.62	\$ 199,096.76	\$ -	\$ 199,096.76		
Pinellas	\$ 27,481.83	\$ -	\$ 1,679.75	\$ 5,060.05	\$ 55,401.17	\$ -	\$ 15,876.98	\$ 47,790.31	\$ 13,028.23	\$ 134,453.50	\$ 8,377.98	\$ 64,507.67	\$ 373,657.41	\$ -	\$ 373,657.41		
Polk	\$ 34,381.98	\$ -	\$ 3,6080														

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

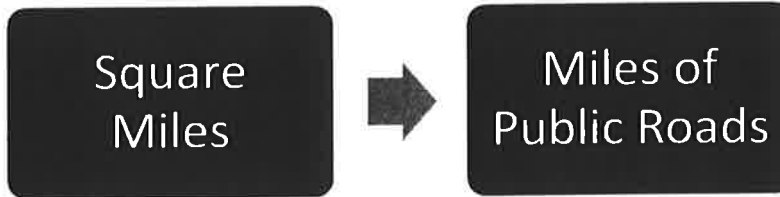
Fiscal Year 2020

TABLE 1B-3: TRIP & EQUIPMENT GRANT ANALYSIS OF POPULATIONS - TD ONLY POPULATION (PER INPUT ALLOCATIONS)

COUNTY	ACS 5 YEAR AGE BY DISABILITY STATUS BY POVERTY STATUS (C1R130)												SHARE OF A \$7,511,873.98 DISTRIBUTION
	2018												
	Under 18 Years				18 to 64 Years				65 Years and Over				
	No Disability		With a Disability		No Disability		With a Disability		No Disability		With a Disability		
	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	
WEIGHT	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	
Alachua	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 95,144.11
Baker	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 8,851.12
Bay	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 68,125.52
Bradford	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 10,345.77
Brevard	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 224,816.70
Broward	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 592,630.18
Calhoun	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 4,599.77
Charlotte	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 93,740.52
Citrus	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 77,144.92
Clay	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 62,856.62
Collier	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 158,099.71
Columbia	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 26,634.53
DeSoto	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 17,793.31
Dixie	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 7,806.84
Duval	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 300,544.17
Escambia	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 105,241.44
Flagler	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 47,667.57
Franklin	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 5,040.25
Gadsden	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 20,015.49
Gilchrist	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 7,267.38
Glades	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 5,728.19
Gulf	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 5,535.17
Hamilton	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 5,777.68
Hardee	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 11,053.51
Hendry	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 16,534.24
Hernando	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 81,790.22
Highlands	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 56,421.69
Hillsborough	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 436,537.86
Holmes	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 8,743.23
Indian River	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 69,132.19
Jackson	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 18,366.42
Jefferson	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 4,972.94
Lafayette	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 2,565.66
Lake	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 140,171.79
Lee	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 307,868.96
Leon	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 101,437.49
Levy	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 19,017.74
Liberty	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 2,699.29
Madison	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 8,480.92
Manatee	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 152,895.15
Marion	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 163,818.00
Martin	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 66,153.77
Miami-Dade	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 893,503.97
Monroe	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 26,089.13
Nassau	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 28,808.21
Okaloosa	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 63,354.51
Okeechobee	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 17,424.10
Orange	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 398,103.48
Osceola	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 114,568.67
Palm Beach	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 536,433.18
Pasco	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 199,096.78
Pinellas	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 373,657.48
Polk	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 263,810.33
Putnam	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 35,839.02
St. Johns	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 72,293.73
St. Lucie	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 124,467.04
Santa Rosa	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 51,597.23
Sarasota	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 188,963.82
Seminole	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 130,917.80
Sumter	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 76,379.77
Suwannee	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 18,845.50
Taylor	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 8,781.83
Union	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 4,121.68
Volusia	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 220,158.53
Wakulla	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 9,303.48
Walton	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 25,341.80
Washington	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 9,944.89
TOTAL	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 7,511,873.98

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Estimating Overall Demand for Transportation in Each County



Population alone is limited in measuring inherent demand for transportation services. Florida’s 67 counties comprise the third largest state that is as diverse as any in the U.S. The level of transportation demanded by the broader population in each county varies. There is also considerable diversity within counties, many of which have differing combinations and proportionalities of rural, small urban, and large urban geographic areas and populations. The current allocation methodology attempts to adjust for this reality by including the “total area in square miles” variable. A county with more square miles overall, however, may have fewer miles of public roads or less overall volume of traffic on its roads compared to another county.

Analysis of Adherence to Guiding Principles

ACCESS: Allocating TDTF dollars according to centerline miles (CLM) establishes a per input allocation for land where the provision of TD services actually happens. Access is ultimately provided to TD clients through the medium of public roads, not land in general. Much more than county square miles, longer miles of roads correlate with longer trips, which require more funds.

INNOVATION: Miles of public roads, or CLM, is similar to population in that it is a non-prescriptive measure. Like population, use of CLM as a measure in the allocation formula makes a CTC’s allocation amount less dependent on providing the same levels and types of services as seen in past years. Opportunities for innovation also come with changes to local transportation infrastructures. While square miles never materially change, public road networks across Florida are always changing, but in different ways in different counties. Allocating TDTF dollars by CLM each year is a way to ensure funding is responding to changes at local levels in transportation infrastructure.

COORDINATION: N/A

ACCOUNTABILITY: N/A

TRANSPARENCY: Like the American Community Survey (ACS), the data on public roads collected by the Federal Highway Administration (FHWA) is performed by a federal agency in a consistent manner across the U.S. going back decades. Also like the ACS, the data offers the opportunity to be broken down into more detailed categories that can be given additional weight, such as functional classifications and population areas. The data is also annually certified by States’ Governors. Finally, by offering measures for variables such as CLM that are far superior in predicting DVMT, the

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data provides a tool for better insight into the differences in transportation demanded in different parts of the state.

Quantitative Analysis of the Square Miles and Public Roads Variables

While total miles of public roads and even the level of traffic volume on the roads correlate somewhat with a county's total square miles, there remains significant enough variation to warrant consideration of the use of one measure versus the other. In the earlier section of this report, "CURRENT ALLOCATION METHODOLOGY", it was demonstrated that the current methodology effectively values each square mile—statewide and within each county—the same at \$138.71 per square mile. As miles of public roads are not a subset of a county square miles, it is not possible to show how the current allocation methodology effectively values this factor—because it does not. It is possible, however, to show how much each centerline mile (CLM) would effectively be valued if current allocation levels were taken for each county and divided by this number.

Below is a table (**TABLE 2**) showing the per mile of public roads amounts with current allocations determined by county square miles vs what the allocations would be if distributed according to a county's share of statewide centerline miles. Taking the effective allocations for square miles for each county which total \$7,511,873.98 in the current year allocation methodology, if these same amounts were divided by counties' respective totals for centerline miles, they would range from a maximum in Glades County at \$274.09 per mile to a minimum in Pinellas County at \$10.58 per mile. This level of variation is particularly noteworthy given that CLM is such a stronger predictor of DVMT compared to square miles.

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TABLE 2: TRIP & EQUIPMENT GRANT ANALYSIS OF SQUARE MILES AND MILES OF PUBLIC ROADS

COUNTY	ANALYSIS OF SQUARE MILES			ANALYSIS OF CENTERLINE MILES (CLM)			TOTAL ALLOCATIONS PER CENTERLINE MILE (CLM)	
	ACS 5-Year	STATE RANK: SQUARE MILES	SHARE OF A \$7,511,873.98 ALLOCATION	FHWA	STATE RANK: CLM	SHARE OF A \$7,511,873.98 ALLOCATION	\$7,511,873.98 ALLOCATION BASED ON: SQUARE MILES	\$7,511,873.98 ALLOCATION BASED ON: CENTERLINE MILES
	2017			2017				
	TOTAL SQUARE MILES			TOTAL CENTERLINE MILES				
Alachua	902	22	\$ 125,112.36	1,815	22	\$ 110,962.00	\$ 68.95	\$ 61.15
Baker	585	48	\$ 81,142.72	1,035	43	\$ 63,275.77	\$ 78.41	\$ 61.15
Bay	758	29	\$ 105,138.77	1,578	31	\$ 96,471.09	\$ 66.64	\$ 61.15
Bradford	293	65	\$ 40,640.71	449	63	\$ 27,459.44	\$ 90.50	\$ 61.15
Brevard	995	17	\$ 138,011.98	3,573	11	\$ 218,484.33	\$ 38.63	\$ 61.15
Broward	1,211	7	\$ 167,972.37	5,083	3	\$ 310,798.92	\$ 33.05	\$ 61.15
Calhoun	568	51	\$ 78,784.73	594	57	\$ 36,297.08	\$ 132.72	\$ 61.15
Charlotte	690	35	\$ 95,706.80	2,287	17	\$ 139,872.34	\$ 41.84	\$ 61.15
Citrus	629	42	\$ 87,245.76	2,499	13	\$ 152,787.06	\$ 34.92	\$ 61.15
Clay	592	46	\$ 82,113.66	1,239	39	\$ 75,746.56	\$ 66.29	\$ 61.15
Collier	1,994	1	\$ 276,578.77	1,650	27	\$ 100,865.76	\$ 167.67	\$ 61.15
Columbia	797	25	\$ 110,548.29	1,542	33	\$ 94,285.80	\$ 71.69	\$ 61.15
DeSoto	636	41	\$ 88,216.70	515	61	\$ 31,481.17	\$ 171.35	\$ 61.15
Dixie	701	34	\$ 97,232.56	586	58	\$ 35,807.53	\$ 166.04	\$ 61.15
Duval	776	26	\$ 107,635.47	4,626	5	\$ 282,848.35	\$ 23.27	\$ 61.15
Escambia	661	38	\$ 91,684.34	2,221	18	\$ 135,820.96	\$ 41.28	\$ 61.15
Flagler	491	60	\$ 68,104.40	986	44	\$ 60,321.01	\$ 69.04	\$ 61.15
Franklin	545	55	\$ 75,594.50	413	65	\$ 25,268.83	\$ 182.93	\$ 61.15
Gadsden	518	57	\$ 71,849.45	985	45	\$ 60,236.74	\$ 72.94	\$ 61.15
Gilchrist	354	63	\$ 49,101.75	578	59	\$ 35,329.54	\$ 84.98	\$ 61.15
Glades	763	28	\$ 105,832.30	386	66	\$ 23,610.32	\$ 274.09	\$ 61.15
Gulf	559	53	\$ 77,536.38	419	64	\$ 25,645.86	\$ 184.87	\$ 61.15
Hamilton	517	58	\$ 71,710.75	665	54	\$ 40,689.36	\$ 107.77	\$ 61.15
Hardee	637	40	\$ 88,355.41	649	55	\$ 39,709.90	\$ 136.05	\$ 61.15
Hendry	1,163	8	\$ 161,314.50	622	56	\$ 38,013.86	\$ 259.48	\$ 61.15
Hernando	477	62	\$ 66,162.53	1,812	23	\$ 110,802.77	\$ 36.51	\$ 61.15
Highlands	1,029	15	\$ 142,727.96	1,677	26	\$ 102,542.79	\$ 85.11	\$ 61.15
Hillsborough	1,053	13	\$ 146,056.90	5,295	2	\$ 323,804.68	\$ 27.58	\$ 61.15
Holmes	488	61	\$ 67,688.29	934	46	\$ 57,117.98	\$ 72.46	\$ 61.15
Indian River	497	59	\$ 68,936.64	1,106	41	\$ 67,625.32	\$ 62.33	\$ 61.15
Jackson	942	19	\$ 130,660.58	1,737	25	\$ 106,237.26	\$ 75.20	\$ 61.15
Jefferson	609	44	\$ 84,471.65	694	53	\$ 42,427.36	\$ 121.74	\$ 61.15
Lafayette	545	55	\$ 75,594.50	491	62	\$ 30,013.02	\$ 154.01	\$ 61.15
Lake	954	18	\$ 132,325.05	2,378	15	\$ 145,385.64	\$ 55.65	\$ 61.15
Lee	803	24	\$ 111,380.52	4,590	6	\$ 280,691.98	\$ 24.26	\$ 61.15
Leon	676	37	\$ 93,764.92	1,634	29	\$ 99,918.09	\$ 57.38	\$ 61.15
Levy	1,100	10	\$ 152,576.05	1,340	36	\$ 81,930.28	\$ 113.87	\$ 61.15
Liberty	837	23	\$ 116,096.51	814	49	\$ 49,756.31	\$ 142.68	\$ 61.15
Madison	710	33	\$ 98,480.91	879	48	\$ 53,731.82	\$ 112.07	\$ 61.15
Manatee	747	30	\$ 103,613.01	1,961	21	\$ 119,894.67	\$ 52.84	\$ 61.15
Marion	1,610	5	\$ 223,315.86	4,078	8	\$ 249,338.00	\$ 54.77	\$ 61.15
Martin	555	54	\$ 76,981.55	761	52	\$ 46,551.33	\$ 101.12	\$ 61.15
Miami-Dade	1,955	3	\$ 271,169.26	7,277	1	\$ 444,984.12	\$ 37.26	\$ 61.15
Monroe	1,034	14	\$ 143,421.49	814	50	\$ 49,751.91	\$ 176.27	\$ 61.15
Nassau	649	39	\$ 90,019.87	792	51	\$ 48,424.89	\$ 113.67	\$ 61.15
Okaloosa	936	20	\$ 129,828.35	1,601	30	\$ 97,887.14	\$ 81.10	\$ 61.15
Okeechobee	771	27	\$ 106,941.94	536	60	\$ 32,753.03	\$ 199.65	\$ 61.15
Orange	910	21	\$ 126,222.01	4,691	4	\$ 286,816.15	\$ 26.91	\$ 61.15
Osceola	1,350	6	\$ 187,252.43	1,548	32	\$ 94,649.20	\$ 120.97	\$ 61.15
Palm Beach	1,993	2	\$ 276,440.07	3,963	9	\$ 242,312.46	\$ 69.76	\$ 61.15
Pasco	738	31	\$ 102,364.66	2,301	16	\$ 140,723.39	\$ 44.48	\$ 61.15
Pinellas	280	66	\$ 38,837.54	3,670	10	\$ 224,408.91	\$ 10.58	\$ 61.15
Polk	1,823	4	\$ 252,860.13	4,470	7	\$ 273,358.02	\$ 56.56	\$ 61.15
Putnam	733	32	\$ 101,671.13	1,972	19	\$ 120,586.73	\$ 51.56	\$ 61.15
St. Johns	617	43	\$ 85,581.30	1,267	38	\$ 77,492.32	\$ 67.53	\$ 61.15
St. Lucie	581	49	\$ 80,587.90	1,757	24	\$ 107,410.74	\$ 45.88	\$ 61.15
Santa Rosa	1,024	16	\$ 142,034.44	1,969	20	\$ 120,419.86	\$ 72.12	\$ 61.15
Sarasota	573	50	\$ 79,478.25	2,443	14	\$ 149,362.86	\$ 32.54	\$ 61.15
Seminole	298	64	\$ 41,334.24	1,641	28	\$ 100,315.12	\$ 25.20	\$ 61.15
Sumter	561	52	\$ 77,813.79	1,107	40	\$ 67,691.97	\$ 70.29	\$ 61.15
Suwannee	690	35	\$ 95,706.80	1,538	34	\$ 94,028.98	\$ 62.24	\$ 61.15
Taylor	1,058	12	\$ 146,750.42	917	47	\$ 56,076.33	\$ 160.02	\$ 61.15
Union	246	67	\$ 34,121.55	327	67	\$ 20,014.49	\$ 104.25	\$ 61.15
Volusia	1,113	9	\$ 154,379.23	3,368	12	\$ 205,928.68	\$ 45.84	\$ 61.15
Wakulla	601	45	\$ 83,362.01	1,069	42	\$ 65,349.22	\$ 78.00	\$ 61.15
Walton	1,066	11	\$ 147,860.07	1,367	35	\$ 83,578.69	\$ 108.18	\$ 61.15
Washington	590	47	\$ 81,836.25	1,271	37	\$ 77,689.89	\$ 64.41	\$ 61.15
TOTAL	54,157		\$ 7,511,873.98	122,848		\$ 7,511,873.98	\$ 61.15	\$ 61.15

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Measuring Performance, or the Provision of Transportation Disadvantaged Services

Measuring TDTF-Reimbursable Transportation Services Provided Through Trip and Equipment Grants



While the ACS 5-year population and FHWA public roads mileage datasets offer reliable insights in comparing the respective populations and transportation infrastructures in each county, they offer virtually no insight on the actual services being provided anywhere in the Coordinated Transportation Disadvantaged System. An allocation methodology that does not consider the actual performance of providing transportation services to the TD population raises especially serious concerns with respect to the guiding principle of Accountability.

Both datasets that contain information on CTCs' performance—AORs and Invoices—are collected and organized directly by CTD. The AORs contain higher level data on trips provided to the TD population across all funding sources, while Trip and Equipment Grant program invoices contain more detailed data on trips provided to this same population that are only reimbursed using TDTF dollars. Thus, trips reflected in the Invoice data are a subset of trips reflected in the AOR data. The current allocation methodology's formula uses AOR data on sponsored and non-sponsored trips (and miles) to allocate TDTF dollars, in part, according to where TD services overall appear to be most needed. Replacing the use of this AOR data with Trip and Equipment Grant invoice data would result in the methodology's formula allocating TDTF dollars according to where just non-sponsored trips (the only trips reimbursable through the Trip and Equipment Grant) appear to be most needed.

Analysis of Adherence to Guiding Principles

ACCESS: Allocating TDTF dollars by CTD trips enhances the per input allocation for each trip actually reimbursed through the Trip and Equipment Grant program. This per input allocation enhancement is further analyzed in the quantitative analysis below. Maximizing dollars for non-sponsored trips maximizes access since access for sponsored trips is guaranteed through other funding sources. Using Invoice data—and not AOR data—to measure CTD trips provided equates with using harder, more verifiable evidence that access is being provided.

INNOVATION: Compared to data on population and miles of public roads, invoice data is more prescriptive in that it reflects particular types of services that had to qualify on a predetermined basis in order to receive reimbursement. In general, any type of performance data will be more prescriptive compared to non-performance data. Performance data can always allow for more innovation by allowing for more types of services to be counted, though it can be expected to always be lagging.

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What performance data lacks for in innovation, however, it tends to make up for in accountability since it demonstrates evidence of services provided.

COORDINATION: Money that is allocated from the TDTF in the Trip and Equipment Grant program is money purposed for the reimbursement of non-sponsored trips for which there is no other funding available. The definition of “coordination” in Chapter 427 as the “arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient, and reduces fragmentation and duplication of services”⁵⁶ necessitates reserving these dollars in this manner for trips with no other means of available funding. To reimburse for trips for which other funding is available would duplicate services and prove neither efficient nor cost-effective. Just as TDTF dollars are only used to reimburse for non-sponsored trips, they should only be allocated according to non-sponsored trips and not factor sponsored trips that are reimbursed from other funding sources.

ACCOUNTABILITY: The data contained in the invoices is the ultimate dataset on performance in the Trip and Equipment Grant program. The Trip and Equipment Grant program is a state program put in place and funded with state taxpayer dollars to provide transportation services where no alternative means or funding is available. Invoice data is evidence of providing access with these types of trips, and reflects trips that had to meet a higher threshold of verifiability in order to be reimbursed, and therefore recorded, by CTD. Without the provision of non-sponsored trips, the allocations in the Trip and Equipment Grant program ultimately serve no purpose.

TRANSPARENCY: Using Trip and Equipment Grant program invoice data to gauge performance—rather than AOR data—represents a shift to determining allocations based on a dataset that is more consistent, verifiable, and provides a greater level of detail on the services that are ultimately, actually reimbursed using the dollars from the allocations.

Quantitative Analysis of Performance Variables – CTD Only Trips vs All Trips

A simple demonstration illustrates the improvement in efficiency and cost-effectiveness by allocating specifically for the performance of providing non-sponsored trips. In the earlier section of this report, “CURRENT ALLOCATION METHODOLOGY”, it was demonstrated that the current methodology effectively valued each trip in the annual operating report—CTD and non-CTD alike—statewide and within each county the same at \$0.33 per trip (**TABLE 3A**). With the same effective allocation of \$7,511,873.98 for trips, had the allocation formula factored only CTD trips (**TABLE 3B**), then the value placed on each CTD trip would have increased from \$0.33 per trip to \$0.70 per trip. In other words, allocating \$0.70 for each trip the program intends to reimburse for is more cost-effective compared to allocating \$0.33 for each trip the programs intends to reimburse for.

⁵⁶ Section 427.011(11), Florida Statutes

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TABLE 3A-1: TRIP & EQUIPMENT GRANT ANALYSIS OF PERFORMANCE VARIABLES - TOTAL AOR TRIPS (METHODOLOGY INPUTS)

COUNTY	TRIP & EQUIPMENT GRANT AOR TRIPS DATA													SHARE OF A \$7,511,873.98 ALLOCATION
	2017-2018													
	TRIPS													
	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJ	DOT	Local Gov't	Local Non-Gov't	Other	
WEIGHT	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Alachua	1,560	0	21,222	0	0	0	421	0	0	0	65,536	1	0	\$ 29,607.29
Baker	6,186	0	7,533	0	0	0	0	0	0	6,490	1	6,581	1	\$ 8,938.90
Bay	9,686	50,765	26,081	0	0	0	7,363	0	0	1,982	3	0	18,285	\$ 38,090.10
Bradford	4,132	11,009	9,871	0	0	0	1,266	0	0	0	0	0	0	\$ 8,767.41
Brevard	0	36,515	68,949	0	0	26,232	21,401	0	0	262,614	277,185	212,006	0	\$ 301,912.24
Broward	57,548	61,218	1,216,479	1,905	0	30,330	80,287	0	0	0	793,848	150,024	5,953	\$ 799,934.56
Calhoun	6,096	1,495	2,912	0	0	0	1,096	0	0	1	1	54	2	\$ 3,889.25
Charlotte	0	0	48,243	0	0	0	6,234	0	0	4,332	12,619	0	0	\$ 23,831.30
Citrus	0	89,194	17,471	0	0	0	0	0	0	45,041	9,554	0	0	\$ 53,802.92
Clay	18,722	11,119	37,255	0	0	491	0	0	8,945	44,430	602	342	9,265	\$ 43,764.00
Collier	0	0	18,917	0	0	0	319	0	0	6,403	67,185	11,311	5,488	\$ 36,574.71
Columbia	105	5,712	18,631	0	0	1	10,844	0	0	3,246	2	12,041	175	\$ 16,934.61
DeSoto	0	0	5,381	0	0	14	0	0	0	2,198	1	0	0	\$ 2,533.67
Dixie	2,956	0	3,661	0	0	0	474	0	0	0	0	1	0	\$ 2,366.18
Duval	0	0	61,191	0	0	0	0	0	0	3,390	1,275	270,162	0	\$ 112,109.32
Escambia	2,268	0	34,798	0	0	1,151	4,495	0	0	0	55,192	0	0	\$ 32,664.77
Flagler	0	0	35,911	0	0	0	5,178	0	0	13,320	53,655	111	0	\$ 36,091.60
Franklin	1,435	0	3,790	0	0	0	0	0	0	1	1	32	1	\$ 1,754.95
Gadsden	17,372	10,103	19,646	0	0	60	0	24	0	16,829	36,945	3,999	0	\$ 35,024.95
Gilchrist	2,292	0	3,116	0	0	0	0	0	0	0	0	1	0	\$ 1,804.66
Glades	159	1,212	3,018	0	0	0	0	0	0	0	1	0	0	\$ 1,464.68
Gulf	2,964	5,996	8,010	0	0	0	2,427	0	0	1	1	2,357	1	\$ 7,259.02
Hamilton	0	338	6,672	0	0	0	0	0	0	2,562	1	1,611	1	\$ 3,731.77
Hardee	695	11,166	2,282	0	0	0	0	0	0	2,571	1	0	0	\$ 5,576.81
Hendry	2,240	6,736	11,528	0	0	0	0	0	0	1,634	1,574	1,383	667	\$ 8,595.25
Hernando	47,228	423	17,857	0	0	2,474	2,506	0	0	0	0	43,626	0	\$ 38,073.09
Highlands	7,239	27,670	21,539	0	0	1	2,430	0	0	13,338	1	0	1	\$ 24,095.21
Hillsborough	0	109,720	118,535	39,835	0	0	34,921	0	4,236	6,622	336,125	7,652	76,674	\$ 244,999.13
Holmes	9,817	1,897	7,624	0	0	4	998	0	0	0	56	0	8,860	\$ 9,761.00
Indian River	0	28,175	10,665	0	0	0	0	0	0	26,078	10,181	0	0	\$ 25,056.09
Jackson	11,548	17,130	7,582	0	41	0	4,539	0	0	0	2,458	775	0	\$ 14,704.55
Jefferson	5,758	2,325	8,327	0	0	4	0	16	0	0	0	649	0	\$ 5,698.25
Lafayette	311	0	3,402	0	0	0	560	0	0	0	0	1	0	\$ 1,425.98
Lake	1,213	54,319	28,364	0	0	0	11,570	0	0	31,443	5,861	20,447	0	\$ 51,119.45
Lee	77,636	27,970	44,790	0	0	0	3,258	2	0	6,266	4,709	2,741	17,996	\$ 61,846.33
Leon	0	17,805	21,786	0	0	0	0	0	0	4,288	47,928	0	0	\$ 30,630.56
Levy	635	6,971	11,344	0	0	0	821	0	0	0	1	10,460	0	\$ 10,086.63
Liberty	12,954	0	6,295	0	0	0	2,090	0	0	1	4,260	2,924	0	\$ 9,516.77
Madison	6,291	4,278	6,211	0	0	2	0	0	0	0	628	1,060	0	\$ 6,162.35
Manatee	3,944	63,173	27,257	0	0	236	9,596	0	0	2,424	59,227	11,955	0	\$ 59,325.34
Marion	5,164	22,414	30,772	0	0	0	0	0	0	33,732	13,942	0	0	\$ 35,373.93
Martin	0	16,800	11,799	3,119	0	1	0	0	0	3,085	8,198	0	7,224	\$ 16,757.44
Miami-Dade	116,064	86,450	3,547,520	42,407	0	6,791	175,921	0	4,164	29,272	52,945	191,864	679,831	\$ 1,645,926.56
Monroe	13,698	3,102	9,853	0	0	0	0	0	0	3,624	19,191	447	0	\$ 16,653.68
Nassau	584	0	23,729	0	0	0	13,765	0	0	11,827	2,588	0	0	\$ 17,513.81
Okaloosa	19,541	0	28,730	0	0	40	4,402	0	0	25,695	17,632	2	0	\$ 32,043.53
Okeechobee	0	0	3,108	0	0	0	750	0	0	4,976	1	0	0	\$ 2,947.72
Orange	12,958	141,703	114,509	0	1	0	47,259	0	0	0	263,958	404,503	121,363	\$ 369,091.49
Osceola	3,135	34,283	27,703	0	1	0	11,434	0	0	0	63,861	97,863	29,362	\$ 89,296.30
Palm Beach	0	0	412,240	0	0	0	50,874	0	0	0	662,074	0	0	\$ 375,408.65
Pasco	9,412	21,313	33,374	4,589	0	408	11,977	0	0	79,506	10,294	19,138	7,595	\$ 65,929.43
Pinellas	24,646	121,776	3,904,908	42,687	0	1,259	35,373	0	0	1,457	344,299	78,167	42,979	\$ 1,533,930.68
Polk	2,754	86,862	108,229	17,355	10,447	79,930	6,058	25	4,502	11,163	211,060	53,288	34,762	\$ 209,004.29
Putnam	12,750	38,891	16,711	0	0	0	0	0	0	49,037	1	16,224	1	\$ 44,579.42
St. Johns	985	0	110,137	0	0	0	0	0	0	47,406	184,404	6,709	0	\$ 116,654.51
St. Lucie	0	53,823	44,771	14,161	0	0	3,950	2,224	0	51,637	61,732	2,561	4,312	\$ 79,797.21
Santa Rosa	7,404	5,399	12,143	0	0	10	0	0	0	0	1	360	1	\$ 8,447.12
Sarasota	0	68,565	43,772	0	0	0	0	0	0	0	602,250	3,698	0	\$ 239,649.20
Seminole	4,807	52,567	42,479	0	1	0	17,532	0	0	0	97,920	150,057	45,022	\$ 136,921.19
Sumter	0	4,491	18,962	0	0	0	3,852	0	0	16,732	25,387	0	0	\$ 23,162.68
Suwannee	0	10,110	6,132	0	0	0	0	10	0	837	2	1,158	2	\$ 6,089.28
Taylor	3,460	980	6,151	0	0	0	0	2	0	0	5,431	1,209	0	\$ 5,749.63
Union	1,598	0	2,460	0	0	0	490	0	0	0	0	1	0	\$ 1,517.73
Volusia	0	0	38,661	0	0	79,469	7,267	14,947	0	1,042	253,619	215,209	1,190	\$ 203,989.33
Wakulla	2,498	294	6,134	0	0	0	71	0	0	0	3,942	0	0	\$ 4,316.98
Walton	5,327	2,252	22,646	0	0	12	4,934	0	0	0	351	63	8,553	\$ 14,726.24
Washington	6,655	5,433	8,105	0	0	0	328	0	0	0	67	0	4	\$ 6,870.33
TOTAL	574,430	1,441,942	10,669,884	166,058	10,491	228,920	611,331	17,250	21,847	878,533	4,751,768	2,016,828	1,125,571	\$ 7,511,873.98

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

Fiscal Year 2020

TABLE 3A-2: TRIP & EQUIPMENT GRANT ANALYSIS OF PERFORMANCE VARIABLES - TOTAL AOR TRIPS (TOTAL DISTRIBUTIONS)

COUNTY	TRIP & EQUIPMENT GRANT AOR TRIPS DATA														SHARE OF A \$7,511,873.98 ALLOCATION
	2017-2018														
	TRIPS														
	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJJ	DOT	Local Gov't	Local Non-Gov't	Other		
WEIGHT	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Alachua	\$ 520.48	\$ -	\$ 7,080.53	\$ -	\$ -	\$ -	\$ 140.46	\$ -	\$ -	\$ -	\$ 21,865.48	\$ 0.33	\$ -	\$ 29,607.29	
Baker	\$ 2,063.90	\$ -	\$ 2,513.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,165.33	\$ 0.33	\$ 2,195.69	\$ 0.33	\$ 8,938.90	
Bay	\$ 3,231.64	\$ 16,937.28	\$ 8,701.69	\$ -	\$ -	\$ -	\$ 2,456.60	\$ -	\$ -	\$ 661.28	\$ 1.00	\$ -	\$ 6,100.62	\$ 38,090.10	
Bradford	\$ 1,378.60	\$ 3,673.05	\$ 3,293.37	\$ -	\$ -	\$ -	\$ 422.39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,767.41	
Brevard	\$ -	\$ 12,182.89	\$ 23,004.20	\$ -	\$ -	\$ 8,752.07	\$ 7,140.25	\$ -	\$ -	\$ 87,618.75	\$ 92,480.23	\$ 70,733.86	\$ -	\$ 301,912.24	
Broward	\$ 19,200.36	\$ 20,424.82	\$ 405,867.05	\$ 635.59	\$ -	\$ 10,119.33	\$ 26,787.02	\$ -	\$ -	\$ -	\$ 264,860.10	\$ 50,054.13	\$ 1,986.16	\$ 799,934.56	
Calhoun	\$ 2,033.87	\$ 498.79	\$ 971.56	\$ -	\$ -	\$ -	\$ 365.67	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 18.02	\$ 0.67	\$ 3,889.25	
Charlotte	\$ -	\$ -	\$ 16,095.83	\$ -	\$ -	\$ -	\$ 2,079.92	\$ -	\$ -	\$ -	\$ 1,445.33	\$ 4,210.21	\$ -	\$ 23,831.30	
Citrus	\$ -	\$ 29,758.76	\$ 5,829.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,027.52	\$ 3,187.60	\$ -	\$ -	\$ 53,802.92	
Clay	\$ 6,246.42	\$ 3,709.75	\$ 12,429.79	\$ -	\$ -	\$ 163.82	\$ -	\$ -	\$ 2,984.42	\$ 14,823.66	\$ 200.85	\$ 114.11	\$ 3,091.18	\$ 43,764.00	
Collier	\$ -	\$ -	\$ 6,311.48	\$ -	\$ -	\$ -	\$ 106.43	\$ -	\$ -	\$ 2,136.30	\$ 22,415.66	\$ 3,773.81	\$ 1,831.02	\$ 36,574.71	
Columbia	\$ 35.03	\$ 1,905.76	\$ 6,216.06	\$ -	\$ -	\$ 0.33	\$ 3,618.00	\$ -	\$ -	\$ 1,083.00	\$ 0.67	\$ 4,017.37	\$ 58.39	\$ 16,934.61	
DeSoto	\$ -	\$ -	\$ 1,795.32	\$ -	\$ -	\$ 4.67	\$ -	\$ -	\$ -	\$ 733.34	\$ 0.33	\$ -	\$ -	\$ 2,533.67	
Dixie	\$ 986.24	\$ -	\$ 1,221.46	\$ -	\$ -	\$ -	\$ 158.15	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 2,366.18	
Duval	\$ -	\$ -	\$ 20,415.82	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131.04	\$ 425.39	\$ 90,137.07	\$ -	\$ 112,109.32	
Escambia	\$ 756.70	\$ -	\$ 11,610.03	\$ -	\$ -	\$ 384.02	\$ 1,499.72	\$ -	\$ -	\$ -	\$ 18,414.30	\$ -	\$ -	\$ 32,664.77	
Flagler	\$ -	\$ -	\$ 11,981.38	\$ -	\$ -	\$ -	\$ 1,727.59	\$ -	\$ -	\$ 4,444.10	\$ 17,901.50	\$ 37.03	\$ -	\$ 36,091.60	
Franklin	\$ 478.77	\$ -	\$ 1,264.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 10.68	\$ 0.33	\$ 1,754.95	
Gadsden	\$ 5,796.01	\$ 3,370.77	\$ 6,554.71	\$ -	\$ -	\$ 20.02	\$ -	\$ 8.01	\$ -	\$ 5,614.84	\$ 12,326.36	\$ 1,334.23	\$ -	\$ 35,024.95	
Gilchrist	\$ 764.70	\$ -	\$ 1,039.62	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 1,804.66	
Glades	\$ 53.05	\$ 404.37	\$ 1,006.93	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 1,464.68	
Gulf	\$ 988.91	\$ 2,000.51	\$ 2,672.46	\$ -	\$ -	\$ -	\$ 809.75	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 786.39	\$ 0.33	\$ 7,259.02	
Hamilton	\$ -	\$ 112.77	\$ 2,226.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 854.79	\$ 0.33	\$ 537.50	\$ 0.33	\$ 3,731.77	
Hardee	\$ 231.88	\$ 3,725.43	\$ 761.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 857.79	\$ 0.33	\$ -	\$ -	\$ 5,576.81	
Hendry	\$ 747.36	\$ 2,247.40	\$ 3,846.21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 545.17	\$ 525.15	\$ 461.43	\$ 222.54	\$ 8,595.25	
Hernando	\$ 15,757.19	\$ 141.13	\$ 5,957.82	\$ -	\$ -	\$ 825.43	\$ 836.10	\$ -	\$ -	\$ -	\$ -	\$ 14,555.41	\$ -	\$ 38,073.09	
Highlands	\$ 2,415.23	\$ 9,231.84	\$ 7,186.29	\$ -	\$ -	\$ 0.33	\$ 810.75	\$ -	\$ -	\$ 4,450.10	\$ 0.33	\$ -	\$ 0.33	\$ 24,095.21	
Hillsborough	\$ -	\$ 36,607.07	\$ 39,548.11	\$ 13,290.58	\$ -	\$ -	\$ 11,651.07	\$ -	\$ 1,413.30	\$ 2,209.37	\$ 112,145.02	\$ 2,553.02	\$ 25,581.58	\$ 244,999.13	
Holmes	\$ 3,275.35	\$ 632.92	\$ 2,543.68	\$ -	\$ -	\$ 1.33	\$ 332.97	\$ -	\$ -	\$ -	\$ 18.68	\$ -	\$ 2,956.06	\$ 9,761.00	
Indian River	\$ -	\$ 9,400.33	\$ 3,558.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,700.69	\$ 3,396.80	\$ -	\$ -	\$ 25,056.09	
Jackson	\$ 3,852.88	\$ 5,715.27	\$ 2,529.66	\$ -	\$ 13.68	\$ -	\$ 1,514.40	\$ -	\$ -	\$ -	\$ 820.09	\$ 258.57	\$ -	\$ 14,704.55	
Jefferson	\$ 1,921.10	\$ 775.71	\$ 2,778.23	\$ -	\$ -	\$ 1.33	\$ -	\$ 5.34	\$ -	\$ -	\$ -	\$ 216.53	\$ -	\$ 5,698.25	
Lafayette	\$ 103.76	\$ -	\$ 1,135.05	\$ -	\$ -	\$ -	\$ 186.84	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 1,425.98	
Lake	\$ 404.71	\$ 18,123.04	\$ 9,463.39	\$ -	\$ -	\$ -	\$ 3,860.22	\$ -	\$ -	\$ 10,490.67	\$ 1,955.47	\$ 6,821.95	\$ -	\$ 51,119.45	
Lee	\$ 25,902.54	\$ 9,331.93	\$ 14,943.77	\$ -	\$ -	\$ -	\$ 1,087.00	\$ 0.67	\$ -	\$ 2,090.59	\$ 1,571.11	\$ 914.51	\$ 6,004.20	\$ 61,846.33	
Leon	\$ -	\$ 5,940.47	\$ 7,268.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,430.65	\$ 15,990.74	\$ -	\$ -	\$ 30,630.56	
Levy	\$ 211.86	\$ 2,325.81	\$ 3,784.82	\$ -	\$ -	\$ -	\$ 273.92	\$ -	\$ -	\$ -	\$ 0.33	\$ 3,489.88	\$ -	\$ 10,086.63	
Liberty	\$ 4,321.98	\$ -	\$ 2,100.27	\$ -	\$ -	\$ -	\$ 697.31	\$ -	\$ -	\$ 0.33	\$ 1,421.31	\$ 975.57	\$ -	\$ 9,516.77	
Madison	\$ 2,098.93	\$ 1,427.32	\$ 2,072.24	\$ -	\$ -	\$ 0.67	\$ -	\$ -	\$ -	\$ -	\$ 209.53	\$ 353.66	\$ -	\$ 6,162.35	
Manatee	\$ 1,315.88	\$ 21,077.09	\$ 9,094.05	\$ -	\$ -	\$ 78.74	\$ 3,201.62	\$ -	\$ -	\$ 808.75	\$ 19,760.54	\$ 3,988.68	\$ -	\$ 59,325.34	
Marion	\$ 1,722.92	\$ 7,478.23	\$ 10,266.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,254.37	\$ 4,651.62	\$ -	\$ -	\$ 35,373.93	
Martin	\$ -	\$ 5,605.17	\$ 3,936.63	\$ 1,040.63	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 1,029.28	\$ 2,735.19	\$ -	\$ 2,410.22	\$ 16,757.44	
Miami-Dade	\$ 38,723.69	\$ 28,843.25	\$ 1,183,597.48	\$ 14,148.71	\$ -	\$ 2,265.75	\$ 58,694.43	\$ -	\$ 1,389.28	\$ 9,766.33	\$ 17,664.61	\$ 64,013.66	\$ 226,819.37	\$ 1,645,926.56	
Monroe	\$ 4,570.21	\$ 1,034.95	\$ 3,287.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,209.11	\$ 6,402.90	\$ 149.14	\$ -	\$ 16,653.68	
Nassau	\$ 194.85	\$ -	\$ 7,916.96	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,945.97	\$ 863.46	\$ -	\$ -	\$ 17,513.81	
Okaloosa	\$ 6,519.68	\$ -	\$ 9,585.50	\$ -	\$ -	\$ 13.35	\$ 1,468.69	\$ -	\$ -	\$ 8,572.90	\$ 5,882.75	\$ 0.67	\$ -	\$ 32,043.53	
Okeechobee	\$ -	\$ -	\$ 1,036.96	\$ -	\$ -	\$ -	\$ 250.23	\$ -	\$ -	\$ 1,660.20	\$ 0.33	\$ -	\$ -	\$ 2,947.72	
Orange	\$ 4,323.32	\$ 47,277.90	\$ 38,204.88	\$ -	\$ 0.33	\$ -	\$ 15,767.53	\$ -	\$ -	\$ -	\$ 88,067.16	\$ 134,958.71	\$ 40,491.65	\$ 369,091.49	
Osceola	\$ 1,045.96	\$ 11,438.21	\$ 9,242.85	\$ -	\$ 0.33	\$ -	\$ 3,814.85	\$ -	\$ -	\$ -	\$ 21,306.64	\$ 32,651.09	\$ 9,796.36	\$ 89,296.30	
Palm Beach	\$ -	\$ -	\$ 137,540.09	\$ -	\$ -	\$ -	\$ 16,973.64	\$ -	\$ -	\$ -	\$ 220,894.91	\$ -	\$ -	\$ 375,408.65	
Pasco	\$ 3,140.23	\$ 7,110.89	\$ 11,134.93	\$ 1,531.08	\$ -	\$ 136.13	\$ 3,996.02	\$ -	\$ -	\$ 26,526.45	\$ 3,434.50	\$ 6,385.22	\$ 2,534.00	\$ 65,929.43	
Pinellas	\$ 8,222.91	\$ 40,629.44	\$ 1,302,836.70	\$ 14,242.13	\$ -	\$ 420.05	\$ 11,801.88	\$ -	\$ -	\$ 486.11	\$ 114,872.20	\$ 26,079.70	\$ 14,339.55	\$ 1,533,930.68	
Polk	\$ 918.85	\$ 28,980.71	\$ 36,109.61	\$ 5,790.34	\$ 3,485.55	\$ 26,667.91	\$ 2,021.20	\$ 8.34	\$ 1,502.05	\$ 3,724.43	\$ 70,418.23	\$ 17,779.05	\$ 11,598.02	\$ 209,004.29	
Putnam	\$ 4,253.92	\$ 12,975.63	\$ 5,575.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,360.74	\$ 0.33	\$ 5,412.99	\$ 0.33	\$ 44,579.42	
St. Johns	\$ 328.64	\$ -	\$ 36,746.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,816.58	\$ 61,524.70	\$ 2,238.40	\$ -	\$ 116,654.51	
St. Lucie	\$ -	\$ 17,957.55	\$ 14,937.43	\$ 4,724.69	\$ -	\$ -	\$ 1,317.88	\$ 742.02	\$ -	\$ 17,228.21	\$ 20,596.31	\$ 854.45	\$ 1,438.66	\$ 79,797.21	
Santa Rosa	\$ 2,470.28	\$ 1,801.33	\$ 4,051.40	\$ -	\$ -	\$ 3.34	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 120.11	\$ 0.33	\$ 8,447.12	
Sarasota	\$ -	\$ 22,876.08	\$ 14,604.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,935.18	\$ 1,233.80	\$ -	\$ 239,649.20	
Seminole	\$ 1,603.81	\$ 17,538.50	\$ 14,172.73	\$ -	\$ 0.33	\$ -	\$ 5,849.39	\$ -	\$ -	\$ -	\$ 32,670.11	\$ 50,065.14	\$ 15,021.18	\$ 136,921.19	
Sumter	\$ -	\$ 1,498.38	\$ 6,326.50	\$ -	\$ -	\$ -	\$ 1,285.18	\$ -	\$ -	\$ 5,582.48	\$ 8,470.14	\$ -	\$ -	\$ 23,162.68	
Suwannee	\$ -	\$ 3,373.11	\$ 2,045.89	\$ -	\$ -	\$ -	\$ -	\$ 3.34	\$ -	\$ 279.26	\$ 0.67	\$ 386.36	\$ 0.67	\$ 6,089.28	
Taylor	\$ 1,154.40	\$ 326.97	\$ 2,052.22	\$ -	\$ -	\$ -	\$ -	\$ 0.67	\$ -	\$ -	\$ 1,812.00	\$ 403.37	\$ -	\$ 5,749.63	
Union	\$ 533.16	\$ -	\$ 820.76	\$ -	\$ -	\$ -	\$ 163.48	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 1,517.73	
Volusia	\$ -	\$ -	\$ 12,898.89	\$ -	\$ -	\$ 26,514.10	\$ 2,424.57	\$ 4,986.93	\$ -	\$ 347.65	\$ 84,617.65	\$ 71,802.51	\$ 397.03	\$ 203,989.33	
Wakulla	\$ 833.43	\$ 98.09	\$ 2,046.55	\$ -	\$ -	\$ -	\$ 23.69	\$ -	\$ -	\$ -	\$ 1,315.21	\$ -	\$ -	\$ 4,316.98	
Walton	\$ 1,777.30	\$ 751.36	\$ 7,555.63	\$ -	\$ -	\$ 4.00	\$ 1,646.18	\$ -	\$ -	\$ -	\$ 117.11	\$ 21.02	\$ 2,853.63	\$ 14,726.24	
Washington	\$ 2,220.38	\$ 1,812.67	\$ 2,704.16	\$ -	\$ -	\$ -	\$ 109.43	\$ -	\$ -	\$ -	\$ 22.35	\$ -	\$ 1.33	\$ 6,870.33	
TOTAL	\$191,653.30	\$481,090.71	\$3,559,908.83	\$55,403.73	\$3,500.23	\$76,377.06	\$203,964.98	\$5,755.30	\$7,289.05	\$293,114.47	\$1,585,383.76	\$672,896.14	\$375,536.43	\$7,511,873.98	

Florida Commission for the Transportation Disadvantaged
Funding Allocation Study
Fiscal Year 2020

TABLE 3A-3: TRIP & EQUIPMENT GRANT ANALYSIS OF PERFORMANCE VARIABLES - TOTAL AOR TRIPS (PER INPUT ALLOCATIONS)

COUNTY	TRIP & EQUIPMENT GRANT AOR TRIPS DATA															SHARE OF A \$7,511,873.98 ALLOCATION
	2017-2018															
	TRIPS															
	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJJ	DOT	Local Gov't	Local Non-Gov't	Other			
WEIGHT	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			
Alachua	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 29,607.29		
Baker	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 8,938.90		
Bay	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 38,090.10		
Bradford	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,767.41		
Brevard	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 301,912.24		
Broward	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 799,934.56		
Calhoun	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 3,889.25		
Charlotte	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 23,831.30		
Citrus	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 53,802.92		
Clay	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 43,764.00		
Collier	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 36,574.71		
Columbia	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 16,934.61		
DeSoto	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 2,533.67		
Dixie	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 2,366.18		
Duval	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 112,109.32		
Escambia	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 32,664.77		
Flagler	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 36,091.60		
Franklin	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,754.95		
Gadsden	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 35,024.95		
Gilchrist	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 1,804.66		
Glades	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 1,464.68		
Gulf	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 7,259.02		
Hamilton	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 3,731.77		
Hardee	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 5,576.81		
Hendry	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 8,595.25		
Hernando	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 38,073.09		
Highlands	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 24,095.21		
Hillsborough	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 244,999.13		
Holmes	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 9,761.00		
Indian River	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 25,056.09		
Jackson	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 14,704.55		
Jefferson	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 5,698.25		
Lafayette	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 1,425.98		
Lake	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 51,119.45		
Lee	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 61,846.33		
Leon	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 30,630.56		
Levy	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 10,086.63		
Liberty	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 9,516.77		
Madison	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 6,162.35		
Manatee	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 59,325.34		
Marion	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 35,373.93		
Martin	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 16,757.44		
Miami-Dade	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,645,926.56		
Monroe	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 16,653.68		
Nassau	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 17,513.81		
Okaloosa	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 32,043.53		
Okeechobee	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 2,947.72		
Orange	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 369,091.49		
Osceola	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 89,296.30		
Palm Beach	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 375,408.65		
Pasco	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 65,929.43		
Pinellas	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,533,930.68		
Polk	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 209,004.29		
Putnam	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 44,579.42		
St. Johns	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 116,654.51		
St. Lucie	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 79,797.21		
Santa Rosa	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 8,447.12		
Sarasota	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 239,649.20		
Seminole	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 136,921.19		
Sumter	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 23,162.68		
Suwannee	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 6,089.28		
Taylor	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 5,749.63		
Union	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 1,517.73		
Volusia	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 203,989.33		
Wakulla	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 4,316.98		
Walton	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 14,726.24		
Washington	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 6,870.33		
TOTAL	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$7,511,873.98		

Florida Commission for the Transportation Disadvantaged

Funding Allocation Study

Fiscal Year 2020

TABLE 3B-1: TRIP & EQUIPMENT GRANT ANALYSIS OF PERFORMANCE VARIABLES - CTD ONLY AOR TRIPS (METHODOLOGY INPUTS)

COUNTY	TRIP & EQUIPMENT GRANT AOR TRIPS DATA														SHARE OF A \$7,511,873.98 ALLOCATION
	2017-2018														
	TRIPS														
	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJJ	DOT	Local Gov't	Local Non-Gov't	Other		
WEIGHT	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Alachua	1,560	0	21,222	0	0	0	421	0	0	0	65,536	1	0	\$ 14,940.84	
Baker	6,186	0	7,533	0	0	0	0	0	0	6,490	1	6,581	1	\$ 5,303.43	
Bay	9,686	50,765	26,081	0	0	0	7,363	0	0	1,982	3	0	18,285	\$ 18,361.70	
Bradford	4,132	11,009	9,871	0	0	0	1,266	0	0	0	0	0	0	\$ 6,949.44	
Brevard	0	36,515	68,949	0	0	26,232	21,401	0	0	262,614	277,185	212,006	0	\$ 48,541.88	
Broward	57,548	61,218	1,216,479	1,905	0	30,330	80,287	0	0	0	793,848	150,024	5,953	\$ 856,432.64	
Calhoun	6,096	1,495	2,912	0	0	0	1,096	0	0	1	1	54	2	\$ 2,050.12	
Charlotte	0	0	48,243	0	0	0	6,234	0	0	4,332	12,619	0	0	\$ 33,964.32	
Citrus	0	89,194	17,471	0	0	0	0	0	0	45,041	9,554	0	0	\$ 12,300.04	
Clay	18,722	11,119	37,255	0	0	491	0	0	8,945	44,430	602	342	9,265	\$ 26,228.48	
Collier	0	0	18,917	0	0	0	319	0	0	6,403	67,185	11,311	5,488	\$ 13,318.06	
Columbia	105	5,712	18,631	0	0	1	10,844	0	0	3,246	2	12,041	175	\$ 13,116.71	
DeSoto	0	0	5,381	0	0	14	0	0	0	2,198	1	0	0	\$ 3,788.36	
Dixie	2,956	0	3,661	0	0	0	474	0	0	0	0	1	0	\$ 2,577.44	
Duval	0	0	61,191	0	0	0	0	0	0	3,390	1,275	270,162	0	\$ 43,080.04	
Escambia	2,268	0	34,798	0	0	1,151	4,495	0	0	0	55,192	0	0	\$ 24,498.69	
Flagler	0	0	35,911	0	0	0	5,178	0	0	13,320	53,655	111	0	\$ 25,282.27	
Franklin	1,435	0	3,790	0	0	0	0	0	0	1	1	32	1	\$ 2,668.26	
Gadsden	17,372	10,103	19,646	0	0	60	0	24	0	16,829	36,945	3,999	0	\$ 13,831.29	
Gilchrist	2,292	0	3,116	0	0	0	0	0	0	0	0	1	0	\$ 2,193.74	
Glades	159	1,212	3,018	0	0	0	0	0	0	0	1	0	0	\$ 2,124.75	
Gulf	2,964	5,996	8,010	0	0	0	2,427	0	0	1	1	2,357	1	\$ 5,639.25	
Hamilton	0	338	6,672	0	0	0	0	0	0	2,562	1	1,611	1	\$ 4,697.26	
Hardee	695	11,166	2,282	0	0	0	0	0	0	2,571	1	0	0	\$ 1,606.59	
Hendry	2,240	6,736	11,528	0	0	0	0	0	0	1,634	1,574	1,383	667	\$ 8,116.01	
Hernando	47,228	423	17,857	0	0	2,474	2,506	0	0	0	0	43,626	0	\$ 12,571.79	
Highlands	7,239	27,670	21,539	0	0	1	2,430	0	0	13,338	1	0	1	\$ 15,164.01	
Hillsborough	0	109,720	118,535	39,835	0	0	34,921	0	4,236	6,622	336,125	7,652	76,674	\$ 83,451.70	
Holmes	9,817	1,897	7,624	0	0	4	998	0	0	0	56	0	8,860	\$ 5,367.49	
Indian River	0	28,175	10,665	0	0	0	0	0	0	26,078	10,181	0	0	\$ 7,508.44	
Jackson	11,548	17,130	7,582	0	41	0	4,539	0	0	0	2,458	775	0	\$ 5,337.92	
Jefferson	5,758	2,325	8,327	0	0	4	0	16	0	0	0	649	0	\$ 5,862.42	
Lafayette	311	0	3,402	0	0	0	560	0	0	0	0	1	0	\$ 2,395.10	
Lake	1,213	54,319	28,364	0	0	0	11,570	0	0	31,443	5,861	20,447	0	\$ 19,968.99	
Lee	77,636	27,970	44,790	0	0	0	3,258	2	0	6,266	4,709	2,741	17,996	\$ 31,533.32	
Leon	0	17,805	21,786	0	0	0	0	0	0	4,288	47,928	0	0	\$ 15,337.91	
Levy	635	6,971	11,344	0	0	0	821	0	0	0	1	10,460	0	\$ 7,986.47	
Liberty	12,954	0	6,295	0	0	0	2,090	0	0	1	4,260	2,924	0	\$ 4,431.84	
Madison	6,291	4,278	6,211	0	0	2	0	0	0	0	628	1,060	0	\$ 4,372.70	
Manatee	3,944	63,173	27,257	0	0	236	9,596	0	0	2,424	59,227	11,955	0	\$ 19,189.63	
Marion	5,164	22,414	30,772	0	0	0	0	0	0	33,732	13,942	0	0	\$ 21,664.28	
Martin	0	16,800	11,799	3,119	0	1	0	0	0	3,085	8,198	0	7,224	\$ 8,306.80	
Miami-Dade	116,064	86,450	3,547,520	42,407	0	6,791	175,921	0	4,164	29,272	52,945	191,864	679,831	\$ 2,497,545.73	
Monroe	13,698	3,102	9,853	0	0	0	0	0	0	3,624	19,191	447	0	\$ 6,936.77	
Nassau	584	0	23,729	0	0	0	13,765	0	0	11,827	2,588	0	0	\$ 16,705.83	
Okaloosa	19,541	0	28,730	0	0	40	4,402	0	0	25,695	17,632	2	0	\$ 20,226.66	
Okeechobee	0	0	3,108	0	0	0	750	0	0	4,976	1	0	0	\$ 2,188.11	
Orange	12,958	141,703	114,509	0	1	0	47,259	0	0	0	263,958	404,503	121,363	\$ 80,617.29	
Osceola	3,135	34,283	27,703	0	1	0	11,434	0	0	0	63,861	97,863	29,362	\$ 19,503.63	
Palm Beach	0	0	412,240	0	0	0	50,874	0	0	0	662,074	0	0	\$ 290,227.61	
Pasco	9,412	21,313	33,374	4,589	0	408	11,977	0	0	79,506	10,294	19,138	7,595	\$ 23,496.16	
Pinellas	24,646	121,776	3,904,908	42,687	0	1,259	35,373	0	0	1,457	344,299	78,167	42,979	\$ 2,749,156.11	
Polk	2,754	86,862	108,229	17,355	10,447	79,930	6,058	25	4,502	11,163	211,060	53,288	34,762	\$ 76,196.01	
Putnam	12,750	38,891	16,711	0	0	0	0	0	0	49,037	1	16,224	1	\$ 11,764.98	
St. Johns	985	0	110,137	0	0	0	0	0	0	47,406	184,404	6,709	0	\$ 77,539.29	
St. Lucie	0	53,823	44,771	14,161	0	0	3,950	2,224	0	51,637	61,732	2,561	4,312	\$ 31,519.94	
Santa Rosa	7,404	5,399	12,143	0	0	10	0	0	0	0	1	360	1	\$ 8,548.99	
Sarasota	0	68,565	43,772	0	0	0	0	0	0	0	602,250	3,698	0	\$ 30,816.62	
Seminole	4,807	52,567	42,479	0	1	0	17,532	0	0	0	97,920	150,057	45,022	\$ 29,906.31	
Sumter	0	4,491	18,962	0	0	0	3,852	0	0	16,732	25,387	0	0	\$ 13,349.74	
Suwannee	0	10,110	6,132	0	0	0	0	10	0	837	2	1,158	2	\$ 4,317.09	
Taylor	3,460	980	6,151	0	0	0	0	2	0	0	5,431	1,209	0	\$ 4,330.46	
Union	1,598	0	2,460	0	0	0	490	0	0	0	0	1	0	\$ 1,731.90	
Volusia	0	0	38,661	0	0	79,469	7,267	14,947	0	1,042	253,619	215,209	1,190	\$ 27,218.34	
Wakulla	2,498	294	6,134	0	0	0	71	0	0	0	3,942	0	0	\$ 4,318.49	
Walton	5,327	2,252	22,646	0	0	12	4,934	0	0	0	351	63	8,553	\$ 15,943.37	
Washington	6,655	5,433	8,105	0	0	0	328	0	0	0	67	0	4	\$ 5,706.13	
TOTAL	574,430	1,441,942	10,669,884	166,058	10,491	228,920	611,331	17,250	21,847	878,533	4,751,768	2,016,828	1,125,571	\$ 7,511,873.98	

Florida Commission for the Transportation Disadvantaged
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TABLE 3B-2: TRIP & EQUIPMENT GRANT ANALYSIS OF PERFORMANCE VARIABLES - CTD ONLY AOR TRIPS (TOTAL DISTRIBUTIONS)

COUNTY	TRIP & EQUIPMENT GRANT AOR TRIPS DATA													SHARE OF A \$7,511,873.98 ALLOCATION
	2017-2018													
	TRIPS													
	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJI	DOT	Local Gov't	Local Non-Gov't	Other	
WEIGHT	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Alachua	\$ -	\$ -	\$ 14,940.84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,940.84
Baker	\$ -	\$ -	\$ 5,303.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,303.43
Bay	\$ -	\$ -	\$ 18,361.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,361.70
Bradford	\$ -	\$ -	\$ 6,949.44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,949.44
Brevard	\$ -	\$ -	\$ 48,541.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,541.88
Broward	\$ -	\$ -	\$ 856,432.64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 856,432.64
Calhoun	\$ -	\$ -	\$ 2,050.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,050.12
Charlotte	\$ -	\$ -	\$ 33,964.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,964.32
Citrus	\$ -	\$ -	\$ 12,300.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,300.04
Clay	\$ -	\$ -	\$ 26,228.48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,228.48
Collier	\$ -	\$ -	\$ 13,318.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,318.06
Columbia	\$ -	\$ -	\$ 13,116.71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,116.71
DeSoto	\$ -	\$ -	\$ 3,788.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,788.36
Dixie	\$ -	\$ -	\$ 2,577.44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,577.44
Duval	\$ -	\$ -	\$ 43,080.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,080.04
Escambia	\$ -	\$ -	\$ 24,498.69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,498.69
Flagler	\$ -	\$ -	\$ 25,282.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,282.27
Franklin	\$ -	\$ -	\$ 2,668.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,668.26
Gadsden	\$ -	\$ -	\$ 13,831.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,831.29
Gilchrist	\$ -	\$ -	\$ 2,193.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,193.74
Glades	\$ -	\$ -	\$ 2,124.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,124.75
Gulf	\$ -	\$ -	\$ 5,639.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,639.25
Hamilton	\$ -	\$ -	\$ 4,697.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,697.26
Hardee	\$ -	\$ -	\$ 1,606.59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,606.59
Hendry	\$ -	\$ -	\$ 8,116.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,116.01
Hernando	\$ -	\$ -	\$ 12,571.79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,571.79
Highlands	\$ -	\$ -	\$ 15,164.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,164.01
Hillsborough	\$ -	\$ -	\$ 83,451.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,451.70
Holmes	\$ -	\$ -	\$ 5,367.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,367.49
Indian River	\$ -	\$ -	\$ 7,508.44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,508.44
Jackson	\$ -	\$ -	\$ 5,337.92	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,337.92
Jefferson	\$ -	\$ -	\$ 5,862.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,862.42
Lafayette	\$ -	\$ -	\$ 2,395.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,395.10
Lake	\$ -	\$ -	\$ 19,968.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,968.99
Lee	\$ -	\$ -	\$ 31,533.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,533.32
Leon	\$ -	\$ -	\$ 15,337.91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,337.91
Levy	\$ -	\$ -	\$ 7,986.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,986.47
Liberty	\$ -	\$ -	\$ 4,431.84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,431.84
Madison	\$ -	\$ -	\$ 4,372.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,372.70
Manatee	\$ -	\$ -	\$ 19,189.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,189.63
Marion	\$ -	\$ -	\$ 21,664.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,664.28
Martin	\$ -	\$ -	\$ 8,306.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,306.80
Miami-Dade	\$ -	\$ -	\$ 2,497,545.73	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,497,545.73
Monroe	\$ -	\$ -	\$ 6,936.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,936.77
Nassau	\$ -	\$ -	\$ 16,705.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,705.83
Okaloosa	\$ -	\$ -	\$ 20,226.66	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,226.66
Okeechobee	\$ -	\$ -	\$ 2,188.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,188.11
Orange	\$ -	\$ -	\$ 80,617.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,617.29
Osceola	\$ -	\$ -	\$ 19,503.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,503.63
Palm Beach	\$ -	\$ -	\$ 290,227.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290,227.61
Pasco	\$ -	\$ -	\$ 23,496.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,496.16
Pinellas	\$ -	\$ -	\$ 2,749,156.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,749,156.11
Polk	\$ -	\$ -	\$ 76,196.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,196.01
Putnam	\$ -	\$ -	\$ 11,764.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,764.98
St. Johns	\$ -	\$ -	\$ 77,539.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,539.29
St. Lucie	\$ -	\$ -	\$ 31,519.94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,519.94
Santa Rosa	\$ -	\$ -	\$ 8,548.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,548.99
Sarasota	\$ -	\$ -	\$ 30,816.62	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,816.62
Seminole	\$ -	\$ -	\$ 29,906.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,906.31
Sumter	\$ -	\$ -	\$ 13,349.74	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,349.74
Suwannee	\$ -	\$ -	\$ 4,317.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,317.09
Taylor	\$ -	\$ -	\$ 4,330.46	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,330.46
Union	\$ -	\$ -	\$ 1,731.90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,731.90
Volusia	\$ -	\$ -	\$ 27,218.34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,218.34
Wakulla	\$ -	\$ -	\$ 4,318.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,318.49
Walton	\$ -	\$ -	\$ 15,943.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,943.37
Washington	\$ -	\$ -	\$ 5,706.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,706.13
TOTAL	\$ -	\$ -	\$ 7,511,873.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,511,873.98

Florida Commission for the Transportation Disadvantaged
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TABLE 3B-3: TRIP & EQUIPMENT GRANT ANALYSIS OF PERFORMANCE VARIABLES - CTD ONLY AOR TRIPS (PER INPUT ALLOCATIONS)

COUNTY	TRIP & EQUIPMENT GRANT AOR TRIPS DATA														SHARE OF A \$7,511,873.98 ALLOCATION
	2017-2018														
	TRIPS														
	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJJ	DOT	Local Gov't	Local Non-Gov't	Other		
WEIGHT	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Alachua	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,940.84
Baker	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,303.43
Bay	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,361.70
Bradford	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,949.44
Brevard	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,541.88
Broward	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 856,432.64
Calhoun	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,050.12
Charlotte	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,964.32
Citrus	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,300.04
Clay	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,228.48
Collier	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,318.06
Columbia	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,116.71
DeSoto	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,788.36
Dixie	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,577.44
Duval	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,080.04
Escambia	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,498.69
Flagler	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,282.27
Franklin	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,668.26
Gadsden	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,831.29
Gilchrist	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,193.74
Glades	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,124.75
Gulf	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,639.25
Hamilton	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,697.26
Hardee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,606.59
Hendry	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,116.01
Hernando	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,571.79
Highlands	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,164.01
Hillsborough	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 83,451.70
Holmes	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,367.49
Indian River	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,508.44
Jackson	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,337.92
Jefferson	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,862.42
Lafayette	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,395.10
Lake	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,968.99
Lee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,533.32
Leon	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,337.91
Levy	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,986.47
Liberty	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,431.84
Madison	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,372.70
Manatee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,189.63
Marion	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,664.28
Martin	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,306.80
Miami-Dade	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,497,545.73
Monroe	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,936.77
Nassau	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,705.83
Okaloosa	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,226.66
Okeechobee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,188.11
Orange	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,617.29
Osceola	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,503.63
Palm Beach	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290,227.61
Pasco	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,496.16
Pinellas	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,749,156.11
Polk	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,196.01
Putnam	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,764.98
St. Johns	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,539.29
St. Lucie	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,519.94
Santa Rosa	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,548.99
Sarasota	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,816.62
Seminole	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,906.31
Sumter	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,349.74
Suwannee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,317.09
Taylor	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,330.46
Union	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,731.90
Volusia	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,218.34
Wakulla	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,318.49
Walton	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,943.37
Washington	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,706.13
TOTAL	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,511,873.98

Florida Commission for the Transportation Disadvantaged
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MODELS FOR CONSIDERATION

Overview of Similarities of Current Methodology to Proposed Models

The current allocation methodology consists of two core components: 1) Base Funding and 2) Formula Funding. The methodology begins with the Base Funding amount before applying the Funding Formula. Within the Formula Funding component, 50% weight is given to measures of inherent demand for TD services (25% total population and 25% square miles), balanced with the remaining 50% weight given to measures of CTCs' performance in providing TD services (25% AOR trips and 25% AOR miles).

This section presents different models for allocation methodologies for consideration to replace the current allocation methodology. The proposed models for consideration are analyzed backwards from the way the current allocation methodology works. That is, the Formula Funding component is analyzed alone first before being combined with the other stabilizing component which attempts to honor the intent behind the Base Funding "to maintain system and service stability."⁵⁷ Working backwards from the Funding Formula to the stabilizing component allows for the Funding Formula's impacts to first be assessed before determining the optimal extent to which year-over-year stability needs to be given weight in the methodology.

Formula Funding

Variables

The Funding Formulas for consideration remain consistent with the fundamental approach of the Current Allocation Methodology's formula in that they balance measures of inherent demand for TD services with measures of CTCs' performance. The datasets used to measure inherent demand are the ACS 5-year and the FHWA information on public roads. The specific measures of inherent demand are the TD population (**TABLE 4A**) and centerline miles (**TABLE 4B**). The dataset used to measure program performance consists of the invoices for provided services that CTCs submit to CTD in exchange for reimbursement in the Trip and Equipment Grant program. The specific measures of performance are the trips (and their corresponding miles) and bus passes CTCs provide for non-sponsored transportation (**TABLE 4C**).

Within each of the three datasets are characteristics which can have their respective weights adjusted relative to one another. The weight-adjustable characteristics within each are as follows:

1) ACS 5-Year (TD Population)

- *Under 18 Years, No Disability, Below Poverty*
- *Under 18 Years, No Disability, At or Above Poverty*
- *Under 18 Years, With a Disability, Below Poverty*
- *Under 18 Years, With a Disability, At or Above Poverty*
- *18 to 64 Years, No Disability, Below Poverty*
- *18 to 64 Years, No Disability, At or Above Poverty*
- *18 to 64 Years, With a Disability, Below Poverty*

⁵⁷ Rule Chapter 41-2.014(5)(a), Florida Administrative Code (F.A.C.). The rule can be accessed on the Florida Department of State website at: <https://www.flrules.org/gateway/ruleNo.asp?id=41%E2%80%9002.014>.

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- *18 to 64 Years, With a Disability, At or Above Poverty*
- *65 Years and Over, No Disability, Below Poverty*
- *65 Years and Over, No Disability, At or Above Poverty*
- *65 Years and Over, With a Disability, Below Poverty*
- *65 Years and Over, With a Disability, At or Above Poverty*

In the models presented in this section, all characteristics for the TD population are weighted at 1.0 so that every individual falling under this population is counted equally. Individuals from the dataset who either fall under “Under 18 Years, No Disability, At or Above Poverty” or fall under “18 to 64 Years, No Disability, At or Above Poverty” are not considered to be part of the TD population and therefore are weighted at 0.0.

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TABLE 4A: MODELS FOR CONSIDERATION - POPULATION (WEIGHTING)

COUNTY	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)													WEIGHTED POPULATION
	2018													
	Under 18 Years				18 to 64 Years				65 Years and Over					
	No Disability		With a Disability		No Disability		With a Disability		No Disability		With a Disability			
	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty	Below Poverty	At/Above Poverty		
WEIGHT	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Alachua	9,167	35,875	409	1,289	36,619	116,016	4,767	9,792	1,743	21,023	1,367	9,945	96,12	
Baker	1,166	5,109	100	184	1,571	10,979	531	1,991	188	1,707	108	1,396	8,94	
Bay	7,267	28,862	792	1,871	10,558	79,425	4,961	13,866	1,249	15,210	1,530	11,521	68,82	
Bradford	1,463	3,441	172	254	1,653	9,408	949	1,427	320	2,348	182	1,684	10,44	
Brevard	17,763	82,418	1,652	3,304	33,053	259,537	9,448	30,743	6,327	80,685	4,235	39,915	227,12	
Broward	72,320	316,533	3,283	11,359	119,302	975,943	22,266	70,192	22,890	176,174	15,153	85,776	598,71	
Calhoun	273	2,594	26	117	566	5,095	343	922	101	980	200	1,119	4,64	
Charlotte	3,339	16,826	674	1,055	7,657	61,744	2,964	11,047	2,878	42,836	1,740	20,513	94,70	
Citrus	5,471	14,020	534	716	9,100	48,443	3,957	7,518	2,683	30,586	1,692	15,680	77,93	
Clay	5,961	40,228	614	1,673	10,365	99,867	2,722	11,699	1,376	17,966	745	10,381	63,50	
Collier	13,408	47,853	681	1,291	21,170	152,724	2,401	9,224	4,889	78,978	1,759	25,922	159,72	
Columbia	3,536	10,538	275	452	4,248	26,566	1,742	4,745	484	6,088	830	4,508	26,90	
DeSoto	2,584	4,011	139	134	5,351	12,542	837	1,260	591	4,567	322	2,191	17,91	
Dixie	809	1,933	94	71	1,304	4,915	830	1,097	254	1,872	107	1,449	7,88	
Duval	45,660	150,605	3,142	6,933	61,239	442,230	17,298	48,934	6,279	68,421	6,140	39,584	303,63	
Escambia	13,101	46,926	1,110	2,579	17,091	136,138	6,154	17,384	1,697	30,309	1,525	15,372	106,31	
Flagler	3,162	13,955	93	762	5,809	43,867	1,386	5,564	1,412	20,754	713	8,502	48,11	
Franklin	649	1,137	77	56	783	3,896	372	673	140	1,308	70	964	5,05	
Gadsden	3,573	5,252	525	322	3,781	17,159	1,770	2,768	422	3,870	411	2,779	20,22	
Gilchrist	798	2,090	125	232	1,246	6,771	537	1,052	86	1,806	114	1,346	7,34	
Glades	476	1,551	37	32	873	4,787	174	745	285	1,674	216	1,275	5,71	
Gulf	478	2,020	55	58	884	5,993	244	813	140	1,558	99	1,263	5,55	
Hamilton	998	1,461	78	148	1,266	3,689	529	658	155	932	217	856	5,83	
Hardee	3,028	3,910	77	128	2,720	10,304	357	769	307	2,527	286	968	11,11	
Hendry	3,521	6,751	138	326	5,130	15,986	902	1,554	424	2,608	469	1,632	16,70	
Hernando	5,722	25,706	627	1,033	10,714	71,661	3,981	10,904	2,962	28,868	1,692	16,127	82,63	
Highlands	5,465	10,764	391	735	7,813	32,860	2,645	5,047	1,868	21,247	1,149	10,641	57,00	
Hillsborough	60,516	238,085	3,585	8,101	101,882	674,410	21,332	58,702	11,470	109,912	9,103	56,417	441,00	
Holmes	1,134	2,379	81	81	1,651	6,320	1,038	1,158	199	1,633	383	1,475	8,83	
Indian River	4,558	19,180	227	731	7,483	60,277	2,401	7,155	2,049	30,887	1,444	12,907	69,84	
Jackson	2,290	5,951	218	242	3,628	15,924	1,265	2,499	401	4,248	543	3,221	18,51	
Jefferson	394	1,778	21	103	733	4,965	284	567	77	1,887	153	805	5,01	
Lafayette	380	1,540	5	17	558	3,048	256	260	70	346	175	525	2,55	
Lake	11,746	50,307	862	1,829	17,178	139,286	4,692	18,071	4,343	53,861	2,514	26,515	141,61	
Lee	28,513	94,474	1,371	3,499	45,000	302,885	8,361	28,496	10,798	130,017	4,902	50,073	311,00	
Leon	9,196	41,183	803	1,997	38,275	131,689	5,321	12,014	1,172	21,771	1,337	10,593	102,47	
Levy	2,421	4,740	202	401	3,200	15,526	1,273	2,418	812	4,901	269	3,316	19,21	
Liberty	139	1,061	8	105	391	3,157	195	627	81	414	92	675	2,77	
Madison	1,425	1,877	32	33	1,924	5,903	637	1,056	415	1,661	170	1,215	8,50	
Manatee	13,255	52,505	1,000	2,331	19,636	162,493	5,201	15,256	4,694	64,694	2,243	26,155	154,44	
Marion	16,569	43,221	1,535	2,319	22,890	129,117	7,240	17,278	4,148	60,443	3,882	29,196	165,50	
Martin	3,868	21,146	308	684	6,763	66,198	2,252	6,383	2,126	30,582	895	12,972	66,83	
Miami-Dade	126,790	404,119	6,232	11,812	227,431	1,368,132	34,317	80,345	52,394	224,292	35,387	103,678	902,63	
Monroe	1,925	9,139	36	262	4,093	38,660	1,085	2,838	1,267	10,835	449	3,567	26,31	
Nassau	1,911	13,331	147	570	3,521	36,935	1,297	5,080	664	10,283	627	5,004	29,11	
Okaloosa	6,699	34,985	541	1,730	9,817	88,865	3,178	11,577	930	17,957	1,179	10,397	64,01	
Okeechobee	3,008	4,759	182	227	3,648	15,035	829	2,171	590	4,653	238	2,057	17,61	
Orange	60,758	218,629	5,079	8,336	104,811	666,593	19,596	56,468	9,731	84,897	7,099	45,416	402,11	
Osceola	17,526	59,874	2,306	3,445	24,079	160,556	5,784	20,204	2,695	23,159	2,399	14,148	115,77	
Palm Beach	50,751	216,700	1,923	6,982	85,143	667,652	14,680	50,354	18,857	211,352	11,501	90,398	541,94	
Pasco	17,050	79,625	1,445	4,052	29,289	220,967	8,940	27,520	6,588	66,564	4,233	35,460	201,14	
Pinellas	27,764	122,518	1,697	5,112	55,970	442,578	16,040	48,281	13,162	135,834	8,464	65,170	377,45	
Polk	34,735	104,293	3,646	4,676	44,333	284,173	12,817	34,769	7,945	77,929	5,273	40,400	266,55	
Putnam	5,584	8,596	236	665	7,384	26,316	2,456	3,875	1,276	9,090	687	4,954	36,21	
St. Johns	4,084	44,603	200	1,608	10,531	114,544	2,418	9,400	1,696	30,401	725	11,973	73,03	
St. Lucie	12,430	45,852	723	2,270	20,060	130,967	5,068	14,770	4,149	41,813	3,086	21,376	125,77	
Santa Rosa	4,825	30,395	479	1,448	6,714	78,328	2,717	10,268	549	14,422	813	9,892	52,11	
Sarasota	8,439	48,542	519	1,659	17,419	167,078	3,919	15,570	5,938	95,827	3,021	38,593	190,90	
Seminole	13,125	78,649	1,098	2,768	26,294	239,302	4,898	17,872	3,919	42,375	1,986	17,927	132,21	
Sumter	1,911	6,279	35	380	3,553	28,075	1,152	3,376	2,137	47,664	1,051	15,905	77,11	
Suwannee	2,576	6,079	268	393	3,223	17,076	936	3,165	224	4,753	303	3,198	19,03	
Taylor	1,090	2,660	53	241	1,238	6,515	713	1,527	266	2,204	208	1,332	8,81	
Union	872	1,773	102	101	841	3,764	192	540	80	870	44	522	4,11	
Volusia	18,816	69,151	1,292	3,108	36,205	225,927	11,124	28,920	5,719	72,873	5,544	38,818	222,41	
Wakulla	811	5,424	176	384	1,108	13,442	774	1,794	309	2,579	94	1,370	9,31	
Walton	3,256	9,274	180	383	3,817	28,616	1,330	4,068	389	7,538	389	4,252	25,64	
Washington	1,309	3,194	120	217	2,159	8,606	842	1,224	111	2,185	360	1,520	10,00	
TOTAL	815,607	3,090,239	54,893	122,416	1,385,739	9,458,445	313,917	900,300	246,590	2,426,508	166,336	1,156,696	7,589,000	

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2) *CENTERLINE MILES (CLM)*

- *Rural — Populations of less than 5,000*
- *Small Urban — Populations of 5,000 to 49,999*
- *Small Urbanized — Populations of 50,000 to 200,000*
- *Large Urbanized — Populations of more than 200,000*

All categories of centerline miles (CLM)—Rural, Small Urban, Small Urbanized, and Large Urbanized—are weighted at 1.0 so that every mile of public roads is counted equally across the state.

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TABLE 4B: MODELS FOR CONSIDERATION - PUBLIC ROADS (WEIGHTING)					
COUNTY	CENTERLINE MILES (CLM)				WEIGHTED PUBLIC ROADS
	FHWA				
	2018				
	TOTAL CLM				
WEIGHT	Rural	Small Urban	Small Urbanized	Large Urbanized	
	1.0	1.0	1.0	1.0	
Alachua	759.554	0.000	1,060.600	0.000	1,820.154
Baker	733.736	301.070	0.000	0.000	1,034.806
Bay	265.746	51.148	1,222.078	0.000	1,538.972
Bradford	265.122	183.947	0.000	0.000	449.069
Brevard	396.412	0.000	418.701	2,765.677	3,580.790
Broward	56.382	0.000	0.000	5,037.262	5,093.644
Calhoun	593.681	0.000	0.000	0.000	593.681
Charlotte	269.220	0.000	1,507.976	509.772	2,286.968
Citrus	938.120	152.252	1,408.293	0.000	2,498.665
Clay	251.219	40.797	0.000	949.016	1,241.032
Collier	398.442	131.010	0.000	1,125.643	1,655.095
Columbia	1,066.553	474.188	0.000	0.000	1,540.741
DeSoto	307.218	194.190	13.432	0.000	514.840
Dixie	585.593	0.000	0.000	0.000	585.593
Duval	181.804	0.000	0.000	4,455.548	4,637.352
Escambia	363.749	0.000	0.000	1,859.034	2,222.783
Flagler	183.232	0.000	0.000	806.630	989.862
Franklin	400.954	0.000	0.000	0.000	400.954
Gadsden	738.566	228.533	0.000	18.007	985.106
Gilchrist	577.776	0.000	0.000	0.000	577.776
Glades	375.716	11.805	0.000	0.000	387.521
Gulf	419.410	0.000	0.000	0.000	419.410
Hamilton	508.702	156.728	0.000	0.000	665.430
Hardee	488.531	161.194	0.000	0.000	649.725
Hendry	439.710	181.965	0.000	0.000	621.675
Hernando	490.172	0.000	1,322.109	0.000	1,812.281
Highlands	465.307	260.186	953.622	0.000	1,679.115
Hillsborough	296.919	0.000	0.000	5,021.872	5,318.791
Holmes	937.622	0.000	0.000	0.000	937.622
Indian River	123.732	32.937	952.100	0.000	1,108.769
Jackson	1,547.315	190.079	0.000	0.000	1,737.394
Jefferson	693.853	0.000	0.000	0.000	693.853
Lafayette	490.830	0.000	0.000	0.000	490.830
Lake	657.929	96.674	1,043.930	616.129	2,414.662
Lee	873.206	0.000	0.000	3,699.341	4,572.547
Leon	426.198	12.168	0.000	1,217.715	1,656.081
Levy	1,339.880	0.000	0.000	0.000	1,339.880
Liberty	813.710	0.000	0.000	0.000	813.710
Madison	878.725	0.000	0.000	0.000	878.725
Manatee	309.785	0.000	0.000	1,658.031	1,967.816
Marion	1,702.476	200.527	2,134.210	0.000	4,037.213
Martin	193.641	34.093	0.000	514.422	742.156
Miami-Dade	243.039	0.000	0.000	7,021.700	7,264.739
Monroe	125.975	602.965	0.000	0.000	728.940
Nassau	257.238	534.698	0.000	0.000	791.936
Okaloosa	325.848	260.555	997.858	0.000	1,584.261
Okeechobee	273.060	262.705	0.000	0.000	535.765
Orange	169.611	14.563	0.000	4,533.518	4,717.692
Osceola	304.040	167.351	0.000	1,097.193	1,568.584
Palm Beach	232.141	172.819	0.000	3,536.090	3,941.050
Pasco	297.277	0.000	463.156	1,629.733	2,390.166
Pinellas	8.208	0.000	0.000	3,657.503	3,665.711
Polk	782.975	381.131	0.000	3,316.989	4,481.095
Putnam	1,245.063	727.001	0.000	0.000	1,972.064
St. Johns	440.726	39.798	411.846	394.004	1,286.374
St. Lucie	196.248	0.000	111.509	1,461.455	1,769.212
Santa Rosa	729.534	0.000	315.057	929.545	1,974.136
Sarasota	448.862	0.000	571.424	1,432.962	2,453.248
Seminole	69.828	0.000	0.000	1,574.117	1,643.945
Sumter	772.158	0.000	464.910	0.000	1,237.068
Suwannee	1,318.024	228.837	0.000	0.000	1,546.861
Taylor	665.421	251.646	0.000	0.000	917.067
Union	251.033	76.282	0.000	0.000	327.315
Volusia	459.723	0.000	1,191.849	1,724.149	3,375.721
Wakulla	772.077	299.117	0.000	0.000	1,071.194
Walton	1,159.934	122.778	108.746	0.000	1,391.458
Washington	1,270.533	0.000	0.000	0.000	1,270.533
TOTAL	36,625.024	7,237.737	16,673.406	62,563.057	123,099.224

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3) TRIP AND EQUIPMENT GRANT INVOICES

- *Trips*
 - *Ambulatory*
 - *Wheelchair*
 - *Stretcher*
 - *Group Per Passenger*
 - *Group Per Group*
- *Miles*
 - *Ambulatory*
 - *Wheelchair*
 - *Stretcher*
 - *Group Per Passenger*
 - *Group Per Group*
- *Bus Passes*
 - *Monthly*
 - *10-Day*
 - *Weekly*
 - *Daily*
 - *Single Trip*

The different types of trips and bus passes are weighted at an amount relative to the unit cost (or rate) in the Trip and Equipment Grant program at which they are reimbursed relative to an ambulatory trip. For example, wheelchair trips in the program are reimbursed at 1.7 times the rate at which ambulatory trips are reimbursed at, so a wheelchair trip is counted at the equivalent of 1.7 ambulatory trips in the models presented in this section. Also, miles are weighted at 0.1 the amount for an equivalent type of trip, so that each additional mile in a trip adds 0.1 to the total for the trip.

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TABLE 4C: MODELS FOR CONSIDERATION - TRIP AND EQUIPMENT GRANT INVOICES (WEIGHTING)

COUNTY	TRIP & EQUIPMENT GRANT INVOICE DATA															WEIGHTED INVOICE TOTAL
	2018-2019															
	Trips					MILES					BUS PASSES					
	Ambulatory	Wheelchair	Stretcher	Group	Group Group	Ambulatory	Wheelchair	Stretcher	Group	Group Group	Monthly	10-Day	Weekly	Daily	Single Trip	
WEIGHT	1.0	1.7	3.6	0.5	1.6	0.10	0.17	0.36	0.05	0.16	10.0	3.0	1.0	0.5	0.3	
Alachua	12,983	3,913	0	0	0	153,050	56,135	0	0	0	0	0	0	0	0	44,483.050
Baker	7,493	1,140	0	0	0	134,800	12,363	0	0	0	0	0	0	0	0	25,012.710
Bay	8,871	4,403	0	0	0	87,583	30,862	0	0	0	0	0	0	0	0	30,360.940
Bradford	6,233	1,215	0	0	0	120,113	17,158	0	0	0	0	0	0	0	0	23,226.660
Brevard	51,960	9,097	0	0	0	755,406	107,805	0	0	0	0	0	0	0	0	161,292.350
Broward	125,756	256	0	0	0	1,630,422	3,192	0	0	0	26,462	0	0	0	0	554,396.040
Calhoun	2,598	480	7	0	0	88,247	18,590	355	0	0	0	0	0	0	0	15,552.000
Charlotte	15,841	5,431	0	6,779	723	100,366	33,030	0	61,152	5,917	0	0	0	0	0	49,276.020
Citrus	16,147	1,705	0	0	0	96,501	11,924	0	0	0	2,289	0	0	0	0	53,612.680
Clay	18,689	9,476	0	0	12,842	180,950	72,106	0	0	76,306	585	0	0	0	0	103,757.380
Collier	17,144	2,838	0	0	1,818	221,484	32,886	0	0	29,343	0	0	0	0	0	57,311.300
Columbia	8,626	2,786	0	0	0	90,254	27,577	0	0	0	0	0	0	0	0	27,075.728
DeSoto	4,455	1,139	0	0	0	71,582	11,548	0	0	0	0	0	0	0	0	15,512.687
Dixie	2,982	506	18	0	0	124,646	14,375	736	0	0	0	0	0	0	0	19,080.310
Duval	35,856	15,809	0	0	0	319,265	128,385	0	0	0	0	0	0	0	0	116,483.250
Escambia	19,952	1,943	0	0	0	206,929	18,973	0	0	0	0	0	0	0	0	47,173.410
Flagler	36,133	10,096	0	0	0	188,448	55,186	0	0	0	0	0	0	0	0	81,522.620
Franklin	2,136	262	0	0	0	95,024	14,578	0	0	0	0	0	0	0	0	14,562.060
Gadsden	13,273	1,001	0	0	0	361,389	21,338	0	0	0	0	0	0	0	0	54,741.060
Gilchrist	3,118	780	28	0	0	75,282	15,113	936	0	0	0	0	0	0	0	14,979.170
Glades	752	388	0	0	0	23,196	8,727	0	0	0	0	0	0	0	0	5,214.790
Gulf	3,184	947	0	0	0	85,699	17,355	0	0	0	0	0	0	0	0	16,314.150
Hamilton	5,620	198	0	0	0	72,152	2,653	0	0	0	0	0	0	0	0	13,622.863
Hardee	2,539	212	0	0	0	27,874	6,294	0	0	0	0	0	0	0	0	6,756.751
Hendry	7,315	3,517	0	0	0	155,427	43,048	0	0	0	0	0	0	0	0	36,154.760
Hernando	5,813	5,829	0	0	0	57,286	46,905	0	0	0	0	0	0	0	0	29,424.750
Highlands	17,608	4,713	174	0	0	185,011	34,376	1,287	0	0	0	0	0	0	5,230	51,054.775
Hillsborough	3,997	9,088	0	418	1,725	49,599	83,522	0	1,790	7,205	22,146	0	0	0	0	266,891.540
Holmes	6,682	1,295	129	0	0	115,576	39,747	3,266	0	0	0	0	0	0	0	28,838.250
Indian River	13,545	4,632	0	0	0	97,438	29,615	0	0	0	0	0	0	0	0	36,197.750
Jackson	8,492	2,412	19	0	0	123,534	42,439	497	0	0	0	0	0	0	0	32,407.750
Jefferson	8,704	69	0	0	0	115,403	1,585	0	0	0	0	0	0	0	0	20,631.050
Lafayette	3,537	453	0	0	0	86,948	11,885	0	0	0	0	0	0	0	0	15,022.350
Lake	21,854	5,616	0	0	0	342,216	81,140	0	0	0	0	0	0	0	0	79,416.600
Lee	29,087	11,137	0	0	0	306,723	81,053	0	0	0	0	0	0	0	0	92,471.210
Leon	12,457	2,269	0	0	0	208,344	32,961	0	0	0	1,152	0	0	0	0	54,272.070
Levy	5,043	1,305	0	0	0	164,782	37,460	0	0	0	0	0	0	0	0	30,107.900
Liberty	3,973	888	0	0	0	103,641	27,916	0	0	0	0	0	0	0	0	20,592.420
Madison	4,008	846	0	0	0	64,123	8,684	0	0	0	550	0	0	0	0	18,834.780
Manatee	16,600	4,989	0	0	0	102,586	30,085	0	0	0	128	0	0	0	0	41,734.350
Marion	18,683	12,452	0	0	0	125,930	77,539	0	0	0	0	0	0	0	0	65,626.030
Martin	6,764	2,583	0	0	0	63,775	32,989	0	0	0	0	0	0	0	0	23,140.730
Miami-Dade	0	0	0	0	0	0	0	0	0	0	52,164	0	3,925	10,399	6,771	532,795.800
Monroe	6,031	254	0	349	1,101	99,566	12,030	0	16,424	9,709	0	0	0	0	0	22,775.240
Nassau	22,583	4,856	0	0	0	340,743	69,504	0	0	0	0	0	0	0	0	76,728.180
Okaloosa	24,074	9,288	0	0	0	154,031	42,000	0	0	0	0	0	0	0	0	62,406.700
Okeechobee	3,080	658	0	0	0	51,577	5,446	0	0	0	0	0	0	0	0	10,282.131
Orange	51,912	40,226	0	0	0	489,621	230,284	0	0	0	0	0	0	0	0	208,406.661
Osceola	20,271	12,256	0	0	0	178,065	67,181	0	0	0	0	0	0	0	0	70,333.526
Palm Beach	103,190	5,523	0	0	0	1,455,688	64,492	0	0	0	9,764	0	0	417	0	366,960.040
Pasco	18,590	7,166	0	0	0	127,530	47,323	0	0	0	716	0	0	0	0	58,730.110
Pinellas	5,641	336	0	24,559	0	30,722	1,341	0	151,982	0	49,136	891	0	0	0	523,423.970
Polk	14,615	4,530	0	0	0	144,058	51,823	0	0	0	3,748	0	0	0	7,767	85,341.810
Putnam	17,406	3,983	0	0	0	172,420	45,330	0	0	0	304	0	0	0	0	52,165.200
St. Johns	17,737	7,606	97	0	0	108,852	39,700	600	0	0	3,561	0	0	0	0	84,476.600
St. Lucie	56,744	3,294	0	0	0	153,349	13,936	0	0	0	0	0	0	0	0	80,047.820
Santa Rosa	8,419	4,737	0	0	0	105,046	39,245	0	0	0	0	0	0	0	0	33,648.150
Sarasota	33,079	9,910	0	0	0	359,614	127,320	0	0	0	0	0	0	0	0	107,531.800
Seminole	14,980	10,008	0	0	0	106,411	43,390	0	0	0	0	0	0	0	0	50,011.100
Sumter	15,833	1,960	0	0	0	167,023	19,204	0	0	0	0	0	0	0	0	39,131.980
Suwannee	4,143	662	0	0	0	79,871	14,651	0	0	0	0	0	0	0	0	15,746.174
Taylor	5,016	1,388	0	0	0	46,409	11,903	0	0	0	569	0	0	0	0	19,730.010
Union	3,064	744	0	0	0	57,520	25,952	0	0	0	0	0	0	0	0	14,492.640
Volusia	23,797	24,530	0	0	0	532,061	252,430	0	0	0	0	0	0	0	0	161,617.200
Wakulla	5,176	1,041	1	0	0	122,057	26,946	146	0	0	0	0	0	0	0	23,788.380
Walton	19,449	2,522	0	0	0	262,070	24,552	0	0	0	0	0	0	0	0	54,117.240
Washington	9,053	2,928	87	0	0	159,849	62,581	2,830	0	0	0	0	0	0	0	41,986.270
TOTAL	1,120,386	310,520	560	32,105	18,209	13,283,158	2,819,667	10,653	231,348	128,480	173,274	891	3,925	16,046	14,538	5,290,813.776

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Statewide Shares

Once the weighted totals for each variable are tallied, a statewide share for each county by variable can be calculated. Taking Alachua County as an example, its statewide share of each variable is as follows:

SHARE OF TD POPULATION:	$(96,121 \div 7,589,002) = 1.27\%$
SHARE OF CENTERLINE MILES:	$(1,820.154 \div 123,099.224) = 1.48\%$
SHARE OF INVOICED TRIPS:	$(44,483.050 \div 5,290,813.776) = 0.84\%$

Any formula that gives greater weight to a variable that represents a higher statewide share for a county will ultimately result in more funds being allocated toward that same county. With the example above, a formula that gives more weight to the variable for centerline miles will result in a higher allocation amount for Alachua County than will a formula that gives more weight to invoiced trips, since 1.48% is greater than 0.84%.

Allocation Factors

With statewide shares calculated for each county and weights assigned to each variable, it then becomes possible to calculate each county's share of the total amount appropriated for the Trip and Equipment Grant program, which is referred to here as an "allocation factor". Taking, again, Alachua County as an example, its allocation factor in a model weighted 25% based on TD population, 25% based on centerline miles, and 50% based on invoiced trips would be as follows:

SHARE OF TD POPULATION:	$(1.27\% * 25\%)$
SHARE OF CENTERLINE MILES:	$+ (1.48\% * 25\%)$
SHARE OF INVOICED TRIPS:	$+ (0.84\% * 50\%)$
ALLOCATION FACTOR:	$= 1.11\%$

In this example, whatever the total appropriated amount available for the formula funding is, Alachua County's share of that total would be 1.11%

The tables below provide county-by-county figures for weighted totals and statewide shares by variable (TABLE 5A), allocation factors (TABLE 5B), and final allocations (TABLE 5C), which total \$56,716,435.23 for each of three hypothetical models:

- **MODEL 1:** 50% Inherent Demand (25% TD Population, 25% CLM) and 50% Performance (Trips)
- **MODEL 2:** 25% Inherent Demand (12.5% TD Population, 12.5% CLM) and 75% Performance (Trips)
- **MODEL 3:** 75% Inherent Demand (37.5% TD Population, 37.5% CLM) and 25% Performance (Trips)

Model 1 may be thought of as the status quo approach in that it keeps the same 50-50% weighting balance between inherent demand and performance—just using different datasets from what is currently used. Model 2 may be thought of as an approach where prior performance is given stronger consideration in the allocation of funds. However, in Model 2, counties with more unmet demand would still receive a bit more per trip provided since the amount allocated to a county often can determine the overall level of services it is able to offer. Model 3 is a reverse approach to Model 2—the inherent demand in each county drives the allocation considerations more, regardless of services provided in prior years. However, in Model 3, counties that recently have provided more services would receive a little more in allocated funds relative to the demand in their county.

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TABLE 5A: MODELS FOR CONSIDERATION - WEIGHTED TOTALS AND WEIGHTED STATEWIDE SHARES

COUNTY	WEIGHTED TOTALS BY VARIABLE			WEIGHTED STATEWIDE SHARES BY VARIABLE		
	INHERENT DEMAND		PERFORMANCE	INHERENT DEMAND		PERFORMANCE
	TD Population	Centerline Miles	Invoiced Trips	TD Population	Centerline Miles	Invoiced Trips
Alachua	96,121	1,820.154	44,483.050	1.27%	1.48%	0.84%
Baker	8,942	1,034.806	25,012.710	0.12%	0.84%	0.47%
Bay	68,825	1,538.972	30,360.940	0.91%	1.25%	0.57%
Bradford	10,452	449.069	23,226.660	0.14%	0.36%	0.44%
Brevard	227,125	3,580.790	161,292.350	2.99%	2.91%	3.05%
Broward	598,715	5,093.644	554,396.040	7.89%	4.14%	10.48%
Calhoun	4,647	593.681	15,552.000	0.06%	0.48%	0.29%
Charlotte	94,703	2,286.968	49,276.020	1.25%	1.86%	0.93%
Citrus	77,937	2,498.665	53,612.680	1.03%	2.03%	1.01%
Clay	63,502	1,241.032	103,757.380	0.84%	1.01%	1.96%
Collier	159,723	1,655.095	57,311.300	2.10%	1.34%	1.08%
Columbia	26,908	1,540.741	27,075.728	0.35%	1.25%	0.51%
DeSoto	17,976	514.840	15,512.687	0.24%	0.42%	0.29%
Dixie	7,887	585.593	19,080.310	0.10%	0.48%	0.36%
Duval	303,630	4,637.352	116,483.250	4.00%	3.77%	2.20%
Escambia	106,322	2,222.783	47,173.410	1.40%	1.81%	0.89%
Flagler	48,157	989.862	81,522.620	0.63%	0.80%	1.54%
Franklin	5,092	400.954	14,562.060	0.07%	0.33%	0.28%
Gadsden	20,221	985.106	54,741.060	0.27%	0.80%	1.03%
Gilchrist	7,342	577.776	14,979.170	0.10%	0.47%	0.28%
Glades	5,787	387.521	5,214.790	0.08%	0.31%	0.10%
Gulf	5,592	419.410	16,314.150	0.07%	0.34%	0.31%
Hamilton	5,837	665.430	13,622.863	0.08%	0.54%	0.26%
Hardee	11,167	649.725	6,756.751	0.15%	0.53%	0.13%
Hendry	16,704	621.675	36,154.760	0.22%	0.51%	0.68%
Hernando	82,630	1,812.281	29,424.750	1.09%	1.47%	0.56%
Highlands	57,001	1,679.115	51,054.775	0.75%	1.36%	0.96%
Hillsborough	441,020	5,318.791	266,891.540	5.81%	4.32%	5.04%
Holmes	8,833	937.622	28,838.250	0.12%	0.76%	0.55%
Indian River	69,842	1,108.769	36,197.750	0.92%	0.90%	0.68%
Jackson	18,555	1,737.394	32,407.750	0.24%	1.41%	0.61%
Jefferson	5,024	693.853	20,631.050	0.07%	0.56%	0.39%
Lafayette	2,592	490.830	15,022.350	0.03%	0.40%	0.28%
Lake	141,611	2,414.662	79,416.600	1.87%	1.96%	1.50%
Lee	311,030	4,572.547	92,471.210	4.10%	3.71%	1.75%
Leon	102,479	1,656.081	54,272.070	1.35%	1.35%	1.03%
Levy	19,213	1,339.880	30,107.900	0.25%	1.09%	0.57%
Liberty	2,727	813.710	20,592.420	0.04%	0.66%	0.39%
Madison	8,568	878.725	18,834.780	0.11%	0.71%	0.36%
Manatee	154,465	1,967.816	41,734.350	2.04%	1.60%	0.79%
Marion	165,500	4,037.213	65,626.030	2.18%	3.28%	1.24%
Martin	66,833	742.156	23,140.730	0.88%	0.60%	0.44%
Miami-Dade	902,678	7,264.739	532,795.800	11.89%	5.90%	10.07%
Monroe	26,357	728.940	22,775.240	0.35%	0.59%	0.43%
Nassau	29,104	791.936	76,728.180	0.38%	0.64%	1.45%
Okaloosa	64,005	1,584.261	62,406.700	0.84%	1.29%	1.18%
Okeechobee	17,603	535.765	10,282.131	0.23%	0.44%	0.19%
Orange	402,191	4,717.692	208,406.661	5.30%	3.83%	3.94%
Osceola	115,745	1,568.584	70,333.526	1.53%	1.27%	1.33%
Palm Beach	541,941	3,941.050	366,960.040	7.14%	3.20%	6.94%
Pasco	201,141	2,390.166	58,730.110	2.65%	1.94%	1.11%
Pinellas	377,494	3,665.711	523,423.970	4.97%	2.98%	9.89%
Polk	266,519	4,481.095	85,341.810	3.51%	3.64%	1.61%
Putnam	36,207	1,972.064	52,165.200	0.48%	1.60%	0.99%
St. Johns	73,036	1,286.374	84,476.600	0.96%	1.04%	1.60%
St. Lucie	125,745	1,769.212	80,047.820	1.66%	1.44%	1.51%
Santa Rosa	52,127	1,974.136	33,648.150	0.69%	1.60%	0.64%
Sarasota	190,904	2,453.248	107,531.800	2.52%	1.99%	2.03%
Seminole	132,262	1,643.945	50,011.100	1.74%	1.34%	0.95%
Sumter	77,164	1,237.068	39,131.980	1.02%	1.00%	0.74%
Suwannee	19,039	1,546.861	15,746.174	0.25%	1.26%	0.30%
Taylor	8,872	917.067	19,730.010	0.12%	0.74%	0.37%
Union	4,164	327.315	14,492.640	0.05%	0.27%	0.27%
Volusia	222,419	3,375.721	161,617.200	2.93%	2.74%	3.05%
Wakulla	9,399	1,071.194	23,788.380	0.12%	0.87%	0.45%
Walton	25,602	1,391.458	54,117.240	0.34%	1.13%	1.02%
Washington	10,047	1,270.533	41,986.270	0.13%	1.03%	0.79%
TOTAL	7,589,002	123,099.224	5,290,813.776	100.00%	100.00%	100.00%

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TABLE 5B: MODELS FOR CONSIDERATION - TRIP AND EQUIPMENT GRANT FINAL ALLOCATION FACTORS

				MODEL 1 FACTORS		MODEL 2 FACTORS		MODEL 3 FACTORS	
COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE			TD Population	25.0%	TD Population	12.5%	TD Population	37.5%
	INHERENT DEMAND		PERFORMANCE	Centerline Miles	25.0%	Centerline Miles	12.5%	Centerline Miles	37.5%
	TD Population	Centerline Miles	Invoked Trips	Invoked Trips	50.0%	Invoked Trips	75.0%	Invoked Trips	25.0%
Alachua	1.27%	1.48%	0.84%	1.11%		0.97%		1.24%	
Baker	0.12%	0.84%	0.47%	0.48%		0.47%		0.48%	
Bay	0.91%	1.25%	0.57%	0.83%		0.70%		0.95%	
Bradford	0.14%	0.36%	0.44%	0.35%		0.39%		0.30%	
Brevard	2.99%	2.91%	3.05%	3.00%		3.02%		2.98%	
Broward	7.89%	4.14%	10.48%	8.25%		9.36%		7.13%	
Calhoun	0.06%	0.48%	0.29%	0.28%		0.29%		0.28%	
Charlotte	1.25%	1.86%	0.93%	1.24%		1.09%		1.40%	
Citrus	1.03%	2.03%	1.01%	1.27%		1.14%		1.40%	
Clay	0.84%	1.01%	1.96%	1.44%		1.70%		1.18%	
Collier	2.10%	1.34%	1.08%	1.40%		1.24%		1.56%	
Columbia	0.35%	1.25%	0.51%	0.66%		0.58%		0.73%	
DeSoto	0.24%	0.42%	0.29%	0.31%		0.30%		0.32%	
Dixie	0.10%	0.48%	0.36%	0.33%		0.34%		0.31%	
Duval	4.00%	3.77%	2.20%	3.04%		2.62%		3.46%	
Escambia	1.40%	1.81%	0.89%	1.25%		1.07%		1.43%	
Flagler	0.63%	0.80%	1.54%	1.13%		1.34%		0.92%	
Franklin	0.07%	0.33%	0.28%	0.24%		0.26%		0.22%	
Gadsden	0.27%	0.80%	1.03%	0.78%		0.91%		0.66%	
Gilchrist	0.10%	0.47%	0.28%	0.28%		0.28%		0.28%	
Glades	0.08%	0.31%	0.10%	0.15%		0.12%		0.17%	
Gulf	0.07%	0.34%	0.31%	0.26%		0.28%		0.23%	
Hamilton	0.08%	0.54%	0.26%	0.28%		0.27%		0.30%	
Hardee	0.15%	0.53%	0.13%	0.23%		0.18%		0.29%	
Hendry	0.22%	0.51%	0.68%	0.52%		0.60%		0.44%	
Hernando	1.09%	1.47%	0.56%	0.92%		0.74%		1.10%	
Highlands	0.75%	1.36%	0.96%	1.01%		0.99%		1.03%	
Hillsborough	5.81%	4.32%	5.04%	5.06%		5.05%		5.06%	
Holmes	0.12%	0.76%	0.55%	0.49%		0.52%		0.47%	
Indian River	0.92%	0.90%	0.68%	0.80%		0.74%		0.85%	
Jackson	0.24%	1.41%	0.61%	0.72%		0.67%		0.77%	
Jefferson	0.07%	0.56%	0.39%	0.35%		0.37%		0.33%	
Lafayette	0.03%	0.40%	0.28%	0.25%		0.27%		0.23%	
Lake	1.87%	1.96%	1.50%	1.71%		1.60%		1.81%	
Lee	4.10%	3.71%	1.75%	2.83%		2.29%		3.37%	
Leon	1.35%	1.35%	1.03%	1.19%		1.11%		1.27%	
Levy	0.25%	1.09%	0.57%	0.62%		0.59%		0.65%	
Liberty	0.04%	0.66%	0.39%	0.37%		0.38%		0.36%	
Madison	0.11%	0.71%	0.36%	0.38%		0.37%		0.40%	
Manatee	2.04%	1.60%	0.79%	1.30%		1.05%		1.56%	
Marion	2.18%	3.28%	1.24%	1.99%		1.61%		2.36%	
Martin	0.88%	0.60%	0.44%	0.59%		0.51%		0.67%	
Miami-Dade	11.89%	5.90%	10.07%	9.48%		9.78%		9.19%	
Monroe	0.35%	0.59%	0.43%	0.45%		0.44%		0.46%	
Nassau	0.38%	0.64%	1.45%	0.98%		1.22%		0.75%	
Okaloosa	0.84%	1.29%	1.18%	1.12%		1.15%		1.09%	
Okeechobee	0.23%	0.44%	0.19%	0.26%		0.23%		0.30%	
Orange	5.30%	3.83%	3.94%	4.25%		4.10%		4.41%	
Osceola	1.53%	1.27%	1.33%	1.36%		1.35%		1.38%	
Palm Beach	7.14%	3.20%	6.94%	6.05%		6.49%		5.61%	
Pasco	2.65%	1.94%	1.11%	1.70%		1.41%		2.00%	
Pinellas	4.97%	2.98%	9.89%	6.93%		8.41%		5.46%	
Polk	3.51%	3.64%	1.61%	2.59%		2.10%		3.09%	
Putnam	0.48%	1.60%	0.99%	1.01%		1.00%		1.03%	
St. Johns	0.96%	1.04%	1.60%	1.30%		1.45%		1.15%	
St. Lucie	1.66%	1.44%	1.51%	1.53%		1.52%		1.54%	
Santa Rosa	0.69%	1.60%	0.64%	0.89%		0.76%		1.02%	
Sarasota	2.52%	1.99%	2.03%	2.14%		2.09%		2.20%	
Seminole	1.74%	1.34%	0.95%	1.24%		1.09%		1.39%	
Sumter	1.02%	1.00%	0.74%	0.88%		0.81%		0.94%	
Suwannee	0.25%	1.26%	0.30%	0.53%		0.41%		0.64%	
Taylor	0.12%	0.74%	0.37%	0.40%		0.39%		0.42%	
Union	0.05%	0.27%	0.27%	0.22%		0.25%		0.19%	
Volusia	2.93%	2.74%	3.05%	2.95%		3.00%		2.89%	
Wakulla	0.12%	0.87%	0.45%	0.47%		0.46%		0.49%	
Walton	0.34%	1.13%	1.02%	0.88%		0.95%		0.81%	
Washington	0.13%	1.03%	0.79%	0.69%		0.74%		0.64%	
TOTAL	100.00%	100.00%	100.00%	100.00%		100.00%		100.00%	

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TABLE 5C: MODELS FOR CONSIDERATION - TRIP AND EQUIPMENT GRANT FINAL ALLOCATIONS (FUNDING FORMULA ONLY)

COUNTY	MODEL 1 FACTORS		MODEL 2 FACTORS		MODEL 3 FACTORS		TOTAL FUNDING AVAILABLE			\$ 56,716,435.23	2019-2020 ALLOCATION pre-"Hold Harmless"		2018-2019 ALLOCATION	
	TD Population	25.0%	TD Population	12.5%	TD Population	37.5%								
	Centerline Miles	25.0%	Centerline Miles	12.5%	Centerline Miles	37.5%	MODEL 1	MODEL 2	MODEL 3					
	Invoiced Trips	50.0%	Invoiced Trips	75.0%	Invoiced Trips	25.0%								
Alachua	1.11%		0.97%		1.24%		\$ 627,668.06	\$ 552,258.60	\$ 703,077.52	\$ 650,820.54	\$ 605,854.51			
Baker	0.48%		0.47%		0.48%		\$ 269,966.07	\$ 269,048.59	\$ 270,883.55	\$ 227,941.68	\$ 259,054.33			
Bay	0.83%		0.70%		0.95%		\$ 468,588.04	\$ 397,025.53	\$ 540,150.54	\$ 463,681.20	\$ 449,477.93			
Bradford	0.35%		0.39%		0.30%		\$ 195,746.51	\$ 222,365.76	\$ 169,127.26	\$ 133,697.35	\$ 224,336.31			
Brevard	3.00%		3.02%		2.98%		\$ 1,701,316.40	\$ 1,715,168.60	\$ 1,687,464.19	\$ 1,580,811.86	\$ 1,436,816.61			
Broward	8.25%		9.36%		7.13%		\$ 4,676,838.72	\$ 5,309,925.11	\$ 4,043,752.33	\$ 4,593,446.28	\$ 4,318,045.09			
Calhoun	0.28%		0.29%		0.28%		\$ 160,422.25	\$ 163,568.24	\$ 157,276.25	\$ 201,090.37	\$ 203,853.53			
Charlotte	1.24%		1.09%		1.40%		\$ 704,478.22	\$ 616,353.51	\$ 792,602.93	\$ 397,084.64	\$ 481,706.72			
Citrus	1.27%		1.14%		1.40%		\$ 720,781.27	\$ 647,749.08	\$ 793,813.45	\$ 417,127.55	\$ 539,101.02			
Clay	1.44%		1.70%		1.18%		\$ 817,722.01	\$ 964,989.89	\$ 670,454.12	\$ 429,848.62	\$ 551,649.14			
Collier	1.40%		1.24%		1.56%		\$ 796,246.39	\$ 705,305.87	\$ 887,186.91	\$ 910,350.42	\$ 744,602.21			
Columbia	0.66%		0.58%		0.73%		\$ 372,866.69	\$ 331,556.46	\$ 414,176.91	\$ 352,352.69	\$ 276,770.58			
DeSoto	0.31%		0.30%		0.32%		\$ 176,033.86	\$ 171,163.34	\$ 180,904.39	\$ 231,977.82	\$ 210,598.31			
Dixie	0.33%		0.34%		0.31%		\$ 184,455.55	\$ 194,496.27	\$ 174,414.83	\$ 210,456.34	\$ 187,460.39			
Duval	3.04%		2.62%		3.46%		\$ 1,725,783.78	\$ 1,487,230.13	\$ 1,964,337.43	\$ 1,660,766.71	\$ 1,826,890.37			
Escambia	1.25%		1.07%		1.43%		\$ 707,523.99	\$ 606,606.62	\$ 808,441.36	\$ 691,065.41	\$ 597,907.96			
Flagler	1.13%		1.34%		0.92%		\$ 640,944.89	\$ 757,425.30	\$ 524,464.47	\$ 307,681.48	\$ 417,078.86			
Franklin	0.24%		0.26%		0.22%		\$ 133,748.56	\$ 144,925.42	\$ 122,571.69	\$ 179,455.02	\$ 183,936.43			
Gadsden	0.78%		0.91%		0.66%		\$ 444,655.71	\$ 515,734.31	\$ 373,577.12	\$ 397,029.84	\$ 410,915.79			
Gilchrist	0.28%		0.28%		0.28%		\$ 160,555.20	\$ 160,564.41	\$ 160,545.99	\$ 120,511.30	\$ 179,368.10			
Glades	0.15%		0.12%		0.17%		\$ 83,399.40	\$ 69,650.44	\$ 97,148.36	\$ 224,145.26	\$ 225,601.50			
Gulf	0.26%		0.28%		0.23%		\$ 146,199.61	\$ 160,541.97	\$ 131,857.25	\$ 198,935.29	\$ 218,437.87			
Hamilton	0.28%		0.27%		0.30%		\$ 160,570.00	\$ 153,302.14	\$ 167,837.86	\$ 160,777.99	\$ 168,173.02			
Hardee	0.23%		0.18%		0.29%		\$ 131,917.82	\$ 102,174.40	\$ 161,661.24	\$ 241,642.64	\$ 247,112.53			
Hendry	0.52%		0.60%		0.44%		\$ 296,602.40	\$ 342,087.00	\$ 251,117.81	\$ 366,927.27	\$ 255,858.98			
Hernando	0.92%		0.74%		1.10%		\$ 520,844.02	\$ 418,135.64	\$ 623,552.39	\$ 360,905.71	\$ 489,979.86			
Highlands	1.01%		0.99%		1.03%		\$ 573,555.48	\$ 560,426.08	\$ 586,684.87	\$ 467,884.74	\$ 443,003.50			
Hillsborough	5.06%		5.05%		5.06%		\$ 2,867,144.05	\$ 2,864,083.23	\$ 2,870,204.87	\$ 2,043,757.70	\$ 2,186,383.87			
Holmes	0.49%		0.52%		0.47%		\$ 279,072.83	\$ 294,106.47	\$ 264,039.20	\$ 215,050.20	\$ 259,471.81			
Indian River	0.80%		0.74%		0.85%		\$ 452,220.21	\$ 420,126.32	\$ 484,314.10	\$ 371,401.29	\$ 417,342.19			
Jackson	0.72%		0.67%		0.77%		\$ 408,490.59	\$ 377,947.50	\$ 439,033.67	\$ 442,520.37	\$ 336,139.57			
Jefferson	0.35%		0.37%		0.33%		\$ 199,888.06	\$ 210,524.34	\$ 189,251.78	\$ 206,851.76	\$ 215,651.31			
Lafayette	0.25%		0.27%		0.23%		\$ 141,897.03	\$ 151,466.77	\$ 132,327.30	\$ 154,292.60	\$ 163,352.34			
Lake	1.71%		1.60%		1.81%		\$ 968,378.76	\$ 909,854.19	\$ 1,026,903.33	\$ 734,191.37	\$ 785,438.48			
Lee	2.83%		2.29%		3.37%		\$ 1,603,443.17	\$ 1,297,357.76	\$ 1,909,528.59	\$ 930,038.81	\$ 1,274,338.78			
Leon	1.19%		1.11%		1.27%		\$ 673,116.69	\$ 627,451.06	\$ 718,782.32	\$ 547,782.91	\$ 500,741.57			
Levy	0.62%		0.59%		0.65%		\$ 351,605.61	\$ 337,178.05	\$ 366,033.17	\$ 413,816.99	\$ 299,129.87			
Liberty	0.37%		0.38%		0.36%		\$ 209,195.00	\$ 214,970.75	\$ 203,419.25	\$ 267,952.30	\$ 228,573.85			
Madison	0.38%		0.37%		0.40%		\$ 218,176.13	\$ 210,040.55	\$ 226,311.71	\$ 238,040.65	\$ 234,576.43			
Manatee	1.30%		1.05%		1.56%		\$ 738,952.20	\$ 593,167.92	\$ 884,736.47	\$ 651,551.26	\$ 747,965.51			
Marion	1.99%		1.61%		2.36%		\$ 1,125,988.90	\$ 914,743.22	\$ 1,337,234.58	\$ 854,091.24	\$ 763,845.17			
Martin	0.59%		0.51%		0.67%		\$ 334,385.89	\$ 291,224.88	\$ 377,546.90	\$ 324,300.91	\$ 389,427.26			
Miami-Dade	9.48%		9.78%		9.19%		\$ 5,379,057.07	\$ 5,545,259.22	\$ 5,212,854.91	\$ 6,951,484.60	\$ 5,246,921.00			
Monroe	0.45%		0.44%		0.46%		\$ 255,280.24	\$ 249,713.06	\$ 260,847.41	\$ 371,022.73	\$ 313,777.54			
Nassau	0.98%		1.22%		0.75%		\$ 556,851.03	\$ 689,680.67	\$ 424,021.39	\$ 316,009.05	\$ 287,313.65			
Okaloosa	1.12%		1.15%		1.09%		\$ 636,561.03	\$ 652,774.01	\$ 620,348.05	\$ 567,104.57	\$ 534,857.98			
Okeechobee	0.26%		0.23%		0.30%		\$ 149,711.95	\$ 129,967.14	\$ 169,456.76	\$ 243,039.76	\$ 220,806.37			
Orange	4.25%		4.10%		4.41%		\$ 2,411,886.72	\$ 2,322,981.63	\$ 2,500,791.82	\$ 2,455,686.25	\$ 3,007,142.77			
Osceola	1.36%		1.35%		1.38%		\$ 773,912.03	\$ 763,936.48	\$ 783,887.58	\$ 1,094,659.72	\$ 810,661.99			
Palm Beach	6.05%		6.49%		5.61%		\$ 3,433,365.03	\$ 3,683,550.58	\$ 3,183,179.48	\$ 3,129,588.24	\$ 3,746,864.00			
Pasco	1.70%		1.41%		2.00%		\$ 965,904.16	\$ 797,739.43	\$ 1,134,068.90	\$ 722,131.00	\$ 877,866.83			
Pinellas	6.93%		8.41%		5.46%		\$ 3,933,032.03	\$ 4,772,014.65	\$ 3,094,049.40	\$ 3,632,903.65	\$ 3,747,146.42			
Polk	2.59%		2.10%		3.09%		\$ 1,471,533.20	\$ 1,199,189.92	\$ 1,749,876.47	\$ 1,334,687.03	\$ 1,309,877.11			
Putnam	1.01%		1.00%		1.03%		\$ 574,399.38	\$ 566,799.80	\$ 581,998.96	\$ 428,716.73	\$ 423,094.37			
St. Johns	1.30%		1.45%		1.15%		\$ 737,414.79	\$ 821,493.28	\$ 653,336.31	\$ 533,570.86	\$ 613,232.87			
St. Lucie	1.53%		1.52%		1.54%		\$ 867,772.62	\$ 862,934.39	\$ 872,610.84	\$ 566,747.92	\$ 784,129.54			
Santa Rosa	0.89%		0.76%		1.02%		\$ 505,133.10	\$ 432,917.17	\$ 577,349.03	\$ 432,545.64	\$ 368,394.63			
Sarasota	2.14%		2.09%		2.20%		\$ 1,215,615.70	\$ 1,184,167.24	\$ 1,247,064.16	\$ 895,536.23	\$ 1,287,772.02			
Seminole	1.24%		1.09%		1.39%		\$ 704,526.29	\$ 620,317.50	\$ 788,735.08	\$ 911,879.31	\$ 966,390.22			
Sumter	0.88%		0.81%		0.94%		\$ 496,405.67	\$ 457,946.22	\$ 534,865.12	\$ 294,050.38	\$ 416,520.50			
Suwannee	0.53%		0.41%		0.64%		\$ 298,144.12	\$ 233,469.93	\$ 362,818.31	\$ 247,175.39	\$ 239,494.39			
Taylor	0.40%		0.39%		0.42%		\$ 227,958.86	\$ 219,730.25	\$ 236,187.46	\$ 312,431.14	\$ 218,038.39			
Union	0.22%		0.25%		0.19%		\$ 123,160.56	\$ 139,259.34	\$ 107,061.77	\$ 97,857.19	\$ 184,430.71			
Volusia	2.95%		3.00%		2.89%		\$ 1,670,644.24	\$ 1,701,573.69	\$ 1,639,714.79	\$ 1,251,950.53	\$ 1,398,779.42			
Wakulla	0.47%		0.46%		0.49%		\$ 268,448.96	\$ 261,727.75	\$ 275,170.17	\$ 210,945.65	\$ 203,215.93			
Walton	0.88%		0.95%		0.81%		\$ 498,171.24	\$ 539,148.46	\$ 457,194.02	\$ 406,542.16	\$ 320,175.88			
Washington	0.69%		0.74%		0.64%		\$ 390,159.23	\$ 420,121.70	\$ 360,196.75	\$ 234,113.11	\$ 241,173.99			
TOTAL	100.00%		100.00%		100.00%		\$ 56,716,435.23	\$ 56,716,435.23	\$ 56,716,435.23	\$ 52,216,435.23	\$ 52,724,048.00			

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Base Funding

The aim behind base funding is “to maintain system and service stability,”⁵⁸ meaning its role in an allocation methodology is to guarantee a stable level of access to TD services—within a county—for clients from one year to the next, or on a short-term basis. Adding a stabilizing component such as this to the allocation methodology prevents significant swings—up and down—in funding from one year to the next. In this way, base funding acts as a balance to formula funding that maximizes access over the long-term by continuously allocating funds most efficiently to where they appear to be most needed or most effectively used according to up-to-date data on population and number and length of trips.

By using the State Fiscal Year 1999-2000 allocation amount for “Base Funding,” the current allocation methodology values a county’s allocation from that year as the benchmark for determining how much variation in funding from year-to-year is desirable, or even acceptable. However, when the Commission voted in November 2019 to “hold harmless” and restore funding to the counties that experienced a decrease in their allocations from 2018-2019 to 2019-2020, the allocation levels from the most recent prior year were used as the benchmark.

While providing a stabilizing component in the form of an absolute amount in base funding provides a minimum level of funding that can be expected for a county in any given year, it does not as effectively provide a minimum threshold of loss that a county can expect from one year to the next; because the absolute amount’s stabilizing effect depends on its size relative to the total funding. The smaller a county’s absolute base amount is relative to its overall allocation, the greater the potential for a county to experience significant swings in funding from one year to the next. Benchmarking an absolute allocation amount anchored to a year further in the past effectively guarantees that the base amount will comprise a smaller portion of a county’s allocation over time, whether overall funding for the program increases over the same period or even if a particular county’s allocation increases.

To mitigate the severity of the swings in funding permitted by the current allocation methodology, base funding can: 1) comprise a larger portion of the total allocation for every county, and/or 2) be benchmarked to allocation amounts from a more recent year. To accomplish this on an ongoing basis, an alternative method could be employed that effectively updates the base amount of funding from one year to the next—that is, a county’s base funding could be determined by its statewide share of allocations from the year immediately prior.

Base Funding as another Variable in Formula Funding

By determining a county’s base funding according to its most recent statewide share of allocations, not only would the base funding comprise a consistent portion of the total funding over time, it also would effectively be calculated in the exact same manner as the three variables used in the formula. This presents an opportunity to simplify the allocation methodology by removing the conceptual distinction between “Base Funding” and “Formula Funding” by simply using base funding as a fourth variable in the formula. The tables below (**TABLES 6A, 6B, and 6C**) show how this would work, using the “hold harmless” 2019-2020 allocation amounts as base funding.

⁵⁸ Rule Chapter 41-2.014(5)(a), Florida Administrative Code (F.A.C.). The rule can be accessed on the Florida Department of State website at: <https://www.flrules.org/gateway/ruleNo.asp?id=41%E2%80%90902.014>.

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TABLE 6A: MODELS FOR CONSIDERATION - WEIGHTED TOTALS AND WEIGHTED STATEWIDE SHARES WITH BASE

COUNTY	WEIGHTED TOTALS BY VARIABLE				WEIGHTED STATEWIDE SHARES BY VARIABLE			
	INHERENT DEMAND		PERFORMANCE	BASE FUNDING	INHERENT DEMAND		PERFORMANCE	BASE FUNDING
	TD Population	Centerline Miles	Invoiced Trips	2019-2020 Allocation	TD Population	Centerline Miles	Invoiced Trips	2019-2020 Allocation
Alachua	96,121	1,820.154	44,483.050	\$650,821.00	1.27%	1.48%	0.84%	1.15%
Baker	8,942	1,034.806	25,012.710	\$259,054.33	0.12%	0.84%	0.47%	0.46%
Bay	68,825	1,538.972	30,360.940	\$463,681.00	0.91%	1.25%	0.57%	0.82%
Bradford	10,452	449.069	23,226.660	\$224,336.31	0.14%	0.36%	0.44%	0.40%
Brevard	227,125	3,580.790	161,292.350	\$1,580,812.00	2.99%	2.91%	3.05%	2.80%
Broward	598,715	5,093.644	554,396.040	\$4,593,446.00	7.89%	4.14%	10.48%	8.12%
Calhoun	4,647	593.681	15,552.000	\$203,853.53	0.06%	0.48%	0.29%	0.36%
Charlotte	94,703	2,286.968	49,276.020	\$481,706.72	1.25%	1.86%	0.93%	0.85%
Citrus	77,937	2,498.665	53,612.680	\$539,101.02	1.03%	2.03%	1.01%	0.95%
Clay	63,502	1,241.032	103,757.380	\$551,649.14	0.84%	1.01%	1.96%	0.98%
Collier	159,723	1,655.095	57,311.300	\$910,350.00	2.10%	1.34%	1.08%	1.61%
Columbia	26,908	1,540.741	27,075.728	\$352,353.00	0.35%	1.25%	0.51%	0.62%
DeSoto	17,976	514.840	15,512.687	\$231,978.00	0.24%	0.42%	0.29%	0.41%
Dixie	7,887	585.593	19,080.310	\$210,456.00	0.10%	0.48%	0.36%	0.37%
Duval	303,630	4,637.352	116,483.250	\$1,826,890.37	4.00%	3.77%	2.20%	3.23%
Escambia	106,322	2,222.783	47,173.410	\$691,065.00	1.40%	1.81%	0.89%	1.22%
Flagler	48,157	989.862	81,522.620	\$417,078.86	0.63%	0.80%	1.54%	0.74%
Franklin	5,092	400.954	14,562.060	\$183,936.43	0.07%	0.33%	0.28%	0.33%
Gadsden	20,221	985.106	54,741.060	\$410,915.79	0.27%	0.80%	1.03%	0.73%
Gilchrist	7,342	577.776	14,979.170	\$179,368.10	0.10%	0.47%	0.28%	0.32%
Glades	5,787	387.521	5,214.790	\$225,601.50	0.08%	0.31%	0.10%	0.40%
Gulf	5,592	419.410	16,314.150	\$218,437.87	0.07%	0.34%	0.31%	0.39%
Hamilton	5,837	665.430	13,622.863	\$168,173.02	0.08%	0.54%	0.26%	0.30%
Hardee	11,167	649.725	6,756.751	\$247,112.53	0.15%	0.53%	0.13%	0.44%
Hendry	16,704	621.675	36,154.760	\$366,927.00	0.22%	0.51%	0.68%	0.65%
Hernando	82,630	1,812.281	29,424.750	\$489,979.86	1.09%	1.47%	0.56%	0.87%
Highlands	57,001	1,679.115	51,054.775	\$467,885.00	0.75%	1.36%	0.96%	0.83%
Hillsborough	441,020	5,318.791	266,891.540	\$2,186,383.87	5.81%	4.32%	5.04%	3.87%
Holmes	8,833	937.622	28,838.250	\$259,471.81	0.12%	0.76%	0.55%	0.46%
Indian River	69,842	1,108.769	36,197.750	\$417,342.19	0.92%	0.90%	0.68%	0.74%
Jackson	18,555	1,737.394	32,407.750	\$442,520.00	0.24%	1.41%	0.61%	0.78%
Jefferson	5,024	693.853	20,631.050	\$215,651.31	0.07%	0.56%	0.39%	0.38%
Lafayette	2,592	490.830	15,022.350	\$163,352.34	0.03%	0.40%	0.28%	0.29%
Lake	141,611	2,414.662	79,416.600	\$785,438.48	1.87%	1.96%	1.50%	1.39%
Lee	311,030	4,572.547	92,471.210	\$1,274,338.78	4.10%	3.71%	1.75%	2.25%
Leon	102,479	1,656.081	54,272.070	\$547,783.00	1.35%	1.35%	1.03%	0.97%
Levy	19,213	1,339.880	30,107.900	\$413,817.00	0.25%	1.09%	0.57%	0.73%
Liberty	2,727	813.710	20,592.420	\$267,952.00	0.04%	0.66%	0.39%	0.47%
Madison	8,568	878.725	18,834.780	\$238,041.00	0.11%	0.71%	0.36%	0.42%
Manatee	154,465	1,967.816	41,734.350	\$747,965.51	2.04%	1.60%	0.79%	1.32%
Marion	165,500	4,037.213	65,626.030	\$854,091.00	2.18%	3.28%	1.24%	1.51%
Martin	66,833	742.156	23,140.730	\$389,427.26	0.88%	0.60%	0.44%	0.69%
Miami-Dade	902,678	7,264.739	532,795.800	\$6,951,485.00	11.89%	5.90%	10.07%	12.30%
Manroe	26,357	728.940	22,775.240	\$371,023.00	0.35%	0.59%	0.43%	0.66%
Nassau	29,104	791.936	76,728.180	\$316,009.00	0.38%	0.64%	1.45%	0.56%
Okaloosa	64,005	1,584.261	62,406.700	\$567,105.00	0.84%	1.29%	1.18%	1.00%
Okeechobee	17,603	535.765	10,282.131	\$243,040.00	0.23%	0.44%	0.19%	0.43%
Orange	402,191	4,717.692	208,406.661	\$3,007,142.77	5.30%	3.83%	3.94%	5.32%
Osceola	115,745	1,568.584	70,333.526	\$1,094,660.00	1.53%	1.27%	1.33%	1.94%
Palm Beach	541,941	3,941.050	366,960.040	\$3,746,864.00	7.14%	3.20%	6.94%	6.63%
Pasco	201,141	2,390.166	58,730.110	\$877,866.83	2.65%	1.94%	1.11%	1.55%
Pinellas	377,494	3,665.711	523,423.970	\$3,747,146.42	4.97%	2.98%	9.89%	6.63%
Polk	266,519	4,481.095	85,341.810	\$1,334,687.00	3.51%	3.64%	1.61%	2.36%
Putnam	36,207	1,972.064	52,165.200	\$428,717.00	0.48%	1.60%	0.99%	0.76%
St. Johns	73,036	1,286.374	84,476.600	\$613,232.87	0.96%	1.04%	1.60%	1.08%
St. Lucie	125,745	1,769.212	80,047.820	\$784,129.54	1.66%	1.44%	1.51%	1.39%
Santa Rosa	52,127	1,974.136	33,648.150	\$432,546.00	0.69%	1.60%	0.64%	0.77%
Sarasota	190,904	2,453.248	107,531.800	\$1,287,772.02	2.52%	1.99%	2.03%	2.28%
Seminole	132,262	1,643.945	50,011.100	\$966,390.22	1.74%	1.34%	0.95%	1.71%
Sumter	77,164	1,237.068	39,131.980	\$416,520.50	1.02%	1.00%	0.74%	0.74%
Suwannee	19,039	1,546.861	15,746.174	\$247,175.00	0.25%	1.26%	0.30%	0.44%
Taylor	8,872	917.067	19,730.010	\$312,431.00	0.12%	0.74%	0.37%	0.55%
Union	4,164	327.315	14,492.640	\$184,430.71	0.05%	0.27%	0.27%	0.33%
Volusia	222,419	3,375.721	161,617.200	\$1,398,779.42	2.93%	2.74%	3.05%	2.47%
Wakulla	9,399	1,071.194	23,788.380	\$210,946.00	0.12%	0.87%	0.45%	0.37%
Walton	25,602	1,391.458	54,117.240	\$406,542.00	0.34%	1.13%	1.02%	0.72%
Washington	10,047	1,270.533	41,986.270	\$241,173.99	0.13%	1.03%	0.79%	0.43%
TOTAL	7,589,002	123,099.224	5,290,813.776	\$56,538,360.24	100.00%	100.00%	100.00%	100.00%

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TABLE 6B: MODELS FOR CONSIDERATION - TRIP AND EQUIPMENT GRANT FINAL ALLOCATION FACTORS WITH BASE

COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE				MODEL 1 FACTORS		MODEL 2 FACTORS		MODEL 3 FACTORS	
	INHERENT DEMAND		PERFORMANCE	BASE FUNDING	TD Population	12.5%	TD Population	6.3%	TD Population	18.8%
			Invoiced Trips	2019-2020 Allocation	Centerline Miles	12.5%	Centerline Miles	6.3%	Centerline Miles	18.8%
	TD Population	Centerline Miles			Invoiced Trips	25.0%	Invoiced Trips	37.5%	Invoiced Trips	12.5%
					19-20 Allocation	50.0%	19-20 Allocation	50.0%	19-20 Allocation	50.0%
Alachua	1.27%	1.48%	0.84%	1.15%	1.13%		1.06%		1.20%	
Baker	0.12%	0.84%	0.47%	0.46%	0.47%		0.47%		0.47%	
Bay	0.91%	1.25%	0.57%	0.82%	0.82%		0.76%		0.89%	
Bradford	0.14%	0.36%	0.44%	0.40%	0.37%		0.39%		0.35%	
Brevard	2.99%	2.91%	3.05%	2.80%	2.90%		2.91%		2.89%	
Broward	7.89%	4.14%	10.48%	8.12%	8.19%		8.74%		7.63%	
Calhoun	0.06%	0.48%	0.29%	0.36%	0.32%		0.32%		0.32%	
Charlotte	1.25%	1.86%	0.93%	0.85%	1.05%		0.97%		1.12%	
Citrus	1.03%	2.03%	1.01%	0.95%	1.11%		1.05%		1.18%	
Clay	0.84%	1.01%	1.96%	0.98%	1.21%		1.34%		1.08%	
Collier	2.10%	1.34%	1.08%	1.61%	1.51%		1.43%		1.59%	
Columbia	0.35%	1.25%	0.51%	0.62%	0.64%		0.60%		0.68%	
DeSoto	0.24%	0.42%	0.29%	0.41%	0.36%		0.36%		0.36%	
Dixie	0.10%	0.48%	0.36%	0.37%	0.35%		0.36%		0.34%	
Duval	4.00%	3.77%	2.20%	3.23%	3.14%		2.93%		3.35%	
Escambia	1.40%	1.81%	0.89%	1.22%	1.23%		1.15%		1.32%	
Flagler	0.63%	0.80%	1.54%	0.74%	0.93%		1.04%		0.83%	
Franklin	0.07%	0.33%	0.28%	0.33%	0.28%		0.29%		0.27%	
Gadsden	0.27%	0.80%	1.03%	0.73%	0.76%		0.82%		0.69%	
Gilchrist	0.10%	0.47%	0.28%	0.32%	0.30%		0.30%		0.30%	
Glades	0.08%	0.31%	0.10%	0.40%	0.27%		0.26%		0.29%	
Gulf	0.07%	0.34%	0.31%	0.39%	0.32%		0.33%		0.31%	
Hamilton	0.08%	0.54%	0.26%	0.30%	0.29%		0.28%		0.30%	
Hardee	0.15%	0.53%	0.13%	0.44%	0.33%		0.31%		0.36%	
Hendry	0.22%	0.51%	0.68%	0.65%	0.59%		0.63%		0.55%	
Hernando	1.09%	1.47%	0.56%	0.87%	0.89%		0.80%		0.98%	
Highlands	0.75%	1.36%	0.96%	0.83%	0.92%		0.91%		0.93%	
Hillsborough	5.81%	4.32%	5.04%	3.87%	4.46%		4.46%		4.46%	
Holmes	0.12%	0.76%	0.55%	0.46%	0.48%		0.49%		0.46%	
Indian River	0.92%	0.90%	0.68%	0.74%	0.77%		0.74%		0.80%	
Jackson	0.24%	1.41%	0.61%	0.78%	0.75%		0.72%		0.78%	
Jefferson	0.07%	0.56%	0.39%	0.38%	0.37%		0.38%		0.36%	
Lafayette	0.03%	0.40%	0.28%	0.29%	0.27%		0.28%		0.26%	
Lake	1.87%	1.96%	1.50%	1.39%	1.55%		1.50%		1.60%	
Lee	4.10%	3.71%	1.75%	2.25%	2.54%		2.27%		2.81%	
Leon	1.35%	1.35%	1.03%	0.97%	1.08%		1.04%		1.12%	
Levy	0.25%	1.09%	0.57%	0.73%	0.68%		0.66%		0.69%	
Liberty	0.04%	0.66%	0.39%	0.47%	0.42%		0.43%		0.42%	
Madison	0.11%	0.71%	0.36%	0.42%	0.40%		0.40%		0.41%	
Manatee	2.04%	1.60%	0.79%	1.32%	1.31%		1.18%		1.44%	
Marion	2.18%	3.28%	1.24%	1.51%	1.75%		1.56%		1.93%	
Martin	0.88%	0.60%	0.44%	0.69%	0.64%		0.60%		0.68%	
Miami-Dade	11.89%	5.90%	10.07%	12.30%	10.89%		11.04%		10.74%	
Monroe	0.35%	0.59%	0.43%	0.66%	0.55%		0.55%		0.56%	
Nassau	0.38%	0.64%	1.45%	0.56%	0.77%		0.89%		0.65%	
Okaloosa	0.84%	1.29%	1.18%	1.00%	1.06%		1.08%		1.05%	
Okeechobee	0.23%	0.44%	0.19%	0.43%	0.35%		0.33%		0.36%	
Orange	5.30%	3.83%	3.94%	5.32%	4.79%		4.71%		4.86%	
Osceola	1.53%	1.27%	1.33%	1.94%	1.65%		1.64%		1.66%	
Palm Beach	7.14%	3.20%	6.94%	6.63%	6.34%		6.56%		6.12%	
Pasco	2.65%	1.94%	1.11%	1.55%	1.63%		1.48%		1.78%	
Pinellas	4.97%	2.98%	9.89%	6.63%	6.78%		7.52%		6.04%	
Polk	3.51%	3.64%	1.61%	2.36%	2.48%		2.23%		2.72%	
Putnam	0.48%	1.60%	0.99%	0.76%	0.89%		0.88%		0.89%	
St. Johns	0.96%	1.04%	1.60%	1.08%	1.19%		1.27%		1.12%	
St. Lucie	1.66%	1.44%	1.51%	1.39%	1.46%		1.45%		1.46%	
Santa Rosa	0.69%	1.60%	0.64%	0.77%	0.83%		0.76%		0.89%	
Sarasota	2.52%	1.99%	2.03%	2.28%	2.21%		2.18%		2.24%	
Seminole	1.74%	1.34%	0.95%	1.71%	1.48%		1.40%		1.55%	
Sumter	1.02%	1.00%	0.74%	0.74%	0.81%		0.77%		0.84%	
Suwannee	0.25%	1.26%	0.30%	0.44%	0.48%		0.42%		0.54%	
Taylor	0.12%	0.74%	0.37%	0.55%	0.48%		0.47%		0.48%	
Union	0.05%	0.27%	0.27%	0.33%	0.27%		0.29%		0.26%	
Volusia	2.93%	2.74%	3.05%	2.47%	2.71%		2.74%		2.68%	
Wakulla	0.12%	0.87%	0.45%	0.37%	0.42%		0.42%		0.43%	
Walton	0.34%	1.13%	1.02%	0.72%	0.80%		0.83%		0.76%	
Washington	0.13%	1.03%	0.79%	0.43%	0.56%		0.58%		0.53%	
TOTAL	100.00%	100.00%	100.00%	100.00%	100.00%		100.00%		100.00%	

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TABLE 6C: MODELS FOR CONSIDERATION - TRIP AND EQUIPMENT GRANT FINAL ALLOCATIONS WITH BASE

COUNTY	MODEL 1 FACTORS		MODEL 2 FACTORS		MODEL 3 FACTORS		TOTAL FUNDING AVAILABLE			\$ 56,716,435.23	2019-2020 ALLOCATION		2018-2019 ALLOCATION
	TD Population	12.5%	TD Population	6.25%	TD Population	18.75%	MODEL 1	MODEL 2	MODEL 3		pre-"Hold Harmless"		
	Centerline Miles	12.5%	Centerline Miles	6.25%	Centerline Miles	18.75%							
	Invoiced Trips	25.0%	Invoiced Trips	37.5%	Invoiced Trips	12.5%							
	19-20 Allocation	50.0%	19-20 Allocation	50.0%	19-20 Allocation	50.0%							
Alachua	1.13%		1.06%		1.20%		\$ 640,269.45	\$ 602,564.72	\$ 677,974.18	\$	\$ 650,820.54	\$ 605,854.51	
Baker	0.47%		0.47%		0.47%		\$ 264,918.16	\$ 264,459.42	\$ 265,376.90	\$	\$ 227,941.68	\$ 259,054.33	
Bay	0.82%		0.76%		0.89%		\$ 466,864.73	\$ 431,083.48	\$ 502,645.98	\$	\$ 463,681.20	\$ 449,477.93	
Bradford	0.37%		0.39%		0.35%		\$ 210,394.70	\$ 223,704.32	\$ 197,085.07	\$	\$ 133,697.35	\$ 224,336.31	
Brevard	2.90%		2.91%		2.89%		\$ 1,643,553.69	\$ 1,650,479.79	\$ 1,636,627.58	\$	\$ 1,580,811.86	\$ 1,436,816.61	
Broward	8.19%		8.74%		7.63%		\$ 4,642,376.19	\$ 4,958,919.39	\$ 4,325,833.00	\$	\$ 4,593,446.28	\$ 4,318,045.09	
Calhoun	0.32%		0.32%		0.32%		\$ 182,458.92	\$ 184,031.92	\$ 180,885.92	\$	\$ 201,090.37	\$ 203,853.53	
Charlotte	1.05%		0.97%		1.12%		\$ 593,851.07	\$ 549,788.71	\$ 637,913.42	\$	\$ 397,084.64	\$ 481,706.72	
Citrus	1.11%		1.05%		1.18%		\$ 630,790.13	\$ 594,274.04	\$ 667,306.22	\$	\$ 417,127.55	\$ 539,101.02	
Clay	1.21%		1.34%		1.08%		\$ 685,554.32	\$ 759,188.26	\$ 611,920.38	\$	\$ 429,848.62	\$ 551,649.14	
Collier	1.51%		1.43%		1.59%		\$ 854,731.83	\$ 809,261.57	\$ 900,202.09	\$	\$ 910,350.42	\$ 744,602.21	
Columbia	0.64%		0.60%		0.68%		\$ 363,164.73	\$ 342,509.62	\$ 383,819.85	\$	\$ 352,352.69	\$ 276,770.58	
DeSoto	0.36%		0.36%		0.36%		\$ 204,371.25	\$ 201,935.99	\$ 206,806.52	\$	\$ 231,977.82	\$ 210,598.31	
Dixie	0.35%		0.36%		0.34%		\$ 197,787.21	\$ 202,807.57	\$ 192,766.84	\$	\$ 210,456.34	\$ 187,460.39	
Duval	3.14%		2.93%		3.35%		\$ 1,779,214.09	\$ 1,659,937.27	\$ 1,898,490.92	\$	\$ 1,660,766.71	\$ 1,826,890.37	
Escambia	1.23%		1.15%		1.32%		\$ 700,382.80	\$ 649,924.11	\$ 750,841.48	\$	\$ 691,065.41	\$ 597,907.96	
Flagler	0.93%		1.04%		0.83%		\$ 529,668.70	\$ 587,908.90	\$ 471,428.49	\$	\$ 307,681.48	\$ 417,078.86	
Franklin	0.28%		0.29%		0.27%		\$ 159,132.16	\$ 164,720.59	\$ 153,543.73	\$	\$ 179,455.02	\$ 183,936.43	
Gadsden	0.76%		0.82%		0.69%		\$ 428,432.87	\$ 463,972.17	\$ 392,893.57	\$	\$ 397,029.84	\$ 410,915.79	
Gilchrist	0.30%		0.30%		0.30%		\$ 170,244.12	\$ 170,248.73	\$ 170,239.52	\$	\$ 120,511.30	\$ 179,368.10	
Glades	0.27%		0.26%		0.29%		\$ 154,855.73	\$ 147,981.25	\$ 161,730.21	\$	\$ 224,145.26	\$ 225,601.50	
Gulf	0.32%		0.33%		0.31%		\$ 182,662.74	\$ 189,833.92	\$ 175,491.56	\$	\$ 198,935.29	\$ 218,437.87	
Hamilton	0.29%		0.28%		0.30%		\$ 164,636.35	\$ 161,002.42	\$ 168,270.28	\$	\$ 160,777.99	\$ 168,173.02	
Hardee	0.33%		0.31%		0.36%		\$ 189,904.33	\$ 175,032.63	\$ 204,776.04	\$	\$ 241,642.64	\$ 247,112.53	
Hendry	0.59%		0.63%		0.55%		\$ 332,342.54	\$ 355,084.84	\$ 309,600.25	\$	\$ 366,927.27	\$ 255,858.98	
Hernando	0.89%		0.80%		0.98%		\$ 506,183.57	\$ 454,829.38	\$ 557,537.75	\$	\$ 360,905.71	\$ 489,979.86	
Highlands	0.92%		0.91%		0.93%		\$ 521,457.07	\$ 514,892.37	\$ 528,021.77	\$	\$ 467,884.74	\$ 443,003.50	
Hillsborough	4.46%		4.46%		4.46%		\$ 2,530,207.11	\$ 2,528,676.70	\$ 2,531,737.52	\$	\$ 2,043,757.70	\$ 2,186,383.87	
Holmes	0.48%		0.49%		0.46%		\$ 269,680.94	\$ 277,197.76	\$ 262,164.12	\$	\$ 215,050.20	\$ 259,471.81	
Indian River	0.77%		0.74%		0.80%		\$ 435,438.44	\$ 419,391.49	\$ 451,485.38	\$	\$ 371,401.29	\$ 417,342.19	
Jackson	0.75%		0.72%		0.78%		\$ 426,202.18	\$ 410,930.64	\$ 441,473.72	\$	\$ 442,520.37	\$ 336,139.57	
Jefferson	0.37%		0.38%		0.36%		\$ 208,109.29	\$ 213,427.43	\$ 202,791.16	\$	\$ 206,851.76	\$ 215,651.31	
Lafayette	0.27%		0.28%		0.26%		\$ 152,881.94	\$ 157,666.81	\$ 148,097.07	\$	\$ 154,292.60	\$ 163,352.34	
Lake	1.55%		1.50%		1.60%		\$ 878,145.54	\$ 848,883.25	\$ 907,407.83	\$	\$ 734,191.37	\$ 785,438.48	
Lee	2.54%		2.27%		2.81%		\$ 1,440,897.82	\$ 1,287,855.12	\$ 1,593,940.53	\$	\$ 930,038.81	\$ 1,274,338.78	
Leon	1.08%		1.04%		1.12%		\$ 611,312.50	\$ 588,479.69	\$ 634,145.32	\$	\$ 547,782.91	\$ 500,741.57	
Levy	0.68%		0.66%		0.69%		\$ 383,362.99	\$ 376,149.21	\$ 390,576.77	\$	\$ 413,816.99	\$ 299,129.87	
Liberty	0.42%		0.43%		0.42%		\$ 238,995.48	\$ 241,883.35	\$ 236,107.60	\$	\$ 267,952.30	\$ 228,573.85	
Madison	0.40%		0.40%		0.41%		\$ 228,483.44	\$ 224,415.64	\$ 232,551.23	\$	\$ 238,040.65	\$ 234,576.43	
Manatee	1.31%		1.18%		1.44%		\$ 744,636.76	\$ 671,744.62	\$ 817,528.90	\$	\$ 651,551.26	\$ 747,965.51	
Marion	1.75%		1.56%		1.93%		\$ 991,384.99	\$ 885,762.15	\$ 1,097,007.83	\$	\$ 854,091.24	\$ 763,845.17	
Martin	0.64%		0.60%		0.68%		\$ 362,519.85	\$ 340,939.35	\$ 384,100.36	\$	\$ 324,300.91	\$ 389,427.26	
Miami-Dade	10.89%		11.04%		10.74%		\$ 6,176,218.34	\$ 6,259,319.42	\$ 6,093,117.26	\$	\$ 6,951,484.60	\$ 5,246,921.00	
Monroe	0.55%		0.55%		0.56%		\$ 313,735.91	\$ 310,952.32	\$ 316,519.50	\$	\$ 371,022.73	\$ 313,777.54	
Nassau	0.77%		0.89%		0.65%		\$ 436,927.67	\$ 503,342.49	\$ 370,512.85	\$	\$ 316,009.05	\$ 287,313.65	
Okaloosa	1.06%		1.08%		1.05%		\$ 602,726.10	\$ 610,832.59	\$ 594,619.61	\$	\$ 567,104.57	\$ 534,857.98	
Okeechobee	0.35%		0.33%		0.36%		\$ 196,758.72	\$ 186,886.31	\$ 206,631.12	\$	\$ 243,039.76	\$ 220,806.37	
Orange	4.79%		4.71%		4.86%		\$ 2,714,250.44	\$ 2,669,797.90	\$ 2,758,702.99	\$	\$ 2,455,686.25	\$ 3,007,142.77	
Osceola	1.65%		1.64%		1.66%		\$ 936,009.90	\$ 931,022.13	\$ 940,997.68	\$	\$ 1,094,659.72	\$ 810,661.99	
Palm Beach	6.34%		6.56%		6.12%		\$ 3,596,015.13	\$ 3,721,107.91	\$ 3,470,922.36	\$	\$ 3,129,588.24	\$ 3,746,864.00	
Pasco	1.63%		1.48%		1.78%		\$ 923,267.97	\$ 839,185.61	\$ 1,007,350.34	\$	\$ 722,131.00	\$ 877,866.83	
Pinellas	6.78%		7.52%		6.04%		\$ 3,845,990.29	\$ 4,265,481.60	\$ 3,426,498.98	\$	\$ 3,632,903.65	\$ 3,747,146.42	
Polk	2.48%		2.23%		2.72%		\$ 1,405,211.99	\$ 1,266,040.35	\$ 1,544,383.62	\$	\$ 1,334,687.03	\$ 1,309,877.11	
Putnam	0.89%		0.88%		0.89%		\$ 502,233.34	\$ 498,433.55	\$ 506,033.13	\$	\$ 428,716.73	\$ 423,094.37	
St. Johns	1.19%		1.27%		1.12%		\$ 676,289.56	\$ 718,328.81	\$ 634,250.32	\$	\$ 533,570.86	\$ 613,232.87	
St. Lucie	1.46%		1.45%		1.46%		\$ 827,185.94	\$ 824,766.82	\$ 829,605.05	\$	\$ 566,747.92	\$ 784,129.54	
Santa Rosa	0.83%		0.76%		0.89%		\$ 469,520.73	\$ 433,412.77	\$ 505,628.70	\$	\$ 432,545.64	\$ 368,394.63	
Sarasota	2.21%		2.18%		2.24%		\$ 1,253,721.86	\$ 1,237,997.63	\$ 1,269,446.09	\$	\$ 895,536.23	\$ 1,287,772.02	
Seminole	1.48%		1.40%		1.55%		\$ 836,980.14	\$ 794,875.75	\$ 879,084.54	\$	\$ 911,879.31	\$ 966,390.22	
Sumter	0.81%		0.77%		0.84%		\$ 457,119.03	\$ 437,889.31	\$ 476,348.75	\$	\$ 294,050.38	\$ 416,520.50	
Suwannee	0.48%		0.42%		0.54%		\$ 273,048.82	\$ 240,711.72	\$ 305,385.91	\$	\$ 247,175.39	\$ 239,494.39	
Taylor	0.48%		0.47%		0.48%		\$ 270,686.95	\$ 266,572.65	\$ 274,801.25	\$	\$ 312,431.14	\$ 218,038.39	
Union	0.27%		0.29%		0.26%		\$ 154,086.08	\$ 162,135.47	\$ 146,036.68	\$	\$ 97,857.19	\$ 184,430.71	
Volusia	2.71%		2.74%		2.68%		\$ 1,536,914.65	\$ 1,552,379.37	\$ 1,521,449.93	\$	\$ 1,251,950.53	\$ 1,398,779.42	
Wakulla	0.42%		0.43%		0.43%		\$ 240,029.68	\$ 236,669.08	\$ 243,390.29	\$	\$ 210,945.65	\$ 203,215.93	
Walton	0.80%		0.83%		0.76%		\$ 452,996.85	\$ 473,485.46	\$ 432,508.24	\$	\$ 406,542.16	\$ 320,175.88	
Washington	0.56%		0.58%		0.53%		\$ 316,046.41	\$ 331,027.65	\$ 301,065.18	\$	\$ 234,113.11	\$ 241,173.99	
TOTAL	100.00%		100.00%		100.00%		\$ 56,716,435.23	\$ 56,716,435.23	\$ 56,716,435.23	\$	\$ 52,216,435.23	\$ 52,724,048.00	

ATTENDANCE RECORD

DIXIE COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD

MEMBER/ORGANIZATION	NAME	7-10-19	10-9-19	1-15-20	6-10-20
Chair	Commissioner Jamie Storey	P	A	A	A
Florida Department of Transportation	Sandra Collins	P	A	P	P
Alternate Member	Lauren Adams	A	P	A	A
Florida Department of Children and Families	(Vacant)				
Alternate Member	(Vacant)				
Florida Agency for Health Care Administration	(Vacant)				
Alternate Member	(Vacant)				
Florida Department of Education	Jeffrey Aboumrad	P	P	P	P
Alternate Member	(Vacant)				
Florida Department of Elder Affairs	(Vacant)				
Alternate Member	(Vacant)				
Florida Agency for Persons with Disabilities	Helen "Renee" Cooke				P
Alternate Member	Sylvia Bamburg				
Florida Association for Community Action	(Vacant)				
Alternate Member	(Vacant)				
Public Education	Tim Alexander	A	A	A	A
Alternate Member	(Vacant)				
Citizen Advocate	(Vacant)				
Alternate Member	(Vacant)				
Citizen Advocate-User	(Vacant)				
Alternate Member	(Vacant)				
Elderly	(Vacant)				
Citizen Advocate	(Vacant)				
Veterans	(Vacant)				
Alternate Member	(Vacant)				
Persons with Disabilities	(Vacant)				
Alternate Rep.	(Vacant)				
Children at Risk	Sandra Woodard	A	A	A	A
Alternate Member	Brooke Ward	A	P	A	A
Local Medical Community	Scott Pendarvis	A	A	P	P
Alternate Member	(Vacant)				
Regional Workforce Board	Darlene Strimple	A	A	A	A
Alternate Member	Selvin Cray	P	P	P	P

LEGEND KEY: P-Present A-Absent - Not Applicable (newly appointed member)

ATTENDANCE POLICY: According to Article III, Section 5 of the Coordinating Board bylaws: "The North Central Florida Regional Planning Council shall review and consider rescinding the appointment of any voting member of the Board who fails to attend three consecutive meetings."

