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2009 NW 87th Place, Gainesville, FL 32653-1603 • 352.955.2200

September 2, 2020

TO: Alachua County Transportation Disadvantaged Board  
FROM: Lynn Godfrey, AICP, Senior Planner  
SUBJECT: Meeting Announcement

The Alachua County Transportation Disadvantaged Coordinating Board will hold a virtual business meeting **Wednesday, September 9, 2020 at 10:00 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. 20-193 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**

Attached is the meeting agenda and supporting materials. If you have any questions, please do not hesitate to contact me at 352.955-2200, 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 the agency at least **2 business days** before the meeting by contacting **352.955.2200**. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1.800.955.8771 (TDD) or 1.800.955.8770 (Voice).

#### Attachments

T:\Lynn\TD2020\Alachua\Memos\sept.doc

Dedicated to improving the quality of life of the Region's citizens,  
by enhancing public safety, protecting regional resources,  
promoting economic development and providing technical services to local governments.





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## ALACHUA COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD

### VIRTUAL MEETING ANNOUNCEMENT AND AGENDA

**Virtual Meeting**  
**Dial in Number:** Toll free **1.888.585.9008** **Wednesday**  
**Conference Code:** **864 183 272** **September 9, 2020**  
**10:00 a.m.**

#### I. BUSINESS MEETING – CALL TO ORDER

- A. Roll Call
- B. Approval of the Meeting Agenda Page 3 ACTION REQUIRED
- C. Approval of the June 3, 2020 Minutes Page 7 ACTION REQUIRED

#### II. NEW BUSINESS

- A. 2018/23 Alachua County Transportation Disadvantaged Service Plan Amendment Page 11 ACTION REQUIRED

The Board needs to review and approve an amendment to the 2018/23 Alachua County Transportation Disadvantaged Service Plan

- B. Bylaws Page 15 ACTION REQUIRED

The Board needs to review and approve the Bylaws

- C. Grievance Procedures Page 35 ACTION REQUIRED

The Board needs to review and approve the Grievance Procedures

- D. Elect Vice-Chair Page 53 ACTION REQUIRED

The Board needs to re-elect Jeff Lee as Vice-Chair or elect a new Vice-Chair

**E. Trip and Equipment Grant Allocation Methodology** **Page 55 NO ACTION REQUIRED**

Attached is information about the Trip and Equipment Grant allocation methodology

**F. MV Contract Transportation, Inc.** **Page 157 NO ACTION REQUIRED**  
Operations Reports  
MV Contract Transportation, Inc. staff will present service operation highlights

**IV. OTHER BUSINESS**

**A. Comments**

- 1. Members**
- 2. Citizens**

**V. FUTURE MEETING DATES**

- A. November 4, 2020 at 10:00 a.m.**
- B. February 10, 2021 at 10:00 a.m.**
- C. May 12, 2021 at 10:00 a.m.**
- D. September 11, 2021 at 10:00 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 extension 110.

**ALACHUA COUNTY  
TRANSPORTATION DISADVANTAGED COORDINATING BOARD**

<b>MEMBER/REPRESENTING</b>	<b>ALTERNATE/REPRESENTING</b>
Commissioner Charles Chestnut, IV Local Elected Official/Chair Grievance Committee Member	
Janell Damato Florida Department of Transportation	Christina Nalsen Florida Department of Transportation
John Wisker Florida Department of Children and Families	Louella Teague Florida Department of Children and Families
Jeffrey Aboumrad Florida Department of Education	Vacant Florida Department of Education
Jeff Lee - Vice- Chair Florida Department of Elder Affairs Grievance Committee Member	Nick Hauzer Florida Department of Elder Affairs
Deweerce Ogden Florida Agency for Health Care Administration	Pamela Hagley Florida Agency for Health Care Administration
Helen "Renee" Cooke Florida Agency for Persons with Disabilities	Sylvia Bamburg Florida Agency for Persons with Disabilities
Vacant Regional Workforce Board	Vacant Regional Workforce Board
Tiffany McKenzie Central Florida Community Action Agency (Term ending June 30, 2023)	Charles J. Harris Central Florida Community Action Agency (Term ending June 30, 2023)
Vacant Public Education	Vacant Public Education
Albert H. Linden, Jr. Veterans (Term ending June 30, 2023)	Vacant Veterans (Term ending June 30, 2023)
James East Citizen Advocate Grievance Committee Member (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)
Marie Small Elderly (Term ending June 30, 2023)	Vacant Elderly (Term ending June 30, 2023)
Vacant Medical Community (Term ending June 30, 2022)	Vacant Medical Community (Term ending June 30, 2022)
Cinton Alford Children at Risk (Term ending June 30, 2022)	Morris Sherman Children at Risk (Term ending June 30, 2022)
Jesus Gomez Mass Transit	Mildred Crawford Mass Transit
Vacant Private Transportation Industry (Term ending June 30, 2022)	Vacant Private Transportation Industry (Term ending June 30, 2022)

Note: Unless specified, members and alternates serve at the pleasure of the Metropolitan Transportation Planning Organization.



**ALACHUA COUNTY  
TRANSPORTATION DISADVANTAGED COORDINATING BOARD**

**MEETING MINUTES**

Virtual Meeting		Wednesday
Dial in Number:	Toll free 1.888.585.9008	June 3, 2020
Conference Code:	864 183 272	10:06 a.m.

**VOTING MEMBERS PRESENT**

Commissioner Charles Chestnut, IV, Chair  
Jeff Aboumrad, Florida Department of Education Representative  
Millie Crawford representing Jesus Gomez, Mass Transit Representative  
Janell Damato, Florida Department of Transportation Representative  
James East, Citizen Advocate Representative  
Jeff Lee, Florida Department of Elder Affairs Representative, Vice-Chair  
Albert H. Linden, Jr., Veterans Representative  
Tiffany McKenzie, Central Florida Community Action Agency Representative  
Deweerce Ogden, Florida Agency for Health Care Administration Representative

**VOTING MEMBERS ABSENT**

Cinton Alford, Children at Risk Representative  
John Wisker, Florida Department of Children and Families Representative

**OTHERS PRESENT**

Edward Griffin, General Manager, MV Contract Transportation, Inc.  
Judy Hamilton  
Gary Luke, Operations Manager, MV Contract Transportation, Inc.  
Marsha Rivera, Accounting Manager, MV Contract Transportation, Inc.

**STAFF PRESENT**

Lynn Godfrey, Metropolitan Transportation Planning Organization

**I. BUSINESS MEETING CALL TO ORDER**

Chair Chestnut called the business meeting to order at 10:06 a.m.

**A. Approval of the Meeting Agenda**

**ACTION:** **Jeff Lee moved to approve the meeting agenda. James East seconded; motion passed unanimously.**

Alachua County Transportation Disadvantaged Coordinating Board Minutes  
June 3, 2020

**B. Approval of the February 12, 2020 Minutes**

**ACTION:** **Albert Linden moved to approve the February 12, 2020 meeting minutes. Deweece Ogden seconded; motion passed unanimously.**

**II. NEW BUSINESS**

**A. 2018/23 Alachua County Transportation Disadvantaged Service Plan Annual Update**

Ms. Lynn Godfrey, Metropolitan Transportation Planning Organization Senior Planner, discussed the 2018/23 Alachua County Transportation Disadvantaged Service Plan Annual Update. She explained that this plan provides information about the provision of transportation disadvantaged services in Alachua County.

Mr. Edward Griffin, MV Contract Transportation, Inc. General Manager, discussed the Rural Area Capital Assistance and Innovation and Service Development grants MV Contract Transportation, Inc. recently applied for.

**ACTION:** **Jeff Aboumrad moved to approve the 2018/23 Alachua County Transportation Disadvantaged Service Plan Annual Update. Tiffany McKenzie seconded; motion passed unanimously.**

**B. 2020/21 Rural Capital Assistance Grant Application**

Mr. Griffin stated that MV Contract Transportation, Inc. applied for Rural Area Capital Assistance Program grant funds to purchase two vehicles. He said this grant program is administered by the Florida Commission for the Transportation Disadvantaged and grant funds are awarded to address capital transportation needs in rural areas of the State.

**ACTION:** **James East moved to approve MV Contract Transportation, Inc.'s application for Rural Capital Assistance Grant funds. Jeff Lee seconded; motion passed unanimously.**

**C. 2020 Florida Commission for the Transportation Disadvantaged Awards**

Ms. Godfrey stated that the Florida Commission for the Transportation Disadvantaged annually recognizes agencies and individuals for outstanding service to the Transportation Disadvantaged Program. She asked if the Board would like to nominate individuals or agencies for awards.

Alachua County Transportation Disadvantaged Coordinating Board Minutes  
June 3, 2020

**ACTION:** **James East moved to nominate Mr. Gary Luke, MV Contract Transportation, Inc. Operations Manager to receive a 2020 Florida Commission for the Transportation Disadvantaged award. Millie Crawford seconded; motion passed unanimously.**

**D. MV Contract Transportation, Inc. Operations Reports**

Mr. Edward Griffin, MV Contract Transportation, Inc. General Manager, discussed the following MV Contract Transportation, Inc. activities:

- Clisby Miles - Katherine McClory Award recipient
- 2020 hurricane season
- COVID -19 response
- 2020/21 Rural Area Capital Assistance Grant application
- 2020/21 Innovation and Service Development Grant application
- Innovation and Service Development Grant project
- Florida Commission for the Transportation Disadvantaged biannual audit
- Inspiration board
- May 2020 safety focus
- February, March and April 2020 preventable accidents

**III. OTHER BUSINESS**

**A. Members**

James East stated that he and others have faced difficulties getting to local food banks.

Mr. Griffin said he will work with Mr. East and others who are having transportation issues with local food banks.

Chair Chestnut stated that Alachua County Social Services is delivering food to residents of Alachua County.

Tiffany McKenzie stated that the Central Florida Community Action Agency offices are currently closed, but, are still accepting applications for assistance with rent, utilities and education costs.

Deweerce Ogden stated that the Medicaid offices are also closed, but, assistance is being provided through the helpline at 877-254-1055.

Alachua County Transportation Disadvantaged Coordinating Board Minutes  
June 3, 2020

**B. Citizens**

Ms. Judy Hamilton asked if the designation date for MV Contract Transportation, Inc. of 2013 in the Alachua County Transportation Disadvantaged Service Plan is correct. Ms. Godfrey stated that the designation date should be 2003. She apologized for the error.

Ms. Hamilton also asked if the local policy for amount of personal property allowed on the vehicles has changed recently. She said with grocery stores no longer allowing the use of personal shopping bags due to COVID-19, it is difficult to get enough groceries in two bags which is the maximum number of shopping bags allowed on the vehicles.

Ms. Marsha Rivera, MV Contract Transportation, Inc. Accounting Manager, stated that the local policy for personal property allowed on the vehicles has not changed. She read the policy.

Ms. Hamilton asked whether drivers are required to wear face masks. She said she noticed some drivers not wearing masks when she is on the vehicle. She discussed how some face masks may obstruct a driver's vision.

Mr. Griffin said it is MV Contract Transportation, Inc.'s policy that all drivers wear face masks and properly sanitize the vehicles. He asked riders to report drivers if they are not wearing face masks.

**IV. FUTURE MEETING DATES**

Chair Chestnut stated that the next Board meeting will be held September 9, 2020 at 10:00 a.m. He thanked everyone for calling into the meeting.

**ADJOURNMENT**

The meeting adjourned at 11:00 a.m.

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Chair

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Date



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September 2, 2020

TO: Alachua County Transportation Disadvantaged Coordinating Board  
FROM: Lynn Godfrey, AICP, Senior Planner  
SUBJECT: 2018/23 Alachua County Transportation Disadvantaged Service Plan Amendment

**RECOMMENDATION**

**Approve the 2018/23 Alachua County Transportation Disadvantaged Service Plan amendment.**

**BACKGROUND**

Attached is a draft amendment to the 2018/23 Alachua County Transportation Disadvantaged Service Plan concerning MV Contract Transportation, Inc.'s hours of operation.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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## Chapter II: Service Plan

### A. OPERATIONS ELEMENT

The operations element is a profile of the Alachua County coordinated transportation system. This element is intended to provide basic information about the daily operations of MV Contract Transportation, Inc.

#### 1. Types, Days and Hours Of Service

##### a. Types of Service

- Ambulatory
- Wheelchair
- Demand Responsive
- Door to Door
- Curb to Curb
- Subscription Service

##### b. Office Hours

**Office Hours:** Monday through Friday, 8:00 a.m. to 5:00 p.m. excluding holidays (see below).

**Reservation Hours:** Monday through Saturday from 8:00 a.m. to 5:00 p.m. excluding holidays (see below). Reservations for ADA service sponsored by the City of Gainesville (**ONLY**) are also taken on Sundays from 9:00 a.m. to 5:00 p.m.

**Customer Service:** Monday through Saturday, 8:00 a.m. to 5:00 p.m. for all services and Sundays from 9:00 a.m. to 5:00 p.m. for ADA service (**ONLY**).

##### c. Hours of Operation

**Transportation Disadvantaged Program Sponsored Service** - Monday through Friday, 6:00 a.m. to 8:30 6:00 p.m. Saturdays 6:00 a.m. - 6:00 30 p.m. Excluding holidays (see below).

**ADA Paratransit Service** – The parameters of this service are outlined in a service plan prepared by the City of Gainesville Regional Transit System (RTS). It is available upon request.





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September 2, 2020

TO: Alachua County Transportation Disadvantaged Coordinating Board  
FROM: Lynn Godfrey, AICP, Senior Planner  
SUBJECT: Alachua 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\Alachua\Memos\bylaws.docx



# Bylaws

September 9, 2020

Alachua County Transportation Disadvantaged  
Coordinating Board





# Alachua County Transportation Disadvantaged Coordinating Board

## Bylaws

Approved by the  
  
Alachua County  
Transportation Disadvantaged Coordinating Board

2009 NW 67th Place  
Gainesville, FL 32653-1603  
[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)  
352.955.2000

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**Charles Chestnut, IV, Chair**

with Assistance from



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
2009 NW 67th Place  
Gainesville, FL 32653-1603  
[www.ncfrpc.org](http://www.ncfrpc.org)  
352.955.2200

September 9, 2020

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# **Chapter I: Alachua County Transportation Disadvantaged Coordinating Board Bylaws**

## **A. Preamble**

The following sets forth the bylaws which shall serve to guide the proper functioning of the Alachua 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 Alachua County Transportation Disadvantaged Coordinating Board is a public body appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 Alachua 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 Alachua County is the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.
  - (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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall appoint the 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). The Chair shall serve until their elected term of office has expired or otherwise replaced by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

(2) **Vice-Chair.** The Board shall elect a Vice-Chair. The Vice-Chair shall be elected by a majority vote of a quorum of the members of the Board present. The Vice-Chair shall serve a term of one year starting with the next meeting. 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. Business meetings of the Board may be called, rescheduled, postponed or cancelled at the discretion of the Chair. All meetings will function under the "Government in the Sunshine Law." 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 writing by 1/3 of the Board's voting membership. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 at the discretion of the Chair.
- (4) **Public Workshop.** The Board shall hold a public workshop annually. Public workshops may be called, rescheduled, postponed or cancelled at the discretion of 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, 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. 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall review, and consider rescinding, the appointment of any voting member of the Board who fails to attend three consecutive meetings. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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. Members of the public shall be given a reasonable opportunity to be heard on a proposition before the Board. The opportunity to be heard need not occur at the same meeting at which the Board takes official action on the proposition if the opportunity occurs at a meeting that is during the decision making process and is within reasonable proximity in time before the meeting at which the Board takes the official action. This provision does not prohibit the Board from maintaining orderly conduct or proper decorum in a public meeting. The opportunity for members of the public to be heard is subject to policies adopted by the Board as provided herein.

Policies of the Board which govern the opportunity for members of the public to be heard at public meetings are, as follows:

- (a) The Board shall include an item on the agenda of public meetings for public comment offering members of the public and representatives of groups or factions an opportunity to comment or to be heard on any matter pertinent to the Board not included as an agenda item at such public meeting. Such 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.
- (b) Members of the public shall be allowed to address the Board or any committee of the Board following the making of a motion that has been properly seconded concerning a proposition before the Board or any committee of the Board. Such comments shall be directed to the Chair.
- (c) The Board may, at its discretion, require representatives of groups or factions on a proposition to address the Board or any committee of the Board, rather than allowing all members of such groups or factions to address the Board or any committee of the Board, at meetings in which a large number of individuals wish to be heard.
- (d) 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for maintaining an official set of minutes for each Board meeting.

## **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 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 Alachua 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 of 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 workshop 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 Alachua 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 Alachua County Transportation Disadvantaged Coordinating Board the 9th day of September 2020.

---

Charles Chestnut, IV, Chair  
Alachua County Transportation Disadvantaged Coordinating Board

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# Alachua 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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## Alachua County Transportation Disadvantaged Coordinating Board

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September 2, 2020

TO: Alachua County Transportation Disadvantaged Coordinating Board

FROM: Lynn Godfrey, AICP, Senior Planner

SUBJECT: Alachua 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

September 9, 2020

Alachua County  
Transportation Disadvantaged Coordinating Board





# Alachua County Transportation Disadvantaged Coordinating Board

## Grievance Procedures

Approved by the  
Alachua County  
Transportation Disadvantaged Coordinating Board

2009 NW 67th Place  
Gainesville, FL 32653-1603  
[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)  
352.955.2000

---

**Charles Chestnut, IV, Chair**

with Assistance from



Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
2009 NW 67th Place  
Gainesville, FL 32653-1603  
[www.ncfrpc.org](http://www.ncfrpc.org)  
352.955.2200

September 9, 2020

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# **Chapter I: Alachua County Transportation Disadvantaged Coordinating Board Grievance Procedures**

## **A. Preamble**

The following sets forth the procedures for the Alachua 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 Alachua County Transportation Disadvantaged Coordinating Board, herein after referred to as the Board, is a public body appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 grievant. 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 Alachua County Transportation Disadvantaged Coordinating Board Chair shall appoint five (5) voting members to the 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 shall 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. 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall provide the Grievance Committee with sufficient staff support and resources to enable the Grievance Committee to fulfill their responsibilities.

(2) Minutes. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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:

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

- (4) If requested, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff.
- (6) The grievance shall include:
  - a. the name, address and telephone number of the Grievant;
  - 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 grievant 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 grievant 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 grievant.
- (9) Within fifteen (15) working days following the date of receipt of the formal grievance, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff shall advise the Grievance Committee of the grievance to schedule a hearing on the grievance and inform the grievant 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) Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff shall send notice of the Grievance Committee's scheduled hearing in writing to the local newspaper of greatest circulation, the Grievant 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 if the grievant 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:

Alachua County Transportation Disadvantaged Coordinating Board  
2009 N.W. 67th Place  
Gainesville, FL 32653-1603
- (2) The grievant 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 grievant 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 Helpline 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 passenger 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 transport 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will advise the person requesting the reconsideration hearing by return correspondence of the date, time and location of the hearing.
- (4) The suspended passenger 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 passenger.

## **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 Alachua 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 Alachua County Transportation Disadvantaged Coordinating Board the 9th day of September 2020.

---

Charles Chestnut, IV, Chair  
Alachua County Transportation Disadvantaged Coordinating Board

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## Alachua 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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---

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September 2, 2020

TO: Alachua County Transportation Disadvantaged Coordinating Board  
FROM: Lynn Godfrey, AICP, Senior Planner  
SUBJECT: Elect Vice-Chair

**RECOMMENDATION**

**Re-elect Mr. Jeff Lee as the Board's Vice-Chair or elect a new Vice-Chair.**

**BACKGROUND**

Chapter I. F. of the Board's Bylaws requires the Board to elect a Vice-Chair annually. The Vice-Chair shall serve a term of one year. In the event of the Chair's absence, the Vice-Chair shall assume the duties of the Chairperson and conduct the meeting.

If you have any questions concerning this matter, please contact me at extension 110.





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September 2, 2020

TO: Alachua County Transportation Disadvantaged Coordinating Board  
 FROM: Lynn Godfrey, AICP, Senior Planner  
 SUBJECT: Trip and Equipment Grant Allocation Methodology

RECOMMENDATION

For information only. No action required.

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 is the draft final report published by the Florida Commission for the Transportation Disadvantaged. The draft final report includes an analysis of the methodology, summary of input received from stakeholders during the public workshops and recommendations to implement a new funding formula in rule, effective July 1, 2021.

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

Attachment

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## Florida Commission for the Transportation Disadvantaged

### Funding Allocation Study

Fiscal Year 2020



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

**FINAL DRAFT**  
**For discussion purposes only.**

Fiscal Year 2020

## EXECUTIVE SUMMARY

### Overview

The Florida Commission for the Transportation Disadvantaged (CTD) supports the coordination of transportation services for individuals who are transportation disadvantaged (TD) due to age, disability, or low-income. CTD accomplishes this purpose largely through its Trip and Equipment Grant program, which allocates funding to Florida's 67 counties to deliver transportation services to eligible TD riders. The program is established in Rule Chapter 41-2.014, Florida Administrative Code (F.A.C.).

In State Fiscal Year (FY) 2019-2020, CTD contracted with Thomas Howell Ferguson (THF) to conduct an in-depth study to explore changes to the methodology used to allocate funds from the Trip and Equipment Grant. The study was also intended to assist stakeholders of the Coordinated Transportation Disadvantaged System to gain a more thorough understanding of the methodology and better prepare for future changes to the TD program. The study included three objectives:

1. An in-depth analysis of the data used within the methodology, including an examination of the impact of potential changes to each of the variables of the funding formula;
2. Public workshops for CTD to gather input from stakeholders on funding models for future consideration; and
3. A final report that summarizes the findings from the analysis, input received from stakeholders during the public workshops, and proposed changes to the allocation methodology to be implemented in rule, beginning July 1, 2021.

This report fulfills the third objective of the study. It includes all information that was originally published in the initial analysis report (first objective) and a thorough summary of the feedback received during the three public workshops (second objective) on funding models being explored by the study. The final report concludes with recommendations for CTD to consider in implementing changes to the allocation methodology.

### Current Funding Methodology

Each fiscal year, the Florida Legislature appropriates, and the Governor approves, funding for the Trip and Equipment Grant. CTD then allocates grant funds to each county's Community Transportation Coordinator (CTD) to deliver TD services for the year, beginning on July 1. The current allocation methodology was established in Rule 41-2.014(5), F.A.C., in 1999. It consists of two funding components:

- 1) **Base Funding** – The methodology allocates a base level of funding to all counties, based on their equivalent amounts that were allocated in FY 1999-2000, to maintain a certain threshold of service stability from year-to-year.
- 2) **Formula Funding** – Remaining funds are allocated based on four variables (equally weighted at 25%) within a statistical formula that measures a county's inherent demand and performance in serving the TD population:
  - I. Total county population (demand), captured by the U.S. Census Bureau;
  - II. Total county area in square miles (demand), captured by the U.S. Census Bureau;

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- III. Total system passenger trips (performance), captured by the county's Annual Operating Report (AOR); and
- IV. Total system vehicle miles traveled (performance), captured by the county's AOR.

It is important to distinguish between the allocation and disbursement of funding. The grant funds are not actually disbursed (i.e., paid) until *after* services are rendered by the CTC. The CTC must submit a monthly invoice to CTD, which includes data on trips that were provided to TD riders, to be reimbursed under the Trip and Equipment Grant.

The Trip and Equipment Grant funds are intended to support transportation services not funded (i.e., “sponsored”) by any other agency or program, such as Medicaid. The AOR is a comprehensive report of local systems in all 67 counties, which includes not only “non-sponsored” trips funded under the Trip and Equipment Grant but also “sponsored” trips funded by other agencies. Though grant funds are allocated in part based on systemwide trips and miles reported in the AOR, those funds may only reimburse for non-sponsored transportation to TD eligible riders.

**Study Findings and Proposed Changes**

The study considers amending or adding four variables within the Trip and Equipment Grant allocation methodology. Each of these variables use more *precise* estimates or measures of demand, performance, and base funding:

1. **TD Eligible Population** – While the current methodology accounts for *total* population (including individuals who are not transportation disadvantaged), the study explores the U.S. Census Bureau's American Community Survey 5-year estimates to consider allocating funding more directly to a county's TD eligible population (individuals living with a disability, persons living below poverty, and adults who are 65 or older).
2. **Centerline Miles (CLM)** – The study considers public road mileage data from the Federal Highway Administration as an alternative variable to county square miles. This would serve as a more precise measurement of a county's overall demand for transportation services by considering the miles traveled by residents to access activities within their community. Specifically, the study explores models where allocations could be distributed based on a county's share of statewide centerline miles.
3. **Trip and Equipment Grant (“Non-Sponsored”) Services** – The current methodology measures performance of CTD funded services, but also accounts for *systemwide* trips and miles reported in the AOR. At a more granular level, the study considers more directly allocating funds for the provision of non-sponsored TD services, which are reimbursed by the Trip and Equipment Grant program. The study examines invoice data submitted by CTCs on “non-sponsored” services as an alternative (and more consistent) measurement of performance.
4. **Base Funding** – While the current methodology provides a stabilizing component in the form of an absolute amount (i.e., a county's base amount from FY 1999-2000), it does not provide a minimum threshold of loss a county can anticipate from one year to the next. The study considers an alternative approach by updating the base amount each year based on a percentage threshold of

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the county's total allocated amount from the year immediately prior. The study also considers simplifying this approach by adding it as a variable within the formula.

The study explores scenarios where the datasets can be applied (and adjusted using varying weights) in determining a county's share for each of these variables. The study presents three models for consideration, with varying weighted totals and statewide shares by variable. All models weigh the base variable at 50% to ensure a certain level of stability in funding from year-to-year.

Model	Demand Variables (TD + CLM)	Performance Variable	Base Variable	Description
Model 1	12.5% + 12.5%	25%	50%	“Status Quo” approach, uses similar balance of demand and performance, just with different datasets.
Model 2	6.25% + 6.25%	37.5%	50%	Performance-driven approach, where more weight is given to the prior year's performance in Trip and Equipment services.
Model 3	18.75% + 18.75%	12.5%	50%	Demand-driven approach, where more weight is given to the county's TD eligible population and CLM.

These models use the most recent year of data available for the variable; however, CTD could consider using a different year of data in response to extraordinary circumstances, such as the impact on Trip and Equipment invoice data due to the COVID-19 pandemic in 2020.

#### Summary of Stakeholder Feedback

CTD published the initial analysis report of this study on June 2, 2020, and encouraged stakeholders to begin providing feedback through a dedicated website at: <https://ctdallocationstudy.com/>. CTD then hosted three public workshops via GoToMeeting webinar and telephone conference on June 26, July 28, and August 7, 2020. All workshops were advertised in the Florida Administrative Register, available to all members of the public pursuant to Florida's Government in the Sunshine Law, and all information was recorded and posted on the CTD Allocation Study website.

Below is a summary of stakeholder feedback on each of the variables proposed by the study.

**TD Eligible Population** – Most of the feedback was supportive of the use of the TD eligible population (instead of general population) as a variable within the allocation methodology.

**Centerline Miles** – Several stakeholders representing smaller counties raised concerns about the use of centerline miles as a second demand variable disproportionately favoring larger counties that have more miles of public roads. Some requested this be removed from consideration. The July 28 workshop was dedicated to responding to this feedback. This included an analysis of the impact on allocations by the removal of this variable, which would overwhelmingly have a negative impact on smaller counties based on their population size. This is further explored on page 69.

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**Performance** – Most of the feedback on performance related to the proposed weightings of the invoice data (trips, miles, and bus passes), which were based on the average rates CTCs are reimbursed under the Trip and Equipment Grant. There was also debate over the use of the AOR within the formula, which the study proposes replacing with the invoice data. The August 7 workshop was dedicated to addressing this feedback, which is summarized below:

- **Mileage** – The study considers weighing the miles at one-tenth the amount for an equivalent type of trip. Some stakeholder supported this level of weighting, while others requested this be given more weight to consider the costs associated with providing longer distance trips, both for rural systems that have to travel to neighboring counties to access certain activities and for urban systems that have to use TD funds to travel outside the fixed-bus route corridor.
- **Bus Passes** – CTD purchases bus passes to subsidize the fare of TD eligible riders to access the fixed-route system, whenever available. Bus passes generally are reimbursed based on the number of days – **NOT** number of trips – allotted for riders. Some stakeholders representing fixed-route systems argued this dis-incentivizes the use of bus passes by not counting the actual trips and miles. The study refutes this claim by demonstrating the proposed weights for bus passes are significantly higher than their equivalent rate of reimbursement (see page 87).
- **AOR** – Some stakeholders supported the study’s recommendation to replace the AOR with Trip and Equipment Grant invoice data within the allocation methodology, citing the lack of credible, accurate data reflected in the AOR. Other stakeholders argued that the removal of data on trips and miles not funded under the Trip and Equipment Grant would penalize CTCs that work with coordination contractors and other purchasing agencies. This report maintains the position that the AOR is not a reliable source of data to measure performance and the allocation methodology should only account for trips that are eligible for reimbursement under the Trip and Equipment Grant.

**Base** – Most of the feedback was supportive of the use of a base variable within the allocation formula to provide stability from year to year. Some stakeholders requested the inclusion of a “floor” and “cap” to prevent a certain percentage of loss or gain in allocations during the first few years of implementation. This report recommends an alternative “phase-in” approach, where the base variable can be adjusted for the first year to allow systems time to transition into the new formula (see Recommendation 3).

In addition to this feedback, several stakeholders representing CTCs that operate fixed-route systems requested the Commission rescind its policy on ADA complimentary paratransit services within the fixed-route corridor, which are not eligible for reimbursement under the Trip and Equipment Grant. Other stakeholders representing systems that do not operate a fixed-route system requested CTD remove bus passes from consideration of the allocation formula. These requests pertain to the reimbursement process of the Trip and Equipment Grant, which is beyond the scope of this study.

### **Recommendations for Implementation**

Based on the findings from the study and much of the feedback received from stakeholders, this report includes the following five recommendations:

**RECOMMENDATION 1** – The Commission for the Transportation Disadvantaged should amend the Trip and Equipment Grant allocation methodology in Rule 41-2.014(5), F.A.C., to include the four variables proposed by this study, effective July 1, 2021.

**RECOMMENDATION 2** – To reward and incentivize performance and the cost-effective provision of TD non-sponsored services, the Commission should implement a model that gives greater weight to the proposed performance variable reflected in the Trip and Equipment Grant invoice data and less weight to the proposed inherent demand variables of TD Population and Centerline Miles (CLM). Also, to provide more year-over-year stability and predictability of funding, the same model should give a majority of its weight to the base funding variable reflected in allocation amounts from the year immediately prior.

**RECOMMENDATION 3** – To ensure a smooth transition of the new formula, the Commission should phase-in the implementation by weighing the base variable at 80% for the first year. This will allow sufficient time for CTCs to adjust to the new changes and for CTD to explore additional policy changes pertaining to performance of the Trip and Equipment Grant (discussed in Recommendation 5).

**RECOMMENDATION 4** – When developing rule language, the Commission should allow for flexibility in determining the year of data used in each variable in determining allocations for each fiscal year. Though the most current year of data should be the common practice, there may be external events in any given year that would adversely impact allocations, such as a global pandemic or hurricane. Under these circumstances, the rule language should allow for the Commission to use data from a different year not affected by extraordinary events.

**RECOMMENDATION 5** – In addition to implementing a formula that prioritizes performance, the Commission should examine its existing policies and procedures pertaining the reimbursement of grant funds to ensure they align with the intent of the new allocation methodology. This should include an in-depth analysis of invoice data, rate structures, and potential improvements to the Annual Operating Report.

## 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:<sup>1</sup>

- Older Adults
- Persons with Disabilities
- People with Low Income
- At-Risk Children<sup>2</sup>

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.”<sup>3</sup> 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.”<sup>4</sup>

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-

<sup>1</sup> Section 427.011(1), Florida Statutes

<sup>2</sup> Defined in Section 411.202, Florida Statutes

<sup>3</sup> Section 427.013, Florida Statutes

<sup>4</sup> Section 427.011(11), Florida Statutes

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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)<sup>5</sup> 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 other<sup>6</sup> than the Transportation Disadvantaged Trust Fund.”<sup>7</sup> 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 services<sup>8</sup> 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.<sup>9</sup>

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<sup>5</sup> Section 427.0159, Florida Statutes

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

<sup>7</sup> Section 427.011(12), Florida Statutes

<sup>8</sup> 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.

<sup>9</sup> The CTD 2019 Annual Performance Report can be accessed here: [https://ctd.fdot.gov/docs/AORAPRDocs/2018-19\\_APRFinalDocument.pdf](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 services<sup>10</sup> 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.).<sup>11</sup> 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.

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

<sup>11</sup> The rule can be accessed on the Florida Department of State website at:

<https://www.flrules.org/gateway/ruleNo.asp?id=41%20%902.014>.

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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.<sup>12</sup> 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.

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<sup>12</sup> 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 P.A. (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 final report fulfills the third objective of the study. It summarizes the findings from the initial report and input received from stakeholders, and presents proposed changes to the current allocation methodology to be implemented in rule, beginning July 1, 2021. This report and accompanying material are posted on a website that has been dedicated to this study from the beginning: <https://ctdallocationstudy.com/>.

### **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.*

**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."<sup>13</sup>*

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

*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.*

## 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

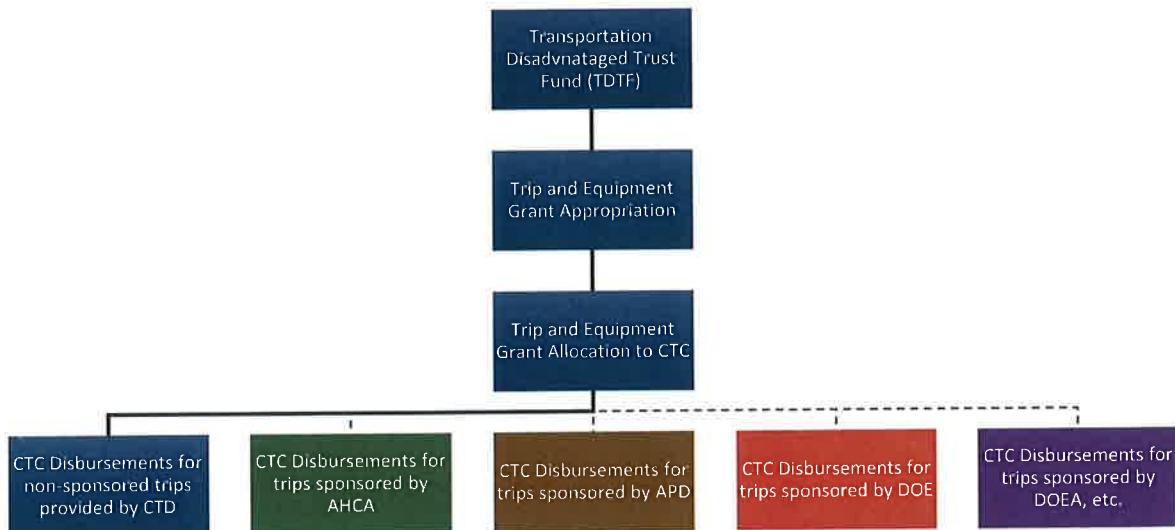
Each county’s total annual allocation is determined by the methodology established in Rule Chapter 41-2, F.A.C. This methodology—which is the focus of this report—determines the total amount of funding made available (the allocations) per county. Allocations are determined from a base amount and a combination 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."<sup>14</sup> 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.<sup>15</sup> Pursuant to the current allocation methodology in Rule Chapter 41-2.014, F.A.C., \$22,169,939.30 of this total was

<sup>14</sup> 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%20%80%902.014>.

<sup>15</sup> 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”<sup>17</sup> 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:<sup>18</sup>

- 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 1999-2000		FORMULA FUNDING (METHODOLOGY INPUTS)				FINAL T&E GRANT ALLOCATION	
	TDTF ALLOCATION		CENSUS 2017		AOR 2017-2018			
	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:

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

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

<sup>17</sup> Rule 41-2.014(4), F.A.C.

<sup>18</sup> 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 1999-2000				FORMULA FUNDING (TOTAL DISTRIBUTIONS)				FINAL T&E GRANT ALLOCATION
					Square Miles	Population	Trips	Miles	
	TDTF ALLOCATION	\$ 314,216.00	\$ 125,112.36	\$ 96,263.44	\$ 29,607.29	\$ 85,621.44	\$ 650,820.54		
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		TDTF ALLOCATION		CENSUS 2017		AOR 2017-2018			
	Square Miles	Population	Trips	Miles						
Alachua	\$ 314,216.00		\$138.71	\$0.37	\$0.33	\$0.33	\$0.08	\$0.08	\$ 650,820.54	
<b>TOTAL</b>	<b>\$ 22,168,939.30</b>		<b>\$ 138.71</b>	<b>\$ 0.37</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.08</b>	<b>\$ 0.08</b>	<b>\$ 52,216,435.23</b>	

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.<sup>19</sup> Every question in the survey has “a required purpose and many statistical uses.”<sup>20</sup> Data on age,<sup>21</sup> disability status,<sup>22</sup> and poverty status<sup>23</sup> all help state and local officials to plan and provide services and assistance to these populations in an efficient and effective manner.

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<sup>19</sup> 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>>.

<sup>20</sup> “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>>.

<sup>21</sup> “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/>>.

<sup>22</sup> “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/>>.

<sup>23</sup> “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/>>.

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 census<sup>24</sup> 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."<sup>25</sup>

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

*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."<sup>27</sup>

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."<sup>28</sup> Geographic areas are classified as either "legal" or "statistical" geographic areas, and organized under the following hierarchy:

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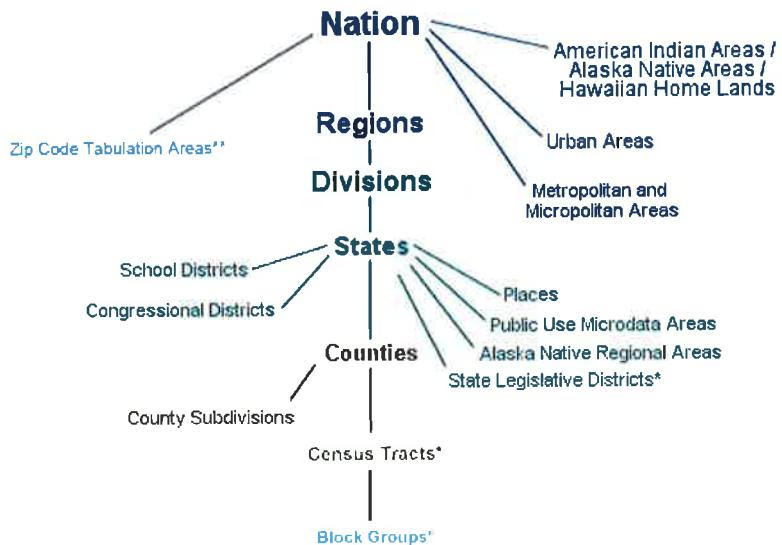
<sup>24</sup> While "the census is conducted once every 10 years to provide an official count of the entire U.S. population to Congress," the ACS provides more detailed data used to determine the particular social and economic needs of local communities. See commonly asked questions about "The American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

<sup>25</sup> "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>>.

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

<sup>27</sup> "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>>.

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



Like most U.S. states, Florida's primary legal divisions are termed "counties"<sup>29</sup> and understood with the same meaning as the term is used in the Census Bureau's geographic hierarchy.<sup>30</sup> 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.<sup>31</sup>

#### 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."<sup>32</sup> 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."<sup>33</sup> 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,<sup>34</sup> one can start with the table subject code for "Disability Status"—18—and quickly find

<sup>29</sup> "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>>.

<sup>30</sup> 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](https://www.census.gov/programs-surveys/geography/about/glossary.html#par_textimage_12)>.

<sup>31</sup> View the rule at the Florida Department of State's website at: <<https://www.flrules.org/gateway/ruleNo.asp?id=41-2.014>>.

<sup>32</sup> "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/>>.

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

<sup>34</sup> 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 status<sup>35</sup> by poverty status<sup>36</sup>. 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.<sup>37</sup> 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.

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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.”

<sup>35</sup> 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?#](https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2018_ACSSubjectDefinitions.pdf?#)>.

<sup>36</sup> 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?#](https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2018_ACSSubjectDefinitions.pdf?#)>.

<sup>37</sup> “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."<sup>38</sup>

**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."<sup>39</sup> 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:<sup>40</sup>

**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.

<sup>38</sup> *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](https://www.census.gov/content/dam/Census/library/publications/2018/acs/acs_general_handbook_2018_ch03.pdf)>.

<sup>39</sup> "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](https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf)>.

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

**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.

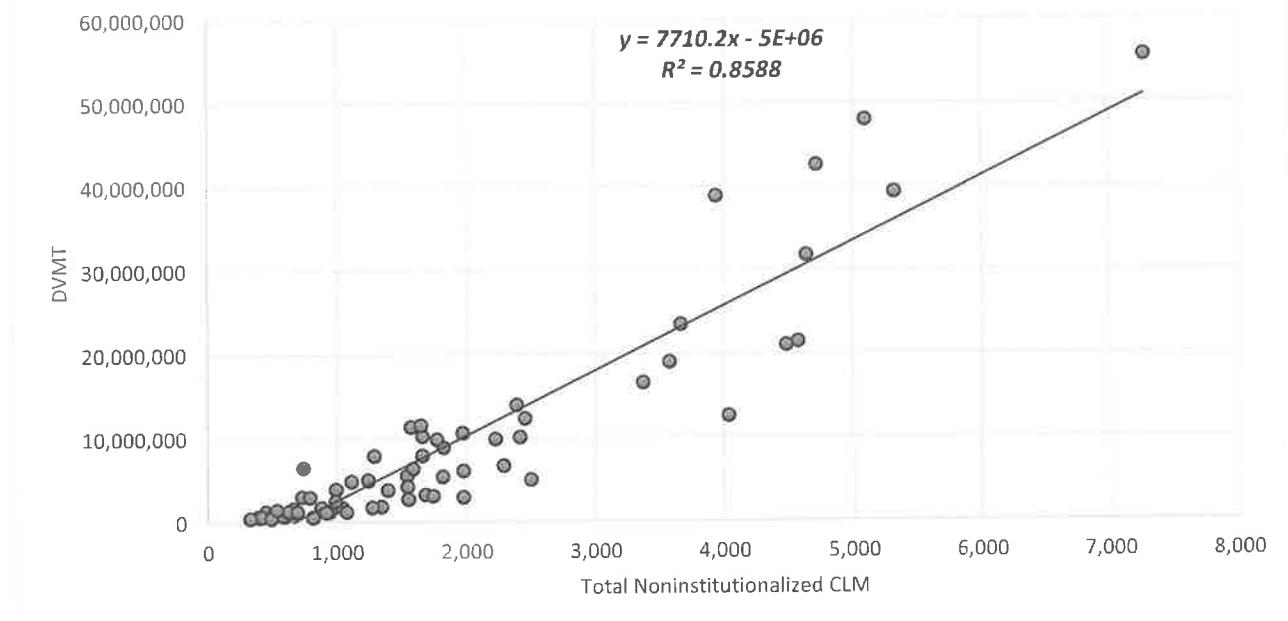
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Relationship Between Total Population, Square Miles, CLM, and DVMT

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.<sup>41</sup>

Relationship of CLM to DVMT (2018)



<sup>41</sup> 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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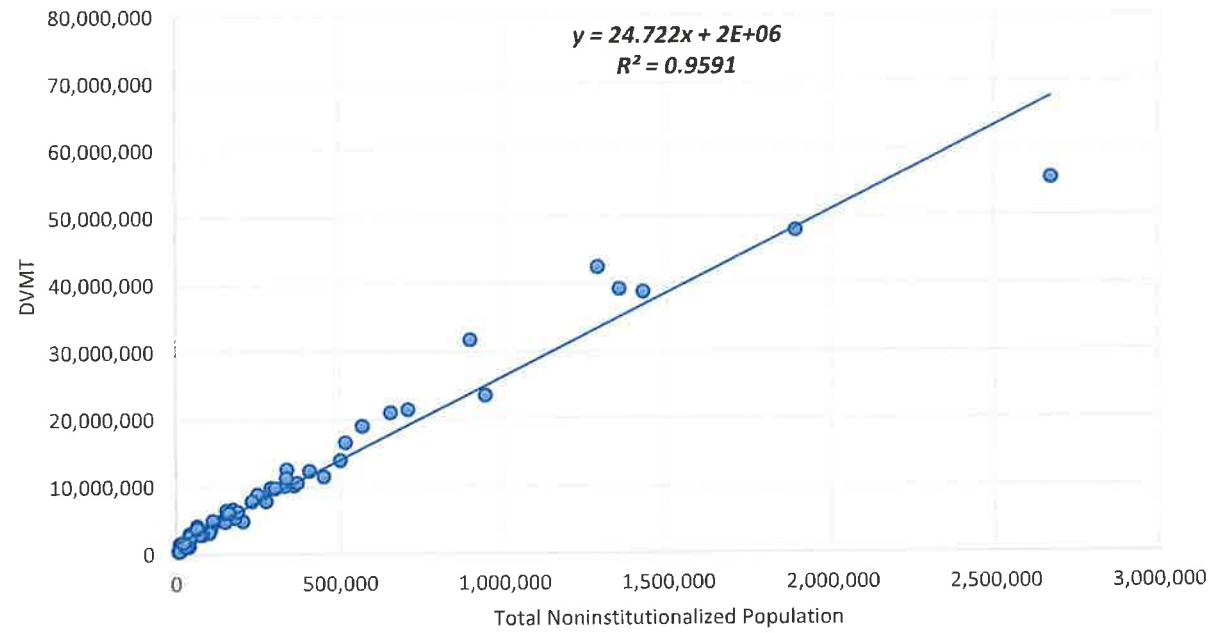
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Total population of a county would be expected to be highly correlated with a county's daily traffic count as well, and therefore also highly predictive of its DVMT. The blue scatter plot below of Florida's 67 counties confirms an even stronger relationship of this variable to total volume of traffic, with its predictive power of DVMT achieving an  $R^2$  of 0.9591.

Relationship of Total Population to DVMT (2018)



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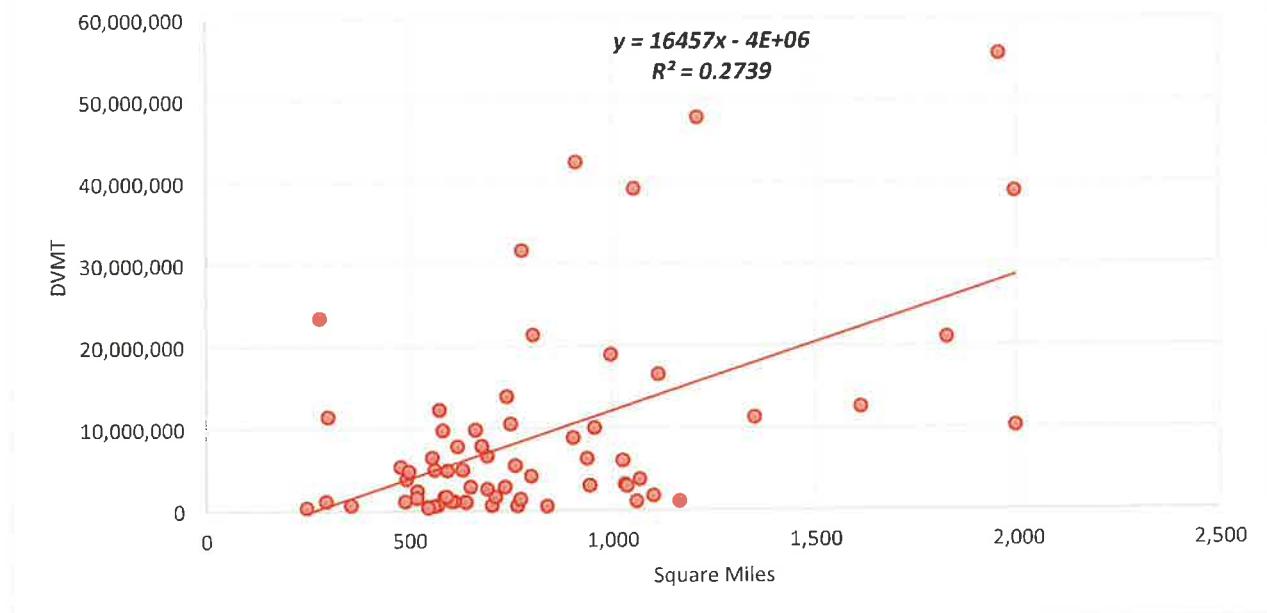
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The current allocation methodology does not consider CLM but instead considers a county's square miles. The orange scatter plot below shows the relationship between this variable and a county's DVMT. While there is some predictive power of square miles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

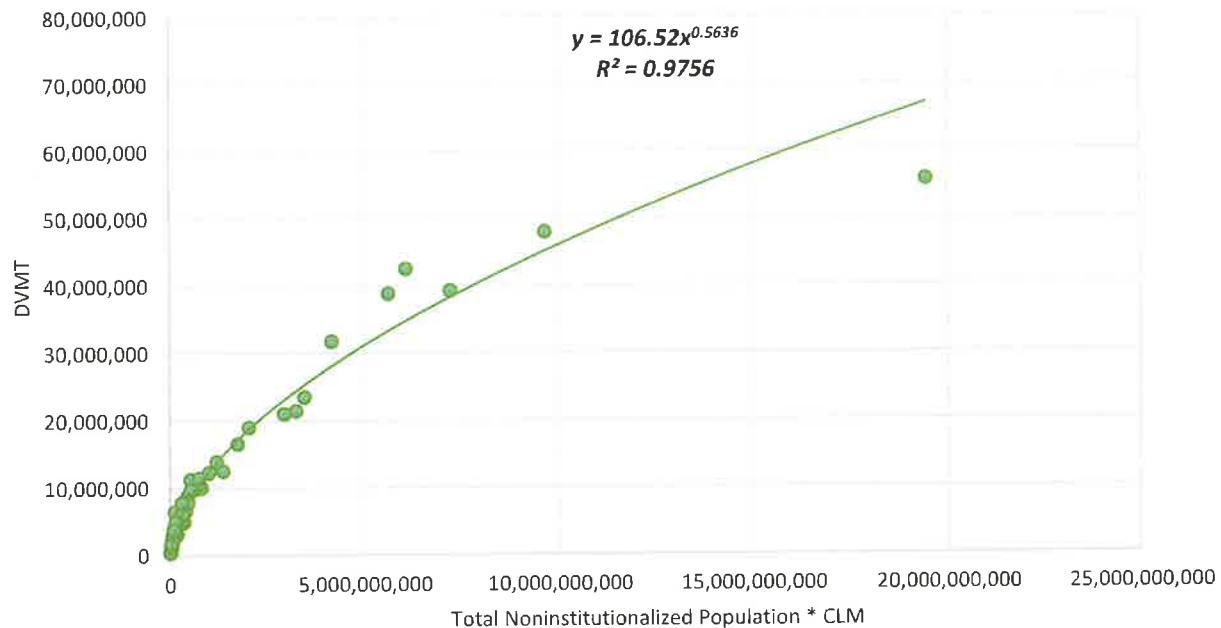
Relationship of Square Miles to DVMT (2018)



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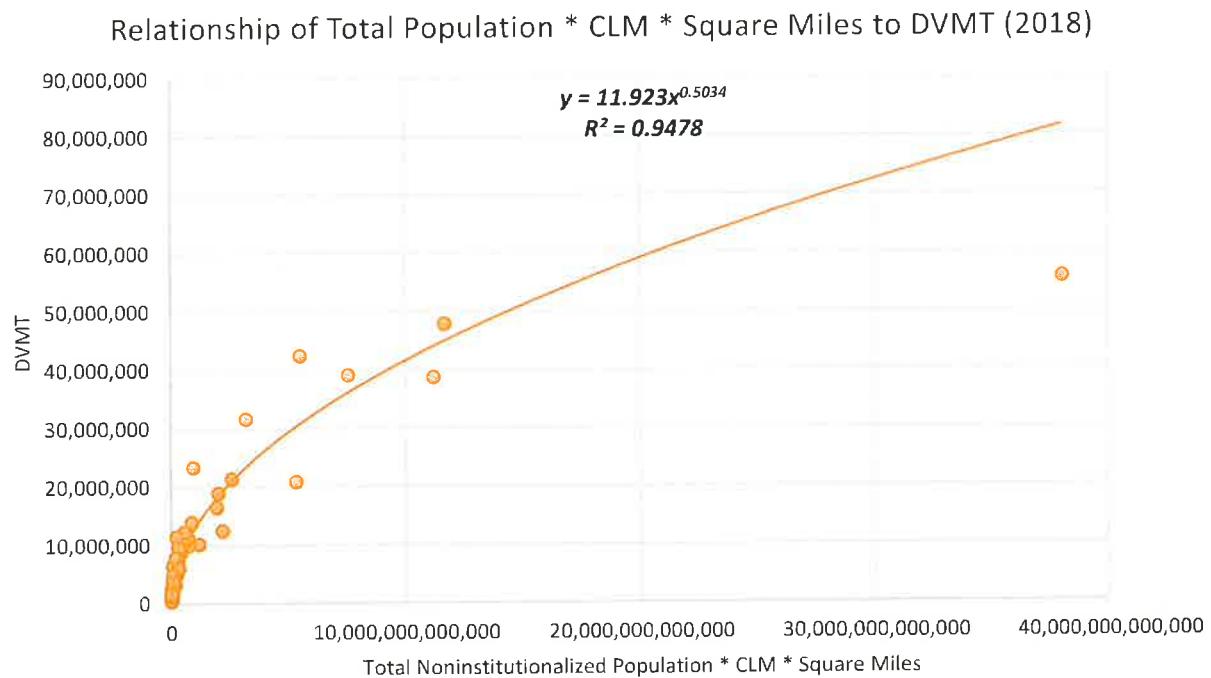
As stand-alone individual variables, both CLM and total population are powerful predictors of a county's DVMT. To test whether the interaction of these two variables enhances their predictive power, they are multiplied with each other (Total Population \* CLM) in the green scatter plot below. With an  $R^2$  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.

Relationship of Total Population \* CLM to DVMT (2018)



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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.”<sup>42</sup> 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

<sup>42</sup> “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.”<sup>43</sup> 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.<sup>44</sup> For quantitative data, the AOR contains specific counts by trip service type,<sup>45</sup> revenue source,<sup>46</sup> passenger type,<sup>47</sup> trip purpose,<sup>48</sup> unduplicated passenger head count (UDPHC),<sup>49</sup> 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.).

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<sup>43</sup> “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>](https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf).

<sup>44</sup> 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.

<sup>45</sup> 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>](https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf).

<sup>46</sup> “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>](https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf).

<sup>47</sup> “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>](https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf).

<sup>48</sup> 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>](https://ctd.fdot.gov/docs/AORAPRDocs/CTCAORReportingInstructions20190429.pdf).

<sup>49</sup> 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>](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.”<sup>50</sup>

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,

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<sup>50</sup> 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/CTDIvoicingProceduresforTranspCapEquip070117.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 passenger<sup>51</sup> trips, group per group trips.<sup>52</sup> 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.”<sup>53</sup>*

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):<sup>54</sup>

• 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.

<sup>51</sup> 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/CTDIInvoicingProceduresforTranspCapEquip070117.pdf>](https://ctd.fdot.gov/docs/GrantDocs/CTDIInvoicingProceduresforTranspCapEquip070117.pdf).

<sup>52</sup> 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/CTDIInvoicingProceduresforTranspCapEquip070117.pdf>](https://ctd.fdot.gov/docs/GrantDocs/CTDIInvoicingProceduresforTranspCapEquip070117.pdf).

<sup>53</sup> *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/CTDIInvoicingProceduresforTranspCapEquip070117.pdf>](https://ctd.fdot.gov/docs/GrantDocs/CTDIInvoicingProceduresforTranspCapEquip070117.pdf).

<sup>54</sup> *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/CTDIInvoicingProceduresforTranspCapEquip070117.pdf>](https://ctd.fdot.gov/docs/GrantDocs/CTDIInvoicingProceduresforTranspCapEquip070117.pdf).

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

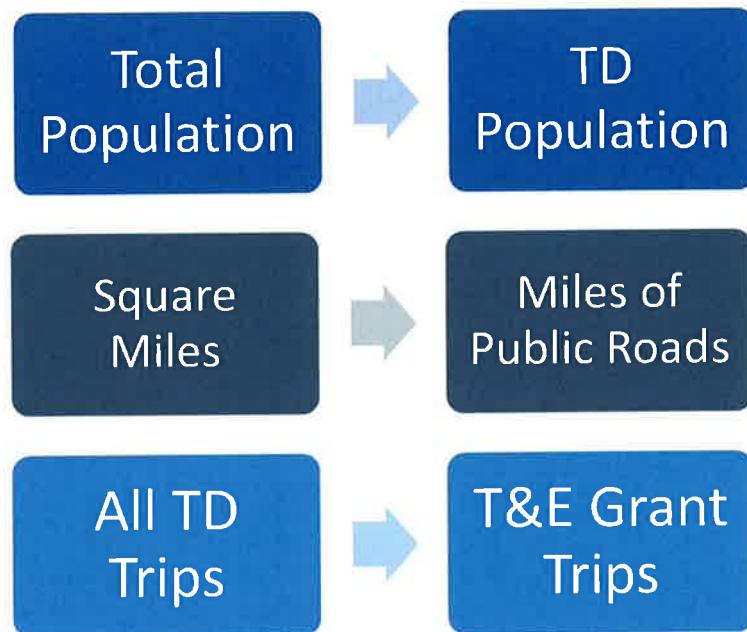
- DATE OF PASS DISTRIBUTION. Month/Date/Year (00/00/00).
- CUSTOMER NAME. Last name, first name.
- BUS PASS NUMBER.
- COST. The rate for the given mode of service.
- MODE. Type of bus pass issues (daily, weekly, monthly).

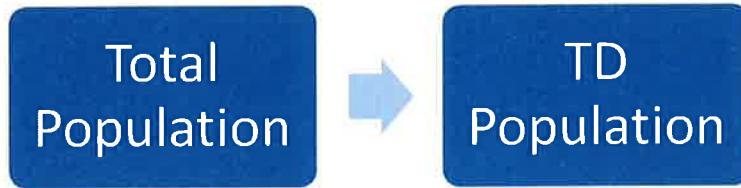
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<sup>55</sup> COMMISSION FOR THE TRANSPORTATION DISADVANTAGED INVOICING PROCEDURES FOR THE PROVISION OF TRANSPORTATION AND CAPITAL EQUIPMENT. July 1, 2017. p. 10. Available online at: <<https://ctd.fdot.gov/docs/GrantDocs/CTDIvoicingProceduresforTranspCapEquip070117.pdf>>.

## 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 Gran 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.



**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 METHODOLOGY”, 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 (METHODLOGY INPUTS)

COUNTY	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)												SHARE OF A \$7,511,873.98 DISTRIBUTION	
	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			
WEIGHT	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		
Baker	9,167	35,875	409	1,287	36,619	136,016	4,767	9,792	1,743	21,023	1,367	3,945	\$ 9,336.83	
Baker	1,166	5,109	100	184	1,571	10,979	531	1,991	188	1,707	108	1,396	\$ 1,040.00	
Broward	7,267	28,862	792	1,871	10,558	79,425	4,961	11,866	1,249	15,210	1,530	11,521	\$ 10,000.00	
Broward	1,463	3,441	172	254	1,653	9,408	949	1,427	320	2,348	182	1,684	\$ 8,691.87	
Broward	17,763	82,418	1,652	1,304	33,053	259,537	9,448	10,743	6,327	80,685	4,295	19,915	\$ 20,445.45	
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	
Charlotte	273	2,594	26	117	566	5,095	343	922	101	980	200	1,139	\$ 1,101.00	
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	
Clay	5,471	14,020	534	718	9,100	48,443	3,957	7,518	2,683	30,586	1,692	15,600	\$ 17,000.00	
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	
Cole	13,408	47,853	681	1,741	21,170	152,724	2,401	9,224	4,889	78,978	1,759	15,922	\$ 15,800.00	
Columbia	3,536	10,538	275	452	4,248	26,566	1,742	4,745	484	6,088	830	4,508	\$ 23,878.12	
Dixie	2,584	4,011	139	114	5,351	12,542	837	1,650	591	4,567	322	2,151	\$ 1,600.00	
Dixie	809	1,933	94	71	1,304	4,915	830	1,097	254	1,872	107	1,449	\$ 5,496.53	
Dixie	45,660	150,605	3,142	6,933	61,239	442,230	17,298	45,934	6,279	68,421	6,140	39,598	\$ 10,000.00	
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	
Escambia	3,162	13,955	93	762	5,809	43,867	1,386	5,544	1,412	20,754	713	4,502	\$ 12,200.00	
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	327	3,781	17,159	1,770	2,768	422	3,870	411	2,779	\$ 15,000.00	
Gilchrist	798	2,090	125	232	1,246	6,771	537	1,052	86	1,806	114	1,346	\$ 6,044.14	
Gadsden	476	1,551	37	32	873	4,787	174	145	285	1,674	216	1,275	\$ 1,000.00	
Gulf	478	2,020	55	58	884	5,993	244	813	140	1,558	99	1,263	\$ 5,075.01	
Gulf	998	1,461	78	148	1,266	3,689	529	658	155	932	217	856	\$ 1,000.00	
Hardee	3,028	9,910	77	128	2,720	10,304	357	769	307	2,527	286	968	\$ 9,467.76	
Hernando	3,521	6,751	138	324	5,130	15,996	902	1,554	424	2,608	469	1,633	\$ 1,100.00	
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	
Hillsborough	5,156	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	
Hillsborough	1,134	2,379	81	81	1,651	6,320	1,038	1,158	199	1,633	383	1,475	\$ 1,000.00	
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	
Indian River	2,290	5,951	218	247	3,628	15,924	1,265	2,499	401	4,248	543	3,021	\$ 15,000.00	
Jefferson	394	1,778	21	103	733	4,965	284	567	77	1,887	153	805	\$ 4,389.39	
Jefferson	380	1,540	5	17	558	3,048	256	260	70	346	175	528	\$ 1,000.00	
Lake	11,746	50,307	862	1,829	17,178	139,286	4,692	18,071	4,343	53,861	2,514	26,155	\$ 123,547.60	
Lake	28,513	94,474	1,371	3,499	45,000	302,885	8,361	15,456	10,798	130,017	4,902	50,973	\$ 70,000.00	
Leon	9,196	41,183	803	1,957	38,275	131,689	5,321	12,014	1,172	21,771	1,337	10,593	\$ 102,712.99	
Liberty	2,421	4,740	202	401	3,200	15,526	1,273	2,418	812	4,901	269	3,336	\$ 1,000.00	
Liberty	139	1,061	8	105	391	3,157	195	623	81	414	92	675	\$ 2,590.66	
Manatee	1,425	1,877	32	33	1,924	5,903	637	1,056	415	1,561	170	1,245	\$ 1,000.00	
Manatee	13,255	52,505	1,000	2,331	19,636	162,493	5,201	15,756	4,694	64,694	2,243	26,155	\$ 137,819.19	
Martin	16,569	43,221	1,535	2,119	22,890	129,117	7,240	17,178	4,148	60,443	3,882	29,196	\$ 100,000.00	
Martin	3,868	21,146	308	684	6,763	66,198	2,252	6,383	2,126	30,582	895	12,572	\$ 57,511.98	
Monroe	126,790	404,119	6,232	11,112	227,431	1,368,132	34,317	10,345	52,394	224,292	35,387	100,678	\$ 27,662.09	
Monroe	1,925	9,139	36	262	4,093	38,660	1,085	2,838	1,267	10,835	449	3,567	\$ 20,000.00	
Monroe	1,911	13,331	147	570	3,521	36,935	1,297	5,089	664	10,283	627	5,004	\$ 20,000.00	
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	
Okaloosa	3,008	4,759	182	227	3,648	15,035	829	2,171	590	4,653	238	2,057	\$ 1,000.00	
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	
Orange	17,526	59,874	2,306	3,445	24,079	160,556	5,784	20,204	2,695	23,159	2,399	14,348	\$ 100,000.00	
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	\$ 532,043.91	
Palm Beach	17,050	79,625	1,445	4,957	29,289	220,967	8,940	27,529	6,588	66,564	4,233	35,450	\$ 100,000.00	
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	
Putnam	34,735	104,293	3,646	4,476	44,333	284,173	12,817	34,765	7,945	77,929	5,273	40,400	\$ 204,220.00	
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. Lucie	4,084	44,603	200	1,448	10,531	114,544	2,418	3,400	1,696	30,401	725	31,973	\$ 100,000.00	
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	
St. Lucie	4,825	30,395	479	1,446	6,714	78,328	2,717	10,188	549	14,422	813	9,610	\$ 100,000.00	
Sarasota	8,439	48,542	519	1,659	17,419	167,078	3,519	15,570	5,938	95,827	3,021	38,593	\$ 151,643.89	
Sarasota	13,125	78,649	1,098	2,768	26,294	239,302	4,888	17,872	3,919	42,375	1,986	17,927	\$ 100,000.00	
Sumter	1,911	6,279	35	380	3,553	28,075	1,152	3,376	2,137	47,664	1,051	15,905	\$ 41,599.08	
Sumter	2,576	6,079	268	353	3,223	17,076	936	3,165	224	4,753	303	3,138	\$ 100,000.00	
Taylor	1,090	2,660	53	241	1,238	6,515	713	1,527	266	2,204	208	1,332	\$ 6,731.99	
Taylor	872	1,773	102	101	841	3,764	192	540	80	870	44	528	\$ 1,000.00	
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	
Volusia	811	5,424	176	354	1,108	13,442	774	1,794	309	2,579	94	1,370	\$ 100,000.00	
Walton	3,256	9,274	180	383	3,817	28,616	1,330	4,068	389	7,538	389	4,252	\$ 23,684.15	
Walton	1,309	3,194	100	217	2,159	8,006	842	1,124	111	2,185	350	1,520	\$ 1,000.00	
<b>TOTAL</b>	<b>815,607</b>	<b>3,090,239</b>	<b>54,893</b>	<b>122,416</b>	<b>1,385,739</b>	<b>9,458,445</b>	<b>313,917</b>	<b>900,300</b>	<b>246,590</b>	<b>2,426,508</b>	<b>166,336</b>	<b>1,156,696</b>	<b>\$ 7,511,873.98</b>	

# Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

## Funding Allocation Study

For discussion purposes only.

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 (C18130)												SHARE OF A \$7,511,873.98 DISTRIBUTION	
	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		
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
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	
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	
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	
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	
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	
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	
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	
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	
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	
Gilchrist	\$ 297.67	\$ 779.62	\$ 46.63	\$ 86.54	\$ 464.79	\$ 2,525.76	\$ 200.31	\$ 392.42	\$ 32.08	\$ 673.68	\$ 42.52	\$ 502.09	\$ 6,044.14	
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	
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	
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	
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	
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	
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	
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	\$ 20,091.54	\$ 937.79	\$ 9,890.78	\$ 123,547.60	
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	
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	
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	
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	
Monroe	\$ 718.07	\$ 3,409.08	\$ 13.43	\$ 97.73	\$ 1,526.79	\$ 14,421.17	\$ 404.73	\$ 1,058.65	\$ 472.62	\$ 4,041.73	\$ 167.49	\$ 1,330.58	\$ 27,662.09	
Okaloosa	\$ 2,498.90	\$ 13,050.30	\$ 201.81	\$ 645.33	\$ 3,661.99	\$ 33,148.93	\$ 1,185.48	\$ 4,318.52	\$ 346.91	\$ 6,698.42	\$ 439.80	\$ 3,878.35	\$ 70,074.74	
Orange	\$ 22,664.29	\$ 81,554.23	\$ 1,894.60	\$ 3,109.54	\$ 39,097.19	\$ 248,656.31	\$ 7,309.81	\$ 21,064.01	\$ 3,629.91	\$ 31,668.76	\$ 2,648.11	\$ 16,941.33	\$ 480,238.11	
Palm Beach	\$ 18,931.43	\$ 80,834.66	\$ 717.33	\$ 2,604.47	\$ 31,760.53	\$ 249,051.34	\$ 5,476.02	\$ 18,783.34	\$ 7,034.15	\$ 78,839.72	\$ 4,290.17	\$ 33,720.78	\$ 532,043.91	
Pinellas	\$ 10,356.68	\$ 45,702.36	\$ 633.02	\$ 1,906.91	\$ 20,878.25	\$ 165,092.96	\$ 5,983.33	\$ 18,010.05	\$ 4,909.76	\$ 50,669.57	\$ 3,157.29	\$ 24,310.08	\$ 351,610.27	
Putnam	\$ 2,082.98	\$ 3,206.53	\$ 88.03	\$ 248.06	\$ 2,754.42	\$ 9,816.54	\$ 916.15	\$ 1,445.47	\$ 475.98	\$ 3,390.80	\$ 256.27	\$ 1,847.97	\$ 26,529.21	
St. Lucie	\$ 4,636.71	\$ 17,103.97	\$ 269.70	\$ 846.77	\$ 7,482.90	\$ 48,854.05	\$ 1,890.49	\$ 5,509.59	\$ 1,547.68	\$ 15,597.32	\$ 1,151.16	\$ 7,973.80	\$ 112,864.14	
Sarasota	\$ 3,147.96	\$ 18,107.41	\$ 193.60	\$ 618.85	\$ 6,497.73	\$ 62,324.38	\$ 1,461.89	\$ 5,808.01	\$ 2,215.03	\$ 35,745.93	\$ 1,126.91	\$ 14,396.18	\$ 151,643.89	
Sumter	\$ 712.85	\$ 2,342.23	\$ 13.06	\$ 141.75	\$ 1,325.36	\$ 10,472.70	\$ 429.73	\$ 1,259.33	\$ 797.16	\$ 17,779.90	\$ 392.05	\$ 5,932.97	\$ 41,599.08	
Taylor	\$ 406.60	\$ 992.25	\$ 19.77	\$ 89.90	\$ 461.81	\$ 2,430.26	\$ 265.97	\$ 569.61	\$ 99.22	\$ 822.15	\$ 77.59	\$ 496.87	\$ 6,731.99	
Volusia	\$ 7,018.85	\$ 25,795.10	\$ 481.95	\$ 1,158.36	\$ 13,505.39	\$ 84,276.57	\$ 4,149.54	\$ 10,787.90	\$ 2,133.33	\$ 27,183.50	\$ 2,068.05	\$ 14,480.11	\$ 193,039.67	
Walton	\$ 1,214.57	\$ 3,459.44	\$ 67.14	\$ 142.87	\$ 1,423.84	\$ 10,674.50	\$ 496.12	\$ 1,517.47	\$ 145.11	\$ 2,811.87	\$ 145.11	\$ 1,586.11	\$ 23,684.15	
<b>TOTAL</b>	<b>\$ 304,242.35</b>	<b>\$ 1,152,738.50</b>	<b>\$ 20,476.50</b>	<b>\$ 45,664.31</b>	<b>\$ 516,916.23</b>	<b>\$ 3,528,242.86</b>	<b>\$ 117,099.10</b>	<b>\$ 335,835.02</b>	<b>\$ 91,984.40</b>	<b>\$ 905,149.79</b>	<b>\$ 62,047.60</b>	<b>\$ 431,477.31</b>	<b>\$ 7,511,873.98</b>	

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

For discussion purposes only.

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

COUNTY WEIGHT	ACCS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18 30)												SHARE OF A \$7,511,873.98 DISTRIBUTION	
	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		
	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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Brickell	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Clayton	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Cook	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Hancock	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Hancock	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Irving	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Jordan	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Lebanon	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Mahone	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
Moscow	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	0.37 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
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 \$	\$ 0.37 \$	
<b>TOTAL</b>	<b>\$ 0.37 \$</b>	<b>0.37 \$</b>	<b>\$ 0.37 \$</b>	<b>0.37 \$</b>	<b>\$ 0.37 \$</b>	<b>0.37 \$</b>	<b>\$ 0.37 \$</b>	<b>0.37 \$</b>	<b>\$ 0.37 \$</b>	<b>0.37 \$</b>	<b>\$ 0.37 \$</b>	<b>0.37 \$</b>	<b>\$ 0.37 \$</b>	
													<b>\$ 7,511,873.98</b>	

# Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

## Funding Allocation Study

For discussion purposes only.

Fiscal Year 2020

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

COUNTY WEIGHT	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)												SHARE OF A \$7,511,873.98 DISTRIBUTION	
	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			
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		
Baker	9,167	35,875	409	1,289	36,619	116,016	4,767	3,773	1,743	21,023	1,367	9,345	\$ 8,851.12	
Brevard	1,166	5,109	100	184	1,571	10,979	531	1,991	188	1,707	108	1,396		
Broward	7,267	28,862	792	1,871	10,558	79,425	4,961	13,966	1,249	15,210	1,530	11,911		
Broward	1,463	3,441	172	254	1,653	9,408	949	1,427	320	2,348	182	1,684	\$ 10,345.77	
Broward	17,763	82,418	1,652	1,304	33,053	259,537	9,448	30,745	6,327	80,685	4,235	39,945		
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	1,115		
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	
Clay	5,471	14,020	534	716	9,100	48,443	3,957	7,516	2,683	30,586	1,692	15,685		
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	
Coker	13,408	47,853	681	1,291	21,170	152,724	2,401	9,224	4,389	78,978	1,759	25,922		
Columbia	3,536	10,538	275	452	4,248	26,566	1,742	4,745	484	6,088	830	4,508	\$ 26,634.53	
Dixie	2,584	4,011	139	134	5,351	12,542	837	1,290	591	4,567	312	2,191		
Dixie	809	1,933	94	71	1,304	4,915	830	1,097	254	1,872	107	1,449	\$ 7,806.84	
Dixie	45,660	150,605	3,142	6,933	61,239	442,230	17,298	46,934	6,279	68,421	6,140	37,554		
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	
Franklin	3,162	13,955	93	762	5,809	43,867	1,386	5,554	1,412	20,754	713	8,500		
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	327	3,781	17,159	1,770	2,766	422	3,870	411	2,779		
Gilchrist	798	2,090	125	232	1,246	6,771	537	1,052	86	1,806	114	1,346	\$ 7,267.38	
Gulf	476	1,551	37	82	873	4,787	174	745	285	1,674	216	1,225		
Gulf	478	2,020	55	58	884	5,993	244	813	140	1,558	99	1,263	\$ 5,535.17	
Hancock	998	1,461	78	148	1,266	3,689	529	656	155	932	217	856		
Hardee	3,028	3,910	77	128	2,720	10,304	357	769	307	2,527	286	968	\$ 11,053.51	
Hernando	3,521	6,751	138	376	5,130	15,986	902	1,554	424	2,608	469	1,634		
Hernando	5,722	25,706	627	1,013	10,714	71,661	3,981	10,904	2,962	28,868	1,692	15,127	\$ 81,790.22	
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	
Hillsborough	1,134	2,379	81	81	1,651	6,320	1,038	1,158	199	1,633	383	1,475		
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	3,722		
Jefferson	394	1,778	21	103	733	4,965	284	567	77	1,887	153	805	\$ 4,972.94	
Jefferson	380	1,540	5	17	558	3,048	256	160	70	346	175	529		
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	
Leon	28,513	94,474	1,371	3,499	45,000	302,885	8,361	25,496	10,798	130,017	4,902	50,078		
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	
Liberty	2,421	4,740	202	401	3,200	15,526	1,273	2,318	812	4,901	269	3,316		
Liberty	139	1,061	8	105	391	3,157	195	627	81	414	92	675	\$ 2,699.29	
Manatee	14,255	52,505	1,000	2,331	19,636	162,493	5,201	15,756	4,694	64,694	2,243	26,155	\$ 152,895.15	
Marion	16,569	43,221	1,535	2,219	22,890	129,117	7,240	17,278	4,148	60,443	3,882	29,196		
Martin	3,868	21,146	308	684	6,763	66,198	2,252	6,383	2,126	30,582	895	12,973	\$ 66,153.77	
Martin	126,790	404,119	6,232	11,812	227,431	1,368,132	34,917	80,345	52,394	224,292	35,387	101,678		
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	
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	
Orange	3,008	4,759	182	227	3,648	15,035	829	2,121	590	4,653	238	2,057		
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	
Palm Beach	17,526	59,874	2,306	3,445	24,079	160,556	5,784	20,204	2,695	23,159	2,399	14,448		
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	
Pinellas	17,050	79,625	1,445	4,052	29,289	220,967	8,940	27,520	6,588	66,564	4,233	35,400		
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	
Pinellas	34,735	104,293	3,646	4,676	44,333	284,173	12,817	35,765	7,945	77,929	5,273	40,800		
Putnam	5,584	8,596	236	665	7,384	26,316	2,456	3,875	1,276	9,090	687	4,954	\$ 35,839.02	
Putnam	4,084	44,603	200	1,608	10,531	114,544	2,418	9,400	1,696	30,401	725	11,977		
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	
St. Lucie	4,825	30,395	479	1,549	6,714	78,328	2,717	10,768	549	14,422	813	9,893		
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	
Sarasota	13,125	78,649	1,098	2,769	26,294	239,302	4,898	17,872	3,919	42,375	1,986	27,927		
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	
Taylor	2,576	6,079	268	393	3,223	17,076	936	3,165	224	4,753	303	3,198		
Taylor	1,090	2,660	53	241	1,238	6,515	713	1,527	266	2,204	208	1,333	\$ 8,781.83	
Taylor	872	1,773	102	101	841	3,764	192	540	80	870	44	522		
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	
Walton	811	5,424	176	384	1,108	13,442	774	1,794	309	2,579	94	1,370		
Walton	3,256	9,274	180	383	3,817	28,616	1,330	4,068	389	7,538	389	4,252	\$ 25,341.80	
Walton	1,309	3,194	120	217	2,159	8,036	842	1,224	111	7,185	340	1,530		
<b>TOTAL</b>	<b>815,607</b>	<b>3,090,239</b>	<b>54,893</b>	<b>122,416</b>	<b>1,385,739</b>	<b>9,458,445</b>	<b>313,917</b>	<b>900,300</b>	<b>246,590</b>	<b>2,426,508</b>	<b>166,336</b>	<b>1,156,696</b>	<b>\$ 7,511,873.98</b>	

**Florida Commission for the Transportation Disadvantaged** FINAL DRAFT  
**Funding Allocation Study** For discussion purposes only.  
**Fiscal Year 2020**

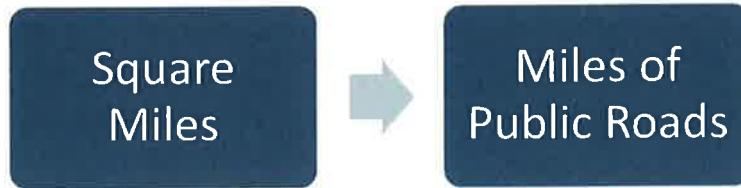
**TABLE 1B-2: TRIP & EQUIPMENT GRANT ANALYSIS OF POPULATIONS - TD ONLY POPULATION (TOTAL DISTRIBUTIONS)**

COUNTY WEIGHT	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)												SHARE OF A \$7,511,873.98 DISTRIBUTION	
	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		
	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0		
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	
Broward	\$ 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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Hillsborough	\$ 59,900.97	\$ -	\$ 3,548.57	\$ 8,018.67	\$ 100,846.56	\$ -	\$ 21,115.20	\$ 58,105.40	\$ 11,353.43	\$ 108,794.95	\$ 9,010.49	\$ 55,843.63	\$ 436,537.86	
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	
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	
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	\$ 140,171.79	
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	\$ 101,437.49	
Liberty	\$ 137.59	\$ -	\$ 7.92	\$ 103.93	\$ 387.03	\$ -	\$ 193.02	\$ 620.63	\$ 80.18	\$ 409.79	\$ 91.06	\$ 668.14	\$ 2,669.29	
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	
Martin	\$ 3,828.69	\$ -	\$ 304.87	\$ 677.05	\$ 6,694.27	\$ -	\$ 2,229.11	\$ 6,318.13	\$ 2,104.39	\$ 30,271.19	\$ 685.90	\$ 12,840.16	\$ 66,153.77	
Monroe	\$ 1,905.44	\$ -	\$ 35.63	\$ 259.34	\$ 4,051.40	\$ -	\$ 1,073.97	\$ 2,809.16	\$ 1,254.12	\$ 10,724.88	\$ 444.44	\$ 3,530.75	\$ 26,089.13	
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	
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	\$ 398,103.48	
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	\$ 536,443.18	
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	\$ 373,657.48	
Putnam	\$ 5,527.25	\$ -	\$ 233.60	\$ 658.24	\$ 7,308.96	\$ -	\$ 2,431.04	\$ 3,835.62	\$ 1,263.03	\$ 8,997.62	\$ 680.02	\$ 4,903.65	\$ 35,839.02	
St. Lucie	\$ 12,303.67	\$ -	\$ 715.65	\$ 2,246.93	\$ 19,856.13	\$ -	\$ 5,016.49	\$ 14,619.89	\$ 4,106.83	\$ 41,388.05	\$ 3,054.64	\$ 21,158.75	\$ 124,467.04	
Sarasota	\$ 8,353.23	\$ -	\$ 513.73	\$ 1,642.14	\$ 17,241.97	\$ -	\$ 3,879.17	\$ 15,411.76	\$ 5,877.65	\$ 94,853.18	\$ 2,990.30	\$ 38,200.77	\$ 188,963.82	
Sumter	\$ 1,891.58	\$ -	\$ 34.64	\$ 376.14	\$ 3,516.89	\$ -	\$ 1,140.29	\$ 3,341.69	\$ 2,115.28	\$ 47,179.58	\$ 1,040.32	\$ 15,743.36	\$ 76,379.77	
Taylor	\$ 1,078.92	\$ -	\$ 52.46	\$ 238.55	\$ 1,225.42	\$ -	\$ 705.75	\$ 1,511.48	\$ 263.30	\$ 2,181.60	\$ 205.89	\$ 1,318.46	\$ 6,781.83	
Volusia	\$ 18,624.77	\$ -	\$ 1,278.87	\$ 3,076.41	\$ 35,837.04	\$ -	\$ 11,010.95	\$ 28,626.08	\$ 5,660.88	\$ 72,132.38	\$ 5,487.66	\$ 38,423.49	\$ 220,158.53	
Walton	\$ 3,222.91	\$ -	\$ 178.17	\$ 379.11	\$ 3,778.21	\$ -	\$ 1,316.48	\$ 4,026.66	\$ 385.05	\$ 7,461.39	\$ 385.05	\$ 4,208.79	\$ 25,341.80	
<b>TOTAL</b>	<b>\$ 807,317.88</b>	<b>\$ -</b>	<b>\$ 54,335.12</b>	<b>\$ 121,171.87</b>	<b>\$ 1,371,655.55</b>	<b>\$ -</b>	<b>\$ 310,726.62</b>	<b>\$ 891,150.13</b>	<b>\$ 244,083.87</b>	<b>\$ 2,401,847.08</b>	<b>\$ 164,645.51</b>	<b>\$ 1,144,940.35</b>	<b>\$ 7,511,873.98</b>	

**Florida Commission for the Transportation Disadvantaged** FINAL DRAFT  
**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 (C18130)												SHARE OF A \$7,511,873.98 DISTRIBUTION	
	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			
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	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Baker	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Bradford	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Broward	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Charlotte	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Clay	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Columbia	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Dixie	\$ 0.98	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Escambia	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Franklin	\$ 0.98	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Gilchrist	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Gulf	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Hardee	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Hernando	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Hillsborough	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Indian River	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Jefferson	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Lake	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Leon	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Liberty	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Manatee	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Martin	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Monroe	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Okaloosa	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Orange	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Palm Beach	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Pinellas	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Putnam	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
St. Lucie	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Sarasota	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Sumter	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Taylor	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Volusia	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Walton	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
Weston	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ -	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	\$ 0.99	
<b>TOTAL</b>	<b>\$ 0.99</b>	<b>\$ -</b>	<b>\$ 0.99</b>	<b>\$ 0.99</b>	<b>\$ 0.99</b>	<b>\$ -</b>	<b>\$ 0.99</b>	<b>\$ 0.99</b>	<b>\$ 0.99</b>	<b>\$ 0.99</b>	<b>\$ 0.99</b>	<b>\$ 0.99</b>	<b>\$ 7,511,873.99</b>	

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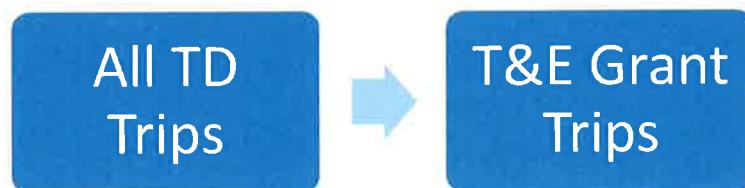
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TABLE 2: TRIP & EQUIPMENT GRANT ANALYSIS OF SQUARE MILES AND MILES OF PUBLIC ROADS

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	\$7,511,87.98 ALLOCATION BASED ON: SQUARE MILES
	2017	TOTAL SQUARE MILES			2017	TOTAL CENTERLINE MILES			
Alachua	902	22	\$ 125,112.36		1,815	22	\$ 110,962.00		\$ 68.95 \$ 61.15
Alaska	585	48	\$ 105,447.77		1,035	43	\$ 75,777.77		\$ 78.41 \$ 61.15
Bay	758	29	\$ 105,138.77		1,578	31	\$ 96,471.09		\$ 66.64 \$ 61.15
Broward	293	65	\$ 105,447.77		449	63	\$ 75,777.77		\$ 90.50 \$ 61.15
Brevard	995	17	\$ 138,011.98		3,573	11	\$ 218,484.33		\$ 38.63 \$ 61.15
Broward	1,211	7	\$ 125,447.77		5,083	3	\$ 103,222.57		\$ 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	\$ 103,222.57		\$ 41.84 \$ 61.15
Citrus	629	42	\$ 87,245.76		2,499	13	\$ 152,787.06		\$ 34.92 \$ 61.15
Clay	592	46	\$ 82,113.95		1,239	39	\$ 75,777.77		\$ 66.29 \$ 61.15
Collier	1,994	1	\$ 276,578.77		1,650	27	\$ 100,865.76		\$ 167.67 \$ 61.15
Compton	797	25	\$ 110,846.19		1,542	33	\$ 66,715.80		\$ 71.69 \$ 61.15
DeSoto	636	41	\$ 88,216.70		515	61	\$ 31,481.17		\$ 171.35 \$ 61.15
Dixie	701	34	\$ 77,711.53		586	58	\$ 58,025.51		\$ 166.04 \$ 61.15
Duval	776	26	\$ 107,635.47		4,626	5	\$ 282,848.35		\$ 23.27 \$ 61.15
Escambia	661	38	\$ 82,113.95		2,221	18	\$ 103,222.57		\$ 41.28 \$ 61.15
Flagler	491	60	\$ 68,104.40		986	44	\$ 60,321.01		\$ 69.04 \$ 61.15
Fulton	545	55	\$ 75,784.73		413	65	\$ 36,297.08		\$ 182.93 \$ 61.15
Gadsden	518	57	\$ 71,849.45		985	45	\$ 60,236.74		\$ 72.94 \$ 61.15
Gainesville	354	63	\$ 75,784.73		578	59	\$ 36,297.08		\$ 84.98 \$ 61.15
Glades	763	28	\$ 105,832.30		386	66	\$ 23,610.32		\$ 274.09 \$ 61.15
Gulf	559	53	\$ 75,784.73		419	64	\$ 36,297.08		\$ 184.87 \$ 61.15
Hamilton	517	58	\$ 71,710.75		665	54	\$ 40,689.36		\$ 107.77 \$ 61.15
Hancock	637	40	\$ 75,784.73		649	55	\$ 36,297.08		\$ 136.05 \$ 61.15
Hendry	1,163	8	\$ 161,314.50		622	56	\$ 38,013.86		\$ 259.48 \$ 61.15
Heron	477	62	\$ 86,384.53		1,812	23	\$ 103,222.57		\$ 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	\$ 133,454.64		\$ 27.58 \$ 61.15
Holmes	488	61	\$ 67,688.29		934	46	\$ 57,117.98		\$ 72.46 \$ 61.15
Indian River	497	59	\$ 88,984.64		1,106	41	\$ 66,715.80		\$ 62.33 \$ 61.15
Jackson	942	19	\$ 130,660.58		1,737	25	\$ 106,237.26		\$ 75.20 \$ 61.15
Jefferson	609	44	\$ 84,447.65		694	53	\$ 42,427.35		\$ 121.74 \$ 61.15
Lafayette	545	55	\$ 75,594.50		491	62	\$ 30,013.02		\$ 154.01 \$ 61.15
Lake	954	18	\$ 118,186.51		2,378	15	\$ 145,305.64		\$ 55.65 \$ 61.15
Lee	803	24	\$ 111,380.52		4,590	6	\$ 280,691.98		\$ 24.26 \$ 61.15
Leon	676	37	\$ 85,784.72		1,634	29	\$ 90,013.86		\$ 57.38 \$ 61.15
Levy	1,100	10	\$ 152,576.05		1,340	36	\$ 81,930.28		\$ 113.87 \$ 61.15
Liberty	837	23	\$ 118,186.51		814	49	\$ 85,784.72		\$ 142.68 \$ 61.15
Madison	710	33	\$ 98,480.91		879	48	\$ 53,731.82		\$ 112.07 \$ 61.15
Mahoning	747	30	\$ 103,543.60		1,961	21	\$ 118,186.51		\$ 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	\$ 45,551.33		\$ 101.12 \$ 61.15
Miami-Dade	1,955	3	\$ 271,169.26		7,277	1	\$ 444,984.12		\$ 37.26 \$ 61.15
Mahoning	1,034	14	\$ 142,224.49		814	50	\$ 85,784.72		\$ 176.27 \$ 61.15
Nassau	649	39	\$ 90,019.87		792	51	\$ 48,424.89		\$ 113.67 \$ 61.15
Okaloosa	936	20	\$ 129,813.35		1,601	30	\$ 97,557.14		\$ 81.10 \$ 61.15
Okeechobee	771	27	\$ 106,941.94		536	60	\$ 32,753.03		\$ 199.65 \$ 61.15
Oglala	910	21	\$ 125,229.01		4,691	4	\$ 105,116.15		\$ 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	\$ 175,340.97		3,963	9	\$ 147,124.45		\$ 69.76 \$ 61.15
Pasco	738	31	\$ 102,364.66		2,301	16	\$ 140,723.39		\$ 44.48 \$ 61.15
Palm Beach	280	66	\$ 153,334.54		3,670	10	\$ 242,098.31		\$ 10.58 \$ 61.15
Polk	1,823	4	\$ 252,860.13		4,470	7	\$ 273,358.02		\$ 56.56 \$ 61.15
Potter	733	32	\$ 117,113.71		1,972	19	\$ 100,015.73		\$ 51.56 \$ 61.15
St. Johns	617	43	\$ 85,581.30		1,267	38	\$ 77,492.32		\$ 67.53 \$ 61.15
Seminole	581	49	\$ 105,116.15		1,757	24	\$ 107,116.15		\$ 45.88 \$ 61.15
Santa Rosa	1,024	16	\$ 142,034.44		1,969	20	\$ 120,419.86		\$ 72.12 \$ 61.15
Seminole	573	50	\$ 105,116.15		2,443	14	\$ 105,116.15		\$ 32.54 \$ 61.15
Seminole	298	64	\$ 41,334.24		1,641	28	\$ 100,315.12		\$ 25.20 \$ 61.15
Seminole	561	52	\$ 105,116.15		1,107	40	\$ 105,116.15		\$ 70.29 \$ 61.15
Suwannee	690	35	\$ 95,706.80		1,538	34	\$ 94,028.98		\$ 62.24 \$ 61.15
Taylor	1,058	12	\$ 115,407.77		917	47	\$ 56,075.55		\$ 160.02 \$ 61.15
Union	246	67	\$ 34,121.55		327	67	\$ 20,014.49		\$ 104.25 \$ 61.15
Wakulla	1,113	9	\$ 105,116.15		3,368	12	\$ 105,116.15		\$ 45.84 \$ 61.15
Walton	601	45	\$ 83,362.01		1,069	42	\$ 65,349.22		\$ 78.00 \$ 61.15
Washington	1,066	11	\$ 105,116.15		1,367	35	\$ 105,116.15		\$ 108.18 \$ 61.15
Washington	590	47	\$ 81,836.25		1,271	37	\$ 77,689.89		\$ 64.41 \$ 61.15
<b>TOTAL</b>	<b>54,157</b>		<b>\$ 7,511,873.98</b>		<b>122,848</b>		<b>\$ 7,511,873.98</b>		<b>\$ 61.15 \$ 61.15</b>

**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”<sup>56</sup> 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.

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<sup>56</sup> 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														
WEIGHT	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJJ	DOT	Local Gov't	Local Non-Gov't	Other		
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	\$ 29,607.29	
Alachua	1,560	0	21,222	0	0	0	421	0	0	0	65,536	1	0	\$ 38,090.10	
Baker	6,186	0	7,533	0	0	0	0	0	0	6,490	1	6,581	0	\$ 301,912.24	
Bay	9,686	50,765	26,081	0	0	0	7,363	0	0	1,982	3	0	18,285	\$ 3,889.25	
Brevard	4,132	11,009	9,871	0	0	0	1,266	0	0	0	0	0	0	\$ 3,134.29	
Broward	57,548	61,218	1,216,479	1,905	0	30,330	80,287	0	0	0	262,614	277,185	212,006	\$ 5,953	
Calhoun	6,096	1,495	2,912	0	0	0	1,096	0	0	1	1	54	2	\$ 3,802.92	
Charlotte	0	0	48,243	0	0	0	6,234	0	0	4,332	12,619	0	0	\$ 36,574.71	
Citrus	0	89,194	17,471	0	0	0	0	0	0	45,041	9,554	0	0	\$ 2,533.67	
Dade	18,722	11,119	37,255	0	0	491	0	0	8,945	44,430	602	342	9,265	\$ 35,024.95	
Collier	0	0	18,917	0	0	0	319	0	0	6,403	67,185	11,311	5,488	\$ 1,464.68	
Dixie	105	5,712	18,631	0	0	1	10,844	0	0	3,246	2	12,041	175	\$ 2,353.67	
DeSoto	0	0	5,381	0	0	14	0	0	0	2,198	1	0	0	\$ 1,425.98	
Dixie	2,956	0	3,661	0	0	0	474	0	0	0	0	0	1	\$ 112,109.32	
Duval	0	0	61,191	0	0	0	0	0	0	3,390	1,275	270,162	0	\$ 36,091.60	
Economa	2,268	0	34,798	0	0	0	1,151	4,495	0	0	55,192	0	0	\$ 1,425.98	
Flagler	0	0	35,911	0	0	0	5,178	0	0	13,320	53,655	111	0	\$ 1,425.98	
Franklin	1,435	0	3,790	0	0	0	0	0	0	0	1	1	32	\$ 1,425.98	
Gadsden	17,372	10,103	19,646	0	0	60	0	24	0	16,829	36,945	3,999	0	\$ 1,425.98	
Gainesville	2,292	0	3,116	0	0	0	0	0	0	0	0	0	1	\$ 1,425.98	
Glades	159	1,212	3,018	0	0	0	0	0	0	0	0	1	0	\$ 1,425.98	
Gulf	2,964	5,996	8,010	0	0	0	2,427	0	0	0	1	1	2,357	\$ 1,425.98	
Hamilton	0	338	6,672	0	0	0	0	0	0	2,562	1	1,611	1	\$ 3,731.77	
Hancock	695	11,166	2,282	0	0	0	0	0	0	2,571	1	0	0	\$ 5,376.81	
Hendry	2,240	6,736	11,528	0	0	0	0	0	0	1,634	1,574	1,383	667	\$ 8,595.25	
Hillsborough	47,228	423	17,857	0	0	2,474	2,506	0	0	0	0	43,626	0	\$ 24,095.21	
Highlands	7,239	27,670	21,539	0	0	1	2,430	0	0	13,338	1	0	1	\$ 1,425.98	
Hillsborough	0	109,720	118,535	39,835	0	0	34,921	0	4,236	6,622	336,125	7,652	76,674	\$ 1,425.98	
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	\$ 14,704.55	
Jackson	11,548	17,130	7,582	0	41	0	4,539	0	0	0	2,458	775	0	\$ 1,425.98	
Jefferson	5,758	2,325	8,327	0	0	4	0	16	0	0	0	649	0	\$ 1,425.98	
Lafayette	311	0	3,402	0	0	0	560	0	0	0	0	0	1	\$ 1,425.98	
Lake	1,213	54,319	28,364	0	0	0	11,570	0	0	31,443	5,861	20,447	0	\$ 1,425.98	
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	
Levy	0	17,805	21,786	0	0	0	0	0	0	4,288	47,928	0	0	\$ 10,086.63	
Liberty	635	6,971	11,344	0	0	0	821	0	0	0	1	10,460	0	\$ 6,162.35	
Madison	12,954	0	6,295	0	0	0	2,090	0	0	1	4,260	2,924	0	\$ 1,425.98	
Manatee	6,291	4,278	6,211	0	0	2	0	0	0	0	628	1,060	0	\$ 1,425.98	
Marion	3,944	63,173	27,257	0	0	236	9,596	0	0	2,424	59,227	11,955	0	\$ 35,373.93	
Martin	5,164	22,414	30,772	0	0	0	0	0	0	33,732	13,942	0	0	\$ 1,425.98	
Martin	0	16,800	11,799	3,119	0	1	0	0	0	3,085	8,198	0	7,724	\$ 1,425.98	
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	
Montgomery	13,698	3,102	9,853	0	0	0	0	0	0	3,624	19,191	447	0	\$ 1,425.98	
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	\$ 2,947.72	
Okeechobee	0	0	3,108	0	0	0	750	0	0	4,976	1	0	0	\$ 8,447.12	
Ozark	12,958	141,703	114,509	0	1	0	47,259	0	0	0	263,958	404,503	121,363	\$ 89,296.30	
Osceola	3,135	34,283	27,703	0	1	0	11,434	0	0	0	63,861	97,863	29,362	\$ 1,425.98	
Palm Beach	0	0	412,240	0	0	0	50,874	0	0	0	662,074	0	0	\$ 1,425.98	
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	
Polk	24,646	121,776	3,904,908	42,687	0	1,259	35,373	0	0	1,457	344,299	78,167	42,979	\$ 209,004.29	
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	\$ 1,425.98	
Putnam	12,750	38,891	16,711	0	0	0	0	0	0	49,037	1	16,224	1	\$ 1,425.98	
St. Johns	985	0	110,137	0	0	0	0	0	0	47,406	184,404	6,709	0	\$ 116,654.51	
Saint Lucie	0	53,823	44,771	14,161	0	0	3,950	2,224	0	51,637	61,732	2,561	4,312	\$ 1,425.98	
Santa Rosa	7,404	5,399	12,143	0	0	10	0	0	0	0	1	360	1	\$ 8,447.12	
Seminole	0	68,565	43,772	0	0	0	0	0	0	0	602,250	3,698	0	\$ 1,425.98	
Seminole	4,807	52,567	42,479	0	1	0	17,532	0	0	0	97,920	150,057	45,022	\$ 136,921.19	
Seminole	0	4,491	18,962	0	0	0	3,852	0	0	16,732	25,387	0	0	\$ 1,425.98	
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	\$ 1,517.73	
Union	1,598	0	2,460	0	0	0	490	0	0	0	0	0	1	\$ 1,425.98	
Volusia	0	0	38,661	0	0	79,469	7,267	14,947	0	1,042	253,619	215,209	1,190	\$ 4,316.98	
Wakulla	2,498	294	6,134	0	0	0	71	0	0	0	3,942	0	0	\$ 1,425.98	
Walton	5,327	1,252	22,646	0	0	12	4,934	0	0	0	251	63	8,558	\$ 14,248.96	
Washington	6,655	5,433	8,105	0	0	0	328	0	0	0	67	0	4	\$ 6,870.33	

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

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

COUNTY	WEIGHT	TRIP & EQUIPMENT GRANT AOR TRIPS DATA													SHARE OF A \$7,511,873.98 ALLOCATION	
		TRIPS														
		AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DU	DOT	Local Gov't	Local Non-Gov't	Other		
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	1.0	\$ 29,607.29	
Alachua	\$ 520.48	\$ -	\$ 7,080.53	\$ -	\$ -	\$ -	\$ 140.46	\$ -	\$ -	\$ 21,865.48	\$ 0.33	\$ -	\$ -	\$ -	\$ 3,195.87	
Altamonte	\$ 2,063.90	\$ -	\$ 2,513.33	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160.33	\$ 0.33	\$ -	\$ 2,195.87	\$ 0.33	\$ 1,179.50	
Boy	\$ 3,231.64	\$ 16,937.28	\$ 8,701.69	\$ -	\$ -	\$ -	\$ 2,456.60	\$ -	\$ -	\$ 661.28	\$ 1.00	\$ -	\$ -	\$ 6,100.62	\$ 38,090.10	
Broward	\$ 1,178.00	\$ 5,673.05	\$ 3,958.37	\$ -	\$ -	\$ -	\$ 472.95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,948.16	
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	\$ 105,665.05	\$ 635.59	\$ 20,119.33	\$ 26,787.02	\$ -	\$ -	\$ -	\$ -	\$ 264,850.10	\$ 50,654.11	\$ -	\$ 7,511,873.98	\$ 3,889.25	
Calhoun	\$ 2,033.87	\$ 498.79	\$ 971.56	\$ -	\$ -	\$ -	\$ 365.67	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 18.02	\$ 0.67	\$ -	\$ 15,894.00	
Charlotte	\$ -	\$ -	\$ 16,006.83	\$ -	\$ -	\$ -	\$ 2,078.92	\$ -	\$ -	\$ 1,445.33	\$ 4,210.31	\$ -	\$ -	\$ -	\$ 16,894.00	
Citrus	\$ -	\$ -	\$ 29,758.76	\$ 5,829.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,027.52	\$ 3,187.60	\$ -	\$ -	\$ -	\$ 53,802.92	
Clay	\$ 6,746.02	\$ 3,709.75	\$ 12,429.79	\$ -	\$ -	\$ 163.82	\$ -	\$ -	\$ 2,388.62	\$ 14,873.66	\$ 100.85	\$ 114.11	\$ 5,091.18	\$ 15,754.00		
Collier	\$ -	\$ -	\$ 6,311.48	\$ -	\$ -	\$ -	\$ 106.43	\$ -	\$ -	\$ 2,136.30	\$ 22,415.66	\$ 3,773.81	\$ 1,831.02	\$ -	\$ 36,574.71	
Collier	\$ 35.08	\$ 1,905.76	\$ 6,716.06	\$ -	\$ 0.33	\$ 3,618.00	\$ -	\$ -	\$ 1,063.01	\$ -	\$ 0.67	\$ 4,012.37	\$ 58.35	\$ -	\$ 16,894.00	
DeSoto	\$ -	\$ -	\$ 1,795.32	\$ -	\$ -	\$ 4.67	\$ -	\$ -	\$ -	\$ 733.34	\$ 0.33	\$ -	\$ -	\$ -	\$ 2,533.67	
Dade	\$ 388.24	\$ -	\$ 1,225.46	\$ -	\$ -	\$ 158.15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 11,109.32	
Daval	\$ -	\$ -	\$ 20,415.82	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131.04	\$ 425.39	\$ 90,137.07	\$ -	\$ -	\$ 12,894.00	
Daval	\$ -	\$ -	\$ 11,610.03	\$ -	\$ -	\$ 384.02	\$ 1,499.73	\$ -	\$ -	\$ -	\$ 15,414.30	\$ -	\$ -	\$ -	\$ 36,091.60	
Flagler	\$ -	\$ -	\$ 11,981.38	\$ -	\$ -	\$ -	\$ 1,727.59	\$ -	\$ -	\$ 4,444.10	\$ 17,901.50	\$ 37.03	\$ -	\$ -	\$ 35,024.95	
Gadsden	\$ 5,796.01	\$ 3,370.77	\$ 6,554.71	\$ -	\$ -	\$ 20.02	\$ -	\$ 8.01	\$ -	\$ 5,614.84	\$ 12,326.36	\$ 1,334.23	\$ -	\$ -	\$ 1,464.68	
Gadsden	\$ 754.79	\$ -	\$ 1,036.62	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 7,511,873.98	
Glades	\$ 53.05	\$ 404.37	\$ 1,006.93	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 3,731.77	
Glades	\$ 984.91	\$ 2,000.51	\$ 2,628.46	\$ -	\$ -	\$ -	\$ 809.75	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 768.31	\$ 0.33	\$ -	\$ 3,576.81	
Hamilton	\$ -	\$ 112.77	\$ 2,226.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 854.79	\$ 0.33	\$ 537.50	\$ 0.33	\$ -	\$ 8,595.25	
Hancock	\$ 231.88	\$ 3,725.43	\$ 705.37	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 857.75	\$ 0.33	\$ -	\$ -	\$ -	\$ 24,095.21	
Hendry	\$ 747.36	\$ 2,247.40	\$ 3,846.21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 545.17	\$ 525.15	\$ 461.43	\$ 222.54	\$ -	\$ 9,761.00	
Hernando	\$ 15,757.12	\$ 141.13	\$ 5,957.82	\$ -	\$ -	\$ 25.43	\$ 836.30	\$ -	\$ -	\$ -	\$ -	\$ 16,353.41	\$ -	\$ -	\$ 24,095.21	
Highlands	\$ 2,415.23	\$ 9,231.84	\$ 7,186.29	\$ -	\$ -	\$ 0.33	\$ 810.75	\$ -	\$ -	\$ 4,450.10	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ 2,956.06	
Hillsborough	\$ 36,607.07	\$ 18,546.11	\$ 3,290.58	\$ -	\$ -	\$ -	\$ 11,661.07	\$ -	\$ 1,413.30	\$ 2,009.37	\$ 112,145.02	\$ 3,553.03	\$ 75,581.98	\$ -	\$ 10,086.63	
Holmes	\$ 3,275.35	\$ 632.92	\$ 2,543.68	\$ -	\$ -	\$ 1.33	\$ 332.97	\$ -	\$ -	\$ -	\$ 18.68	\$ -	\$ -	\$ -	\$ 1,425.98	
Holmes	\$ 2,400.33	\$ -	\$ 3,858.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,700.63	\$ 3,396.80	\$ -	\$ -	\$ -	\$ 1,425.98	
Jackson	\$ 3,852.88	\$ 5,715.27	\$ 2,529.66	\$ -	\$ 13.68	\$ -	\$ 1,514.40	\$ -	\$ -	\$ -	\$ 820.09	\$ 258.57	\$ -	\$ -	\$ 1,425.98	
Jackson	\$ 1,921.10	\$ 775.71	\$ 2,778.23	\$ -	\$ 1.33	\$ -	\$ 5.34	\$ -	\$ -	\$ -	\$ -	\$ 216.53	\$ -	\$ -	\$ 1,425.98	
Lafayette	\$ 103.76	\$ -	\$ 1,135.05	\$ -	\$ -	\$ -	\$ 186.84	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 1,425.98	
Lake	\$ 404.71	\$ 18,123.04	\$ 9,463.59	\$ -	\$ -	\$ 3,860.02	\$ -	\$ -	\$ 10,490.67	\$ 1,955.47	\$ 6,821.95	\$ -	\$ -	\$ -	\$ 1,425.98	
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	\$ -	\$ 1,425.98	
Lee	\$ 5,940.47	\$ -	\$ 7,264.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,430.65	\$ 15,390.24	\$ -	\$ -	\$ -	\$ 1,425.98	
Levy	\$ 211.86	\$ 2,325.81	\$ 3,784.82	\$ -	\$ -	\$ -	\$ 273.92	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 3,489.88	\$ -	\$ 1,425.98	
Liberty	\$ 4,321.98	\$ -	\$ 3,100.27	\$ -	\$ -	\$ 697.31	\$ -	\$ -	\$ -	\$ 0.33	\$ 1,421.31	\$ 975.57	\$ -	\$ -	\$ 1,425.98	
Madison	\$ 2,098.93	\$ 1,427.32	\$ 2,072.24	\$ -	\$ -	\$ 0.67	\$ -	\$ -	\$ -	\$ -	\$ 209.53	\$ 353.66	\$ -	\$ -	\$ 1,425.98	
Mahone	\$ 1,335.08	\$ 21,077.09	\$ 9,094.05	\$ -	\$ -	\$ 78.74	\$ 1,301.02	\$ -	\$ -	\$ 804.75	\$ 19,160.54	\$ 3,988.68	\$ -	\$ -	\$ 1,425.98	
Marian	\$ 1,722.92	\$ 7,478.23	\$ 10,266.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,254.37	\$ 4,651.62	\$ -	\$ -	\$ -	\$ 35,373.93	
Marian	\$ 5,866.17	\$ -	\$ 3,958.63	\$ 1,040.63	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 1,029.28	\$ 2,735.19	\$ -	\$ -	\$ -	\$ 1,425.98	
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	\$ 1,425.98	
Miami-Dade	\$ 4,570.71	\$ 1,004.95	\$ 3,878.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 209.11	\$ 1,402.90	\$ 149.14	\$ -	\$ -	\$ 1,425.98	
Nassau	\$ 194.85	\$ -	\$ 7,916.96	\$ -	\$ -	\$ -	\$ 4,592.57	\$ -	\$ -	\$ 3,945.97	\$ 863.46	\$ -	\$ -	\$ -	\$ 17,513.81	
Okeechobee	\$ 0.719.58	\$ -	\$ 9,585.50	\$ 1	\$ -	\$ 3.35	\$ 1,468.69	\$ -	\$ -	\$ 8,572.50	\$ 5,882.75	\$ 0.67	\$ -	\$ -	\$ 2,947.72	
Okeechobee	\$ -	\$ -	\$ 1,036.96	\$ -	\$ -	\$ -	\$ 250.23	\$ -	\$ -	\$ 1,660.20	\$ 0.33	\$ -	\$ -	\$ -	\$ 3,731.77	
Osceola	\$ 5,323.32	\$ 47,277.90	\$ 38,205.88	\$ -	\$ 0.33	\$ 3.814.85	\$ -	\$ -	\$ -	\$ 88,067.16	\$ 134,938.71	\$ 40,491.65	\$ -	\$ -	\$ 89,296.30	
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	\$ -	\$ 37,508.65	
Pasco	\$ 8,222.91	\$ 10,629.44	\$ 1,303,836.70	\$ 15,242.13	\$ -	\$ 420.05	\$ 11,971.89	\$ -	\$ -	\$ 486.11	\$ 134,872.20	\$ 26,079.70	\$ 14,339.55	\$ -	\$ 1,425.98	
Polk	\$ 918.85	\$ 28,980.71	\$ 36,109.61	\$ 5,790.34	\$ 3,485.55	\$ 26,667.91	\$ 2,021.20	\$ 8.34	\$ 1,501.05	\$ 3,724.43	\$ 70,418.23	\$ 17,779.05	\$ 11,598.02	\$ -	\$ 209,004.29	
Polk	\$ 4,251.52	\$ 12,975.63	\$ 5,572.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,366.74	\$ 0.33	\$ 5,412.95	\$ 0.33	\$ -	\$ 1,425.98	
St. Johns	\$ 328.64	\$ -	\$ 36,746.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,816.58	\$ 61,524.70	\$ 2,238.40	\$ -	\$ -	\$ 116,654.51	
St. Johns	\$ -	\$ 17,857.55	\$ 18,937.43	\$ 6,724.69	\$ -	\$ -	\$ 1,317.88	\$ 742.02	\$ -	\$ 17,228.21	\$ 20,595.31	\$ 854.66	\$ 1,425.98	\$ -	\$ 1,425.98	
Santa Rosa	\$ 2,470.28	\$ 1,801.33	\$ 4,051.40	\$ -	\$ -	\$ 3.34	\$ -	\$ -	\$ -	\$ 0.33	\$ 120.11	\$ 0.33	\$ -	\$ -	\$ 8,447.12	
Santa Rosa	\$ -	\$ 22,876.08	\$ 16,601.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,935.16	\$ 1,233.80	\$ -	\$ -	\$ -	\$ 1,425.98	
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	
Seminole	\$ -	\$ 1,456.38	\$ 6,325.50	\$ -	\$ -	\$ -	\$ 1,785.38	\$ -	\$ -	\$ 5,582.46	\$ 8,470.14	\$ -	\$ -	\$ -	\$ 6,089.28	
Suwannee	\$ -	\$ 3,373.11	\$ 2,045.89	\$ -	\$ -	\$ -	\$ -	\$ 3.34	\$ -	\$ 279.26	\$ 0.67	\$ 386.36	\$ 0.67	\$ -	\$ 1,425.98	
Union	\$ 1,154.40	\$ 326.97	\$ 3,052.22	\$ -	\$ -	\$ -	\$ -	\$ 0.67	\$ -	\$ 1,812.00	\$ 403.37	\$ -	\$ -	\$ -	\$ 1,517.73	
Union	\$ 533.16	\$ -	\$ 820.76	\$ -	\$ -	\$ -	\$ 163.48	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ -	\$ 4,316.98	
Wakulla	\$ 833.43	\$ 98.09	\$ 2,046.55	\$ -	\$ -	\$ -	\$ 23.69	\$ -	\$ -	\$ -	\$ 1,315.21	\$ -	\$ -	\$ -	\$ 1,425.98	
Washington	\$ 1,777.30	\$ 751.36	\$ 7,555.63	\$ -	\$ 5.00	\$ 1,644.38	\$ -	\$ -	\$ -	\$ 177.11	\$ 21.02	\$ 2,835.63	\$ -	\$ -	\$ 1,425.98	
Washington	\$ 2,220.38	\$ 1,812.67	\$ 2,704.16	\$ -	\$ -	\$ -	\$ 109.43	\$ -	\$ -	\$ 22.35	\$ -	\$ 1.33	\$ -	\$ -	\$ 6,870.33	
<b>TOTAL</b>	<b>\$191,653.30</b>	<b>\$481,090.71</b>	<b>\$3,559,908.83</b>	<b>\$ 55,403.73</b>	<b>\$ 3,500.23</b>	<b>\$ 76,377.06</b>	<b>\$203,964.98</b>	<b>\$ 5,755.30</b>	<b>\$ 7,289.05</b>	<b>\$ 293,114.47</b>	<b>\$ 1,585,383.76</b>	<b>\$ 672,896.14</b>	<b>\$ 375,536.43</b>	<b>\$ 7,511,873.98</b>		

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

For discussion purposes only.

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

COUNTY WEIGHT	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		
	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	\$ 0.33	\$ 0.33	\$ 0.33	\$ 29,607.29	
Baker	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 33,490.00	
Bay	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 38,090.10	
Brevard	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 30,975.11	
Calhoun	\$ 0.33	\$ 0.33	\$ 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	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,483.88	
Citrus	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 53,802.92	
Dade	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 55,741.09	
Collier	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 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	\$ 0.33	\$ 16,442.00	
DeSoto	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 2,533.67	
Dixie	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 2,188.18	
Duval	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 112,109.32	
Escambia	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 24,547.77	
Flagler	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 36,091.60	
Fleming	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,724.45	
Gadsden	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 35,024.95	
Gainesville	\$ 0.33	\$ -	\$ 0.33	\$ -	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,464.68	
Glades	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,464.68	
Glenn	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,464.68	
Hamilton	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 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	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 5,571.11	
Hendry	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 8,595.25	
Heron	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 24,095.21	
Highlands	\$ 0.33	\$ 0.33	\$ 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	\$ 0.33	\$ 24,095.21	
Holmes	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 9,761.00	
Jackson River	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 14,704.55	
Jackson	\$ 0.33	\$ 0.33	\$ 0.33	\$ 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	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 5,686.75	
Lafayette	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ -	\$ 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	\$ 0.33	\$ 0.33	\$ 0.33	\$ 11,135.45	
Lee	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 61,846.33	
Levy	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 10,086.63	
Madison	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 6,162.35	
Martin	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 35,373.93	
Miami-Dade	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,645,926.56	
Morgan	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 18,631.61	
Nassau	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 17,513.81	
Okeechobee	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 2,947.72	
Osceola	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 89,296.30	
Pasco	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 65,929.43	
Palm Bay	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 153,100.00	
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	\$ 209,004.29	
Putnam	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 14,704.55	
St. Johns	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 116,654.51	
Saint Lucie	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 2,947.72	
Santa Rosa	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 8,447.12	
Seminole	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 136,921.19	
Suwannee	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 6,089.28	
Tenet	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 1,517.73	
Union	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 4,316.98	
Wakulla	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 16,631.61	
Washington	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ -	\$ -	\$ 0.33	\$ 0.33	\$ -	\$ 0.33	\$ 0.33	\$ 0.33	\$ 0.33	\$ 6,870.33	
<b>TOTAL</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 0.33</b>	<b>\$ 7,511,873.98</b>	

# Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

## Funding Allocation Study

For discussion purposes only.

Fiscal Year 2020

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

COUNTY WEIGHT	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			
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	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	0	\$ 5,034.11	
Bay	9,686	50,765	26,081	0	0	0	7,363	0	0	1,982	3	0	18,285	\$ 18,361.70	
Brevard	4,132	11,009	9,871	0	0	0	1,266	0	0	0	0	0	0	\$ 6,099.44	
Broward	0	36,515	68,949	0	0	26,232	21,401	0	0	262,614	277,185	212,006	0	\$ 48,541.88	
Calhoun	57,548	61,218	1,216,479	1,905	0	30,330	80,287	0	0	0	793,848	150,024	5,953	\$ 156,222.00	
Charlotte	6,096	1,495	2,912	0	0	0	1,096	0	0	1	1	54	2	\$ 2,050.12	
Citrus	0	0	48,243	0	0	0	6,234	0	0	4,332	12,619	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	\$ 26,738.49	
Collier	0	0	18,917	0	0	0	319	0	0	6,403	67,185	11,311	5,488	\$ 13,318.06	
Cook	105	5,712	18,631	0	0	1	10,844	0	0	3,246	2	12,041	175	\$ 13,115.71	
DeSoto	0	0	5,381	0	0	14	0	0	0	2,198	1	0	0	\$ 3,788.36	
Dade	2,956	0	3,661	0	0	0	474	0	0	0	0	0	1	\$ 2,077.44	
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	\$ 14,554.69	
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	\$ 2,465.76	
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	\$ 1,137.74	
Glades	159	1,212	3,018	0	0	0	0	0	0	0	1	0	0	\$ 2,124.75	
Gulf	2,954	5,996	8,010	0	0	0	2,427	0	0	1	1	2,357	1	\$ 5,364.75	
Hamilton	0	338	6,672	0	0	0	0	0	0	2,562	1	1,611	1	\$ 4,697.26	
Hancock	695	11,166	2,282	0	0	0	0	0	0	2,571	1	0	0	\$ 1,566.59	
Hendry	2,240	6,736	11,528	0	0	0	0	0	0	1,634	1,574	1,383	667	\$ 8,116.01	
Heron	47,228	423	17,857	0	0	2,474	2,506	0	0	0	0	43,626	0	\$ 12,551.79	
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	\$ 53,451.70	
Holmes	9,817	1,897	7,624	0	0	4	998	0	0	0	56	0	8,860	\$ 5,367.49	
Jackson	0	28,175	10,665	0	0	0	0	0	0	26,078	10,181	0	0	\$ 7,558.44	
Jefferson	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	\$ 5,862.12	
Lafayette	311	0	3,402	0	0	0	560	0	0	0	0	0	1	\$ 2,395.10	
Lake	1,213	54,319	28,364	0	0	0	11,570	0	0	31,443	5,861	20,447	0	\$ 11,544.59	
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	
Levy	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	\$ 4,331.84	
Madison	6,291	4,278	6,211	0	0	2	0	0	0	0	628	1,060	0	\$ 4,372.70	
Mahoning	3,944	63,173	27,257	0	0	236	9,596	0	0	2,424	59,227	11,955	0	\$ 19,183.63	
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	\$ 13,065.00	
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	
Morgan	13,698	3,102	9,853	0	0	0	0	0	0	3,624	19,191	447	0	\$ 16,705.83	
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	\$ 20,770.65	
Okeechobee	0	0	3,108	0	0	0	750	0	0	4,976	1	0	0	\$ 2,188.11	
Okeechobee	12,958	141,703	114,509	0	1	0	47,259	0	0	0	263,958	404,503	121,363	\$ 80,631.73	
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	\$ 196,227.61	
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	
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	
St. Johns	985	0	110,137	0	0	0	0	0	0	47,406	184,404	6,709	0	\$ 77,539.29	
Seminole	0	53,823	44,771	14,161	0	0	3,950	2,224	0	51,637	61,732	2,561	4,322	\$ 15,547.44	
Santa Rosa	7,404	5,399	12,143	0	0	10	0	0	0	0	1	360	1	\$ 8,548.99	
Seminole	0	68,565	43,772	0	0	0	0	0	0	602,250	3,698	0	0	\$ 31,337.00	
Seminole	4,807	52,567	42,479	0	1	0	17,532	0	0	0	97,920	150,057	45,022	\$ 29,906.31	
Seminole	0	4,491	18,962	0	0	0	3,852	0	0	16,732	25,387	0	0	\$ 14,334.74	
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	0	5,431	1,209	0	\$ 2,205.00
Union	1,598	0	2,460	0	0	0	490	0	0	0	0	0	1	\$ 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	\$ 17,225.50	
Wakulla	2,498	294	6,134	0	0	0	71	0	0	0	3,942	0	0	\$ 4,318.49	
Wakulla	5,327	2,252	22,646	0	0	12	4,934	0	0	0	351	69	1,552	\$ 1,552.00	
Washington	6,655	5,433	8,105	0	0	0	328	0	0	0	67	0	4	\$ 5,706.13	
<b>TOTAL</b>	<b>574,430</b>	<b>1,441,942</b>	<b>10,669,884</b>	<b>166,058</b>	<b>10,491</b>	<b>228,920</b>	<b>611,331</b>	<b>17,250</b>	<b>21,847</b>	<b>878,533</b>	<b>4,751,768</b>	<b>2,016,828</b>	<b>1,125,571</b>	<b>\$ 7,511,873.98</b>	

**Florida Commission for the Transportation Disadvantaged** FINAL DRAFT  
**Funding Allocation Study** For discussion purposes only.  
**Fiscal Year 2020**

TABLE 3B-2: TRIP & EQUIPMENT GRANT ANALYSIS OF PERFORMANCE VARIABLES - CTD ONLY AOR TRIPS (TOTAL DISTRIBUTIONS)																
COUNTY	WEIGHT	TRIP & EQUIPMENT GRANT AOR TRIPS DATA													SHARE OF A \$7,511,873.98 ALLOCATION	
		TRIPS														
		AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DIJ	DOT	Local Gov't	Local Non-Gov't	Other		
		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	
Broward		\$ -	\$ -	\$ 19,034.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,034.45	
Bay		\$ -	\$ -	\$ 18,361.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,361.70	
Brevard		\$ -	\$ -	\$ 6,960.64	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,960.64	
Calhoun		\$ -	\$ -	\$ 2,050.12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,050.12	
Charlotte		\$ -	\$ -	\$ 33,864.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,864.32	
Citrus		\$ -	\$ -	\$ 12,300.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,300.04	
Clay		\$ -	\$ -	\$ 16,258.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,258.45	
Collier		\$ -	\$ -	\$ 13,318.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,318.06	
DeSoto		\$ -	\$ -	\$ 3,788.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,788.36	
Dade		\$ -	\$ -	\$ 2,577.44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,577.44	
Duval		\$ -	\$ -	\$ 43,080.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,080.04	
Escalante		\$ -	\$ -	\$ 24,458.69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,458.69	
Flagler		\$ -	\$ -	\$ 25,282.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,282.27	
Gadsden		\$ -	\$ -	\$ 13,831.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,831.29	
Glades		\$ -	\$ -	\$ 2,124.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,124.75	
Hardee		\$ -	\$ -	\$ 5,639.35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,639.35	
Hamilton		\$ -	\$ -	\$ 4,697.26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,697.26	
Hendry		\$ -	\$ -	\$ 8,116.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,116.01	
Hillsborough		\$ -	\$ -	\$ 12,571.79	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,571.79	
Highlands		\$ -	\$ -	\$ 15,164.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,164.01	
Holmes		\$ -	\$ -	\$ 5,367.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,367.49	
Jackson		\$ -	\$ -	\$ 5,337.92	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,337.92	
Lafayette		\$ -	\$ -	\$ 2,395.10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,395.10	
Lee		\$ -	\$ -	\$ 19,968.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,968.99	
Levy		\$ -	\$ -	\$ 31,533.32	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,533.32	
Madison		\$ -	\$ -	\$ 15,332.91	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,332.91	
Martin		\$ -	\$ -	\$ 7,986.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,986.47	
Miami-Dade		\$ -	\$ -	\$ 4,372.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,372.70	
Morgan		\$ -	\$ -	\$ 19,389.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,389.63	
Morgan		\$ -	\$ -	\$ 21,664.28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,664.28	
Morgan		\$ -	\$ -	\$ 11,216.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,216.80	
Nassau		\$ -	\$ -	\$ 6,936.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,936.77	
Nassau		\$ -	\$ -	\$ 16,705.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,705.83	
Okeechobee		\$ -	\$ -	\$ 10,226.66	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,226.66	
Okeechobee		\$ -	\$ -	\$ 2,188.11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,188.11	
Osceola		\$ -	\$ -	\$ 80,617.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,617.29	
Palm Beach		\$ -	\$ -	\$ 19,503.63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,503.63	
Pasco		\$ -	\$ -	\$ 29,027.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,027.61	
Polk		\$ -	\$ -	\$ 23,496.16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,496.16	
Polk		\$ -	\$ -	\$ 2,769,156.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,769,156.13	
Polk		\$ -	\$ -	\$ 76,196.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,196.01	
St. Johns		\$ -	\$ -	\$ 11,704.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,704.98	
St. Johns		\$ -	\$ -	\$ 77,539.29	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,539.29	
Santa Rosa		\$ -	\$ -	\$ 11,519.94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,519.94	
Seminole		\$ -	\$ -	\$ 8,548.99	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,548.99	
Seminole		\$ -	\$ -	\$ 50,016.62	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,016.62	
Seminole		\$ -	\$ -	\$ 29,906.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,906.31	
Seminole		\$ -	\$ -	\$ 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	
Wakulla		\$ -	\$ -	\$ 27,216.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,216.54	
Washington		\$ -	\$ -	\$ 4,318.49	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,318.49	
<b>TOTAL</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,511,873.98</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,511,873.98</b>									

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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														
WEIGHT	AHCA	APD	CTD	DCF	DEO	DOE	DOEA	DOH	DJJ	DOT	Local Gov't	Local Non-Gov't	Other		
	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,343.51	
Bay	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,361.70	
Brevard	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,541.88	
Calhoun	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,050.12	
Charlotte	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,364.27	
Citrus	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,300.04	
Collier	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,228.00	
Columbia	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,116.67	
DeSoto	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,788.36	
Dixie	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,577.51	
Duval	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,080.04	
Escambia	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,458.89	
Flagler	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,282.27	
Fulton	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,668.21	
Gadsden	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,831.29	
Gilchrist	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,797.71	
Glades	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,124.75	
Gulf	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,553.21	
Hamilton	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,697.26	
Hancock	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,699.91	
Hendry	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,116.01	
Jefferson	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,571.15	
Highlands	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,164.01	
Hillsborough	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,411.65	
Holmes	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,367.49	
Jackson	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,337.92	
Jefferson	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,662.11	
Lafayette	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,395.10	
Lake	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,765.95	
Lee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,533.32	
Lynn	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,337.31	
Levy	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,986.47	
Lioness	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,431.84	
Madison	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,372.70	
Magnolia	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,198.31	
Marion	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,664.28	
Martin	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,530.30	
Miami-Dade	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,497,545.73	
Morgan	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,537.71	
Nassau	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,705.83	
Okaloosa	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,188.11	
Okeechobee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,617.21	
Orange	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,503.63	
Osceola	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,271.61	
Palm Beach	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,495.16	
Pasco	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,156.11	
Pinellas	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,196.01	
Polk	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,764.94	
St. Johns	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,539.29	
Santa Rosa	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,548.99	
Volusia	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,533.31	
Seminole	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,906.31	
Suwannee	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,317.09	
Union	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,731.90	
Wakulla	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,318.49	
Washington	\$ -	\$ -	\$ 0.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,706.13	
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 0.70</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,511,873.98</b>									

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## BUILDING A MODEL (OR MODELS)

### Overview of Similarities of Current Methodology to Models Presented

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 three different alternative models for allocation methodologies to help with understanding how weighted totals are calculated within each variable, and how each variable contributes to a final allocation amount determined for each county. The three models presented 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."<sup>57</sup> 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 analyzed here 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*

<sup>57</sup> 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%2080%902.014>.

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- 18 to 64 Years, With a Disability, Below Poverty
- 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.

*Example Calculation:*

EXAMPLE FOR TABLE 4A: MODELS FOR CONSIDERATION - POPULATION (WEIGHTING)															
COUNTY	WEIGHT	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)												WEIGHTED POPULATION	
		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	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	100	
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	100	
10	10	10	10	10	10	10	10	10	10	10	10	10	10	100	

***Under 18 Years, No Disability, Below Poverty:***

$$(10 * 1.0) = 10 +$$

***Under 18 Years, No Disability, At or Above Poverty:***

$$(10 * 0.0) = 0 +$$

***Under 18 Years, With a Disability, Below Poverty:***

$$(10 * 1.0) = 10 +$$

***Under 18 Years, With a Disability, At or Above Poverty:***

$$(10 * 0.0) = 10 +$$

***18 to 64 Years, No Disability, Below Poverty:***

$$(10 * 1.0) = 10 +$$

***18 to 64 Years, No Disability, At or Above Poverty:***

$$(10 * 0.0) = 0 +$$

***18 to 64 Years, With a Disability, Below Poverty:***

$$(10 * 1.0) = 10 +$$

***18 to 64 Years, With a Disability, At or Above Poverty:***

$$(10 * 1.0) = 10 +$$

***65 Years and Over, No Disability, Below Poverty:***

$$(10 * 1.0) = 10 +$$

***65 Years and Over, No Disability, At or Above Poverty:***

$$(10 * 1.0) = 10 +$$

***65 Years and Over, With a Disability, Below Poverty:***

$$(10 * 1.0) = 10 +$$

***65 Years and Over, With a Disability, At or Above Poverty:***

$$(10 * 1.0) = 10 +$$

***Weighted Population:*** **100**

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

COUNTY WEIGHT	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)												WEIGHTED POPULATION	
	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		
1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	
Baker	9,167	35,875	409	1,219	36,619	116,016	4,767	3,771	1,743	21,023	1,367	5,045		
Baker	1,166	5,109	100	184	1,571	10,879	531	1,991	188	1,707	108	1,396	8,942	
Baker	2,267	28,862	792	1,871	10,558	79,425	4,961	11,866	1,249	15,210	1,530	1,531		
Bradford	1,463	3,441	172	254	1,653	9,408	949	1,427	320	2,348	182	1,684	10,452	
Broward	17,763	82,418	1,652	1,304	35,053	259,537	9,448	20,741	6,327	80,685	4,235	34,915		
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	598,715	
Charlotte	2,73	2,594	26	117	566	5,095	343	612	101	980	200	1,119		
Charlotte	3,339	16,826	674	1,055	7,857	61,744	2,964	11,047	2,878	42,836	1,740	20,513	94,703	
Clay	5,471	14,020	534	716	9,100	48,443	3,957	7,518	2,683	30,586	1,692	15,640		
Cook	5,961	40,228	614	1,673	10,365	99,867	2,722	11,699	1,376	17,966	745	10,381	63,502	
Cook	13,408	47,853	681	1,291	21,170	152,724	2,401	15,314	4,889	78,978	1,759	26,942		
Columbia	3,536	10,538	275	457	4,248	26,566	1,742	4,745	484	6,088	830	4,508	26,908	
Dade	7,584	4,011	139	134	5,351	12,542	837	1,160	591	4,567	322	2,191		
Dixie	809	1,933	94	71	1,304	4,815	830	1,097	254	1,872	107	1,449	7,887	
Dixie	45,660	150,605	3,142	6,933	61,239	442,230	17,298	46,934	6,279	68,421	6,140	35,541		
Escambia	13,101	46,926	1,110	2,579	17,091	136,138	6,154	17,384	1,697	30,808	1,525	15,372	106,322	
Fairfax	3,162	13,955	93	702	5,809	43,867	1,386	5,654	1,412	20,754	713	6,502		
Franklin	649	1,137	77	56	783	3,896	372	673	140	1,308	70	964	5,092	
Gadsden	3,573	5,252	525	172	3,781	17,159	1,770	2,768	422	3,870	411	2,779		
Gilchrist	798	2,090	125	232	1,246	6,771	537	1,052	86	1,806	114	1,346	7,342	
Gilchrist	476	1,551	37	82	873	4,787	174	745	285	1,674	216	1,775		
Gulf	478	2,020	55	58	884	5,993	244	813	140	1,558	99	1,263	5,592	
Hancock	998	1,461	78	143	1,265	3,689	529	658	155	932	217	658		
Hardee	3,028	3,910	77	126	2,720	10,304	357	769	307	2,527	286	968	11,167	
Hernando	3,521	6,751	138	126	5,130	15,986	902	1,554	424	2,608	469	2,612		
Hernando	5,722	25,706	627	1,033	10,714	71,661	3,981	10,904	2,962	28,868	1,692	16,127	82,630	
Hillsborough	5,465	10,764	391	725	7,813	32,850	2,645	5,047	1,868	21,747	1,149	10,841		
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	441,020	
Hillsborough	1,134	2,179	81	81	1,651	6,320	1,038	1,158	199	1,633	383	1,475		
Indian River	4,558	19,180	227	731	7,483	60,277	2,401	7,155	2,049	30,887	1,444	12,907	69,842	
Indian River	2,290	5,951	218	242	3,628	15,924	1,265	2,493	401	4,248	543	1,221		
Jefferson	394	1,778	21	103	733	4,965	284	567	77	1,887	153	805	5,024	
Jefferson	380	1,540	5	17	558	3,048	256	260	70	346	175	578		
Lake	11,746	50,307	862	1,829	17,178	139,286	4,692	18,071	4,343	53,861	2,514	26,515	141,611	
Lake	28,513	94,474	1,371	1,499	45,000	302,885	8,361	28,491	10,798	130,017	4,902	50,073		
Leon	9,196	41,183	803	1,997	38,275	131,688	5,321	12,014	1,172	21,771	1,337	10,593	102,479	
Leon	2,421	4,740	202	401	3,700	15,526	1,273	2,416	812	4,901	269	3,316		
Liberty	139	1,061	8	105	391	3,157	195	627	81	414	92	675	2,727	
Liberty	1,425	1,877	32	111	1,924	5,903	637	1,076	415	1,661	170	1,215		
Mанати	13,255	52,505	1,000	2,331	19,636	162,493	5,201	15,256	4,694	64,694	2,243	26,155	154,465	
Mанати	16,569	43,221	1,535	2,219	22,830	129,117	7,240	17,278	4,148	60,443	3,882	25,196		
Martin	3,868	21,146	308	684	6,763	66,198	2,252	6,383	2,126	30,582	895	12,972	66,833	
Martin	126,790	404,119	6,232	11,812	227,431	136,132	34,317	40,149	52,394	224,292	35,387	103,778		
Monroe	1,925	9,139	36	262	4,093	38,660	1,085	2,838	1,267	10,835	449	3,567	26,357	
Morgan	1,911	13,331	147	570	4,521	36,935	1,297	3,509	664	10,283	627	5,004	29,104	
Okaloosa	6,699	34,985	541	1,730	9,817	88,865	3,178	11,577	930	17,957	1,179	10,397	64,005	
Okaloosa	3,008	4,759	182	227	3,648	15,035	829	2,111	590	4,653	238	2,057		
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	402,191	
Orange	17,526	59,874	2,306	3,445	24,079	160,556	5,784	20,204	2,695	23,159	2,399	14,485		
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	541,941	
Palm Beach	17,050	79,625	1,445	4,053	29,289	220,967	6,940	22,510	6,568	66,554	4,233	33,462		
Pinellas	27,764	122,518	1,897	5,112	55,970	442,578	16,040	48,281	13,162	135,834	8,464	65,170	377,494	
Pinellas	34,735	104,293	3,646	4,676	44,333	284,173	12,817	14,765	7,945	77,929	5,273	40,400		
Putnam	5,584	8,596	236	665	7,384	26,316	2,456	3,875	1,276	9,080	687	4,954	36,207	
Putnam	4,084	44,603	200	1,608	10,531	114,544	2,418	5,450	1,696	30,401	725	13,973		
St. Lucie	12,430	45,852	723	2,720	20,060	130,967	5,068	14,770	4,149	41,813	3,086	21,376	125,745	
St. Lucie	4,825	30,395	479	1,448	6,714	78,328	2,717	10,268	549	14,472	813	10,685		
Sarasota	8,439	48,542	519	1,659	17,419	167,078	3,919	15,570	5,938	95,827	3,021	38,593	190,904	
Sarasota	13,125	78,649	1,099	2,768	26,794	239,302	4,898	17,072	3,919	42,375	1,986	17,227		
Sumter	1,911	6,279	35	380	3,553	28,075	1,152	3,376	2,137	47,664	1,051	15,905	77,164	
Sumter	2,576	6,079	268	395	3,223	17,076	936	3,163	224	4,553	303	11,395		
Taylor	1,080	2,660	53	241	1,738	6,515	713	1,527	266	2,204	208	1,332	8,872	
Taylor	872	1,773	102	101	841	3,764	192	540	80	870	44	527		
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	222,419	
Volusia	811	5,424	176	384	1,108	13,442	774	1,791	309	2,579	94	1,170		
Walton	3,256	9,274	180	383	3,817	28,616	1,330	4,068	389	7,538	389	4,252	25,602	
Walton	1,109	3,154	170	157	2,159	3,606	842	1,221	111	2,185	340	1,510		
<b>TOTAL</b>	<b>815,607</b>	<b>3,090,239</b>	<b>54,893</b>	<b>121,416</b>	<b>1,385,739</b>	<b>9,458,445</b>	<b>313,917</b>	<b>900,300</b>	<b>246,590</b>	<b>2,426,508</b>	<b>166,336</b>	<b>1,156,696</b>	<b>7,589,002</b>	

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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.

*Example Calculation:*

EXAMPLE FOR 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	
Example County	1.0	1.0	1.0	1.0	2,000.000
	500.000	500.000	500.000	500.000	

**Rural:**  $(500 * 1.0) = 500 +$

**Small Urban:**  $(500 * 1.0) = 500 +$

**Small Urbanized:**  $(500 * 1.0) = 500 +$

**Large Urbanized:**  $(500 * 1.0) = 500 +$

**Weighted Public Roads:**  $2,000$

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**TABLE 4B: MODELS FOR CONSIDERATION - PUBLIC ROADS (WEIGHTING)**

COUNTY WEIGHT	CENTERLINE MILES (CLM)				WEIGHTED PUBLIC ROADS	
	FHWA					
	2018					
	TOTAL CLM					
	Rural	Small Urban	Small Urbanized	Large Urbanized		
	1.0	1.0	1.0	1.0		
<i>Alachua</i>	758.554	0.000	1,060.600	0.000	1,820.154	
<i>Baker</i>	733.736	301.070	0.000	0.000	1,034.806	
<i>Baldwin</i>	268.146	51.148	1,252.078	0.000	1,521.372	
<i>Bradford</i>	265.122	183.947	0.000	0.000	449.069	
<i>Broward</i>	56.382	0.000	0.000	5,037.262	5,093.644	
<i>Broward</i>	593.681	0.000	0.000	0.000	593.681	
<i>Charlotte</i>	269.220	0.000	1,507.976	505.772	2,286.968	
<i>Charlotte</i>	636.120	152.252	1,868.293	0.000	2,656.665	
<i>Clay</i>	251.219	40.797	0.000	949.016	1,241.032	
<i>Clay</i>	398.442	131.010	0.000	1,125.643	1,625.095	
<i>Columbia</i>	1,066.553	474.188	0.000	0.000	1,540.741	
<i>Dixie</i>	307.218	104.193	33.432	0.000	585.593	
<i>Dixie</i>	585.593	0.000	0.000	0.000	585.593	
<i>Escambia</i>	363.749	0.000	0.000	1,859.034	2,222.783	
<i>Escambia</i>	183.232	0.000	0.000	306.650	489.882	
<i>Franklin</i>	400.954	0.000	0.000	0.000	400.954	
<i>Franklin</i>	730.555	228.532	0.000	16.979	976.066	
<i>Gilchrist</i>	577.776	0.000	0.000	0.000	577.776	
<i>Gilchrist</i>	175.716	11.805	0.000	0.000	187.521	
<i>Gulf</i>	419.410	0.000	0.000	0.000	419.410	
<i>Gulf</i>	508.702	155.728	0.000	0.000	664.430	
<i>Hardee</i>	488.531	161.194	0.000	0.000	649.725	
<i>Hardee</i>	438.710	141.865	0.000	0.000	580.375	
<i>Hernando</i>	490.172	0.000	1,322.109	0.000	1,812.281	
<i>Hernando</i>	425.307	260.186	955.622	0.000	1,640.013	
<i>Hillsborough</i>	296.919	0.000	0.000	5,021.872	5,318.791	
<i>Hillsborough</i>	537.072	0.000	0.000	0.000	537.072	
<i>Indian River</i>	123.732	32.937	952.100	0.000	1,108.769	
<i>Indian River</i>	1,547.115	190.070	0.000	0.000	1,737.185	
<i>Jefferson</i>	693.853	0.000	0.000	0.000	693.853	
<i>Jefferson</i>	490.830	0.000	0.000	8.880	499.710	
<i>Lake</i>	657.929	96.674	1,043.930	616.129	2,414.662	
<i>Lake</i>	873.705	0.000	0.000	1,689.351	1,553.056	
<i>Leon</i>	426.198	12.168	0.000	1,217.715	1,656.081	
<i>Leon</i>	1,339.880	0.000	0.000	0.000	1,339.880	
<i>Liberty</i>	813.710	0.000	0.000	0.000	813.710	
<i>Liberty</i>	878.725	0.000	0.000	0.000	878.725	
<i>Manatee</i>	309.785	0.000	0.000	1,658.031	1,967.816	
<i>Manatee</i>	1,102.476	200.527	2,334.210	0.000	1,102.476	
<i>Martin</i>	193.641	34.093	0.000	514.422	742.156	
<i>Martin</i>	243.039	0.000	0.000	7,621.700	7,864.739	
<i>Monroe</i>	125.975	602.965	0.000	0.000	728.940	
<i>Monroe</i>	759.238	534.698	0.000	0.000	1,303.936	
<i>Okaloosa</i>	325.848	260.555	997.858	0.000	1,584.261	
<i>Okaloosa</i>	273.060	262.075	0.000	0.000	535.135	
<i>Orange</i>	169.611	14.563	0.000	4,533.518	4,717.692	
<i>Orange</i>	376.040	367.351	0.000	3,097.193	3,464.531	
<i>Palm Beach</i>	232.141	172.819	0.000	3,536.090	3,941.050	
<i>Palm Beach</i>	297.277	0.000	463.356	1,629.760	2,390.106	
<i>Pinellas</i>	8.208	0.000	0.000	3,657.503	3,665.711	
<i>Pinellas</i>	782.573	381.131	0.000	1,116.588	1,264.272	
<i>Putnam</i>	1,245.063	727.001	0.000	0.000	1,972.064	
<i>Putnam</i>	440.726	39.798	411.846	394.004	574.534	
<i>St. Lucie</i>	196.248	0.000	111.509	1,461.455	1,769.212	
<i>St. Lucie</i>	728.534	0.000	115.057	929.545	1,744.186	
<i>Sarasota</i>	448.862	0.000	571.424	1,432.962	2,453.248	
<i>Sarasota</i>	62.678	0.000	0.000	1,574.317	1,637.995	
<i>Sumter</i>	772.158	0.000	464.910	0.000	1,237.068	
<i>Sumter</i>	1,138.024	222.837	0.000	0.000	1,360.861	
<i>Taylor</i>	665.421	251.646	0.000	0.000	917.067	
<i>Taylor</i>	251.033	25.262	0.000	0.000	256.295	
<i>Volusia</i>	459.723	0.000	1,191.849	1,724.149	3,375.721	
<i>Volusia</i>	772.072	298.117	0.000	0.000	1,070.189	
<i>Walton</i>	1,159.934	122.778	108.746	0.000	1,391.458	
<i>Walton</i>	1,479.533	0.000	0.000	0.000	1,479.533	
<b>TOTAL</b>	<b>36,625.024</b>	<b>7,237.737</b>	<b>16,673.406</b>	<b>62,563.057</b>	<b>123,099.224</b>	

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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.<sup>58</sup> 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. For additional detail on weighting behind Trip and Equipment Program service type, see **Appendix A** of this report.

*Example Calculation:*

EXAMPLE FOR TABLE 4C: MODELS FOR CONSIDERATION - TRIP AND EQUIPMENT GRANT INVOICES (WEIGHTING)																
COUNTY	WEIGHT	TRIP & EQUIPMENT GRANT INVOICE DATA													WEIGHTED INVOICE TOTAL	
		Trips					MILES					BUS PASSES				
Ambulatory	Wheelchair	Stretcher	Group	Group	Group	Group	Ambulatory	Wheelchair	Stretcher	Group	Group	Monthly	10-Day	Weekly	Daily	Single Trip
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		
10	10	10	10	10	100	100	100	100	100	10	10	10	10	10	316.00	

***Ambulatory Trips:***  $(10 * 1.0) = 10 +$

***Wheelchair Trips:***  $(10 * 1.7) = 17 +$

***Stretcher Trips:***  $(10 * 3.6) = 36 +$

***Group per Passenger Trips:***  $(10 * 0.5) = 5 +$

***Group per Group Trips:***  $(10 * 1.6) = 16 +$

***Ambulatory Miles:***  $(100 * 0.1) = 10 +$

***Wheelchair Miles:***  $(100 * 0.17) = 17 +$

***Stretcher Miles:***  $(100 * 0.36) = 36 +$

***Group per Passenger Miles:***  $(100 * 0.05) = 5 +$

***Group per Group Miles:***  $(100 * 1.6) = 16 +$

***Monthly Bus Passes:***  $(10 * 10.0) = 100 +$

***10-Day Bus Passes:***  $(10 * 3.0) = 30 +$

<sup>58</sup> Rates for different types of trips/miles (ambulatory, wheelchair, group per passenger, and group per group) are "based on average number of minutes wait/load time for picking up and dropping off the different types of clients." See: *2019 Rate Model Report: Florida Commission for the Transportation Disadvantaged*. Thomas Howell Ferguson P.A. June 27, 2019. pp. 17-18, 30, and 40-41. Available online at:

[<https://helgonio.github.io/ctdallocationstudy/THF-CPA%202019%20Rate%20Model%20Report%20CTD.pdf>](https://helgonio.github.io/ctdallocationstudy/THF-CPA%202019%20Rate%20Model%20Report%20CTD.pdf).

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<b><i>Weekly Bus Passes:</i></b>	$(10 * 1.0) = 10 +$
<b><i>Daily Bus Passes:</i></b>	$(10 * 0.5) = 5 +$
<b><i>Single Trip Bus Passes:</i></b>	$(10 * 0.3) = 3 +$
<b><i>Weighted Invoice Total:</i></b>	<b>316</b>

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

COUNTY	TRIP & EQUIPMENT GRANT INVOICE DATA														WEIGHTED INVOICE TOTAL	
	Trips					MILES					BUS PASSES					
	Ambulatory	Wheelchair	Stretcher	Group	Group	Ambulatory	Wheelchair	Stretcher	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	1.0	1.0	0.5	0.3	
Achucua	12,983	3,913	0	0	0	153,050	56,135	0	0	0	0	0	0	0	0	44,483.050
Alachua	7,493	1,140	0	0	0	134,800	12,363	0	0	0	0	0	0	0	0	25,812.710
Bay	11,196	5,352	0	0	0	112,035	38,232	0	0	0	0	0	0	0	0	37,997.340
Brevard	6,233	1,215	0	0	0	120,113	17,158	0	0	0	0	0	0	0	0	21,324.650
Broward	51,960	9,097	0	0	0	755,406	107,805	0	0	0	0	0	0	0	0	161,292.350
Calhoun	137,066	256	0	0	0	1,772,257	3,192	0	0	0	26,462	0	0	0	0	377,588.700
Calhoun	2,598	480	7	0	0	88,247	18,590	355	0	0	0	0	0	0	0	15,552.000
Charlotte	18,785	6,466	0	8,214	857	118,239	38,141	0	73,498	7,104	0	0	0	0	0	54,174.810
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	20,041	8,473	0	0	0	12,841	161,296	59,638	0	0	76,306	585	0	0	0	93,151.820
Collier	21,198	3,545	0	0	2,486	273,019	38,781	0	0	40,147	0	0	0	0	0	71,520.290
DeSoto	8,565	1,704	0	0	0	113,013	21,087	0	0	0	0	0	0	0	0	26,147.830
Dade	4,513	1,095	28	0	0	54,809	9,388	209	0	0	0	0	0	0	0	13,637.400
Dixie	2,982	506	18	0	0	124,646	14,375	736	0	0	0	0	0	0	0	19,080.310
Duval	37,532	16,428	0	0	0	334,496	132,908	0	0	0	0	0	0	0	0	121,503.560
Escambia	19,952	1,943	0	0	0	206,929	18,973	0	0	0	0	0	0	0	0	57,131.410
Flagler	36,133	10,096	0	0	0	188,448	55,186	0	0	0	0	0	0	0	0	81,522.620
Fulton	3,152	434	0	0	0	133,046	20,166	0	0	0	0	0	0	0	0	70,117.620
Gadsden	17,282	1,482	0	0	0	443,361	31,325	0	0	0	0	0	0	0	0	69,462.750
Gaines	3,118	780	28	0	0	75,282	15,113	936	0	0	0	0	0	0	0	14,379.170
Gaines	2,711	1,410	0	0	0	59,902	19,046	0	0	0	0	0	0	0	0	14,336.020
Gulf	3,679	1,076	0	0	0	100,552	20,587	0	0	0	0	0	0	0	0	19,100.180
Hamilton	2,671	531	0	0	0	35,238	6,575	0	0	0	0	0	0	0	0	8,215.250
Hancock	4,157	1,008	26	0	0	50,572	8,646	192	0	0	0	0	0	0	0	17,354.340
Hendry	5,744	2,988	0	0	0	126,913	40,354	0	0	0	0	0	0	0	0	30,375.080
Hernando	5,813	5,829	0	0	0	57,286	46,905	0	0	0	0	0	0	0	0	29,124.750
Highlands	14,503	3,517	91	0	0	176,438	30,165	671	0	0	0	0	0	0	0	43,822.910
Hillsborough	9,664	11,608	0	6,363	2,887	105,011	106,278	0	96,612	17,416	22,146	0	0	5,230	0	186,458.870
Holmes	7,087	1,896	100	0	0	127,948	46,146	2,824	0	0	0	0	0	0	0	32,326.460
Indian River	13,545	4,632	0	0	0	97,438	29,615	0	0	0	0	0	0	0	0	36,107.750
Jackson	8,988	2,679	20	0	0	136,198	47,483	500	0	0	0	0	0	0	0	35,486.210
Jefferson	9,453	80	0	0	0	123,415	1,674	0	0	0	0	0	0	0	0	27,115.080
Lafayette	3,537	453	0	0	0	86,948	11,885	0	0	0	0	0	0	0	0	15,022.350
Lake	23,593	6,271	0	0	0	372,682	89,063	0	0	0	0	0	0	0	0	86,657.410
Lee	29,087	11,137	0	0	0	306,723	81,053	0	0	0	0	0	0	0	0	92,471.210
Levy	19,094	3,283	0	0	0	295,398	45,377	0	0	0	1,152	0	0	0	0	73,445.290
Levy	5,043	1,305	0	0	0	164,782	37,460	0	0	0	0	0	0	0	0	30,107.900
Liberty	4,402	969	0	0	0	115,734	30,840	0	0	0	0	0	0	0	0	22,145.500
Madison	4,322	930	0	0	0	68,673	9,933	0	0	0	550	0	0	0	0	19,958.910
Martin	19,853	5,749	0	0	0	122,627	35,025	0	0	0	128	0	0	0	0	44,131.250
Marion	20,177	13,526	0	0	0	135,886	84,285	0	0	0	0	0	0	0	0	71,088.250
Martin	6,764	2,583	0	0	0	63,775	32,989	0	0	0	0	0	0	0	0	23,140.750
Miami-Dade	0	0	0	0	0	0	0	0	0	0	52,164	0	3,925	10,399	6,771	532,795.800
Morgan	6,436	302	0	367	1,267	108,711	13,762	0	17,267	17,177	0	0	0	0	0	25,206.410
Nassau	24,866	5,475	0	0	0	372,783	77,093	0	0	0	0	0	0	0	0	84,557.610
Okeechobee	29,819	11,305	0	0	0	185,076	52,193	0	0	0	0	0	0	0	0	76,417.910
Okeechobee	4,549	1,103	29	0	0	55,347	9,463	211	0	0	0	0	0	0	0	13,747.870
Osceola	52,893	37,915	0	0	0	469,711	206,809	0	0	0	0	0	0	0	0	193,477.130
Osceola	16,381	11,742	0	0	0	145,470	64,049	0	0	0	0	0	0	0	0	61,777.730
Pinellas	122,059	6,715	0	0	0	171,858	79,045	0	0	0	9,764	0	0	417	0	116,164.450
Pasco	23,755	9,267	0	0	0	165,493	64,149	0	0	0	716	0	0	0	0	74,123.530
Pasco	12,817	486	0	56,277	0	64,854	2,121	0	356,770	0	49,136	891	0	0	0	58,458.710
Polk	15,967	4,875	0	0	0	157,577	55,583	0	0	0	0	3,748	0	0	0	89,271.410
Polk	17,406	3,983	0	0	0	172,420	45,330	0	0	0	304	0	0	0	0	52,185.700
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	62,357	3,951	0	0	0	181,860	16,782	0	0	0	0	0	0	0	0	50,117.810
Santa Rosa	10,303	5,712	0	0	0	127,623	48,287	0	0	0	0	0	0	0	0	40,984.490
Seminole	39,104	11,582	0	0	0	423,003	147,909	0	0	0	0	0	0	0	0	126,118.130
Seminole	17,902	12,833	0	0	0	158,982	69,998	0	0	0	0	0	0	0	0	67,515.960
Seminole	15,833	1,960	0	0	0	167,023	19,204	0	0	0	0	0	0	0	0	39,131.380
Seminole	7,181	1,428	0	0	0	94,748	17,679	0	0	0	0	0	0	0	0	22,088.830
Taylor	5,228	1,505	0	0	0	48,047	13,135	0	0	0	569	0	0	0	0	20,511.150
Union	3,064	744	0	0	0	57,520	25,952	0	0	0	0	0	0	0	0	14,492,640
Union	25,553	26,619	0	0	0	555,363	266,076	0	0	0	0	0	0	0	0	51,524.520
Wakulla	5,658	1,124	1	0	0	134,000	28,954	146	0	0	0	0	0	0	0	25,947.140
Walton	23,208	2,943	0	0	0	314,313	29,442	0	0	0	0	0	0	0	0	53,647.540
Washington	8,794	2,353	123	0	0	158,780	57,266	3,505	0	0	0	0	0	0	0	40,111.920
<b>TOTAL</b>	<b>1,231,686</b>	<b>333,098</b>	<b>568</b>	<b>71,221</b>	<b>20,339</b>	<b>14,530,646</b>	<b>3,031,845</b>	<b>10,885</b>	<b>544,147</b>	<b>148,300</b>	<b>173,274</b>	<b>891</b>	<b>3,925</b>	<b>16,046</b>	<b>14,538</b>	<b>5,643,204,900</b>

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:

<b>SHARE OF TD POPULATION:</b>	$(96,121 \div 7,589,002) = 1.27\%$
<b>SHARE OF CENTERLINE MILES:</b>	$(1,820.154 \div 123,099.224) = 1.48\%$
<b>SHARE OF INVOICED TRIPS:</b>	$(44,483.050 \div 5,643,206.770) = 0.79\%$

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 0.79%.

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:

<b>SHARE OF TD POPULATION:</b>	$(1.27\% * 25\%)$
<b>SHARE OF CENTERLINE MILES:</b>	$+ (1.48\% * 25\%)$
<b>SHARE OF INVOICED TRIPS:</b>	$+ (0.79\% * 50\%)$
<b>ALLOCATION FACTOR:</b>	$= 1.08\%$

In this example, whatever the total appropriated amount available for the formula funding is, Alachua County's share of that total would be 1.08%

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%	0.79%
Baker	8,942	1,034,806	25,012,710	0.12%	0.84%	0.44%
Bay	68,825	1,538,972	37,997,340	0.91%	1.25%	0.67%
Broward	10,452	449,069	23,226,660	0.14%	0.36%	0.41%
Brevard	227,125	3,580,790	161,292,350	2.99%	2.91%	2.86%
DeSoto	598,715	5,093,644	579,889,540	7.89%	4.14%	10.28%
Calhoun	4,647	593,681	15,552,000	0.06%	0.48%	0.28%
Charlton	94,703	2,286,968	58,374,810	1.25%	1.86%	1.03%
Citrus	77,937	2,498,665	53,612,680	1.03%	2.03%	0.95%
Clay	63,502	1,241,032	99,319,310	0.84%	1.01%	1.76%
Collier	159,723	1,655,095	71,520,290	2.10%	1.34%	1.27%
Columbia	26,908	1,540,741	26,347,890	0.35%	1.25%	0.47%
DeSoto	17,976	514,840	13,637,400	0.24%	0.42%	0.24%
Dixie	7,887	585,593	19,080,310	0.10%	0.48%	0.34%
Duval	303,630	4,637,352	121,503,560	4.00%	3.77%	2.15%
Flagler	106,322	2,222,783	47,173,410	1.40%	1.81%	0.84%
Flagler	48,157	989,862	81,522,620	0.63%	0.80%	1.44%
Fleming	5,092	400,954	20,622,020	0.07%	0.33%	0.37%
Gadsden	20,221	985,106	69,462,750	0.27%	0.80%	1.23%
Gadsden	7,342	577,776	14,979,170	0.10%	0.47%	0.27%
Glades	5,787	387,521	14,336,020	0.08%	0.31%	0.25%
Gilchrist	5,592	419,410	19,063,190	0.07%	0.34%	0.34%
Hamilton	5,837	665,430	8,215,250	0.08%	0.54%	0.15%
Hendry	11,167	649,725	12,560,340	0.15%	0.53%	0.22%
Hendry	16,704	621,675	30,375,080	0.22%	0.51%	0.54%
Hernando	82,630	1,812,281	29,424,750	1.09%	1.47%	0.52%
Highlands	57,001	1,679,115	43,822,910	0.75%	1.36%	0.78%
Hillsborough	441,020	5,318,791	296,658,820	5.81%	4.32%	5.26%
Holmes	8,833	937,622	32,326,460	0.12%	0.76%	0.57%
Holmes	69,842	1108,769	36,197,750	0.92%	0.90%	0.64%
Jackson	18,555	1,737,394	35,486,210	0.24%	1.41%	0.63%
Jackson	5,024	693,853	22,215,080	0.07%	0.56%	0.39%
Lafayette	2,592	490,830	15,022,350	0.03%	0.40%	0.27%
Lake	141,611	2,414,662	86,662,610	1.87%	1.96%	1.54%
Lee	311,030	4,572,547	92,471,210	4.10%	3.71%	1.64%
Lee	102,479	1,656,081	73,448,990	1.35%	1.35%	1.30%
Levy	19,213	1,339,880	30,107,900	0.25%	1.09%	0.53%
Levy	2,727	813,710	22,865,500	0.04%	0.66%	0.41%
Madison	8,568	878,725	19,958,910	0.11%	0.71%	0.35%
Mahoning	154,465	1,967,816	49,123,750	2.04%	1.60%	0.87%
Marion	165,500	4,037,213	71,088,250	2.18%	3.28%	1.26%
Martin	66,833	742,156	23,140,738	0.88%	0.60%	0.41%
Miami-Dade	902,678	7,264,739	532,795,800	11.89%	5.90%	9.44%
Martin	26,357	728,940	25,205,410	0.35%	0.59%	0.45%
Nassau	29,104	791,936	84,557,610	0.38%	0.64%	1.50%
Okaloosa	64,005	1,584,261	76,417,910	0.84%	1.29%	1.35%
Okeechobee	17,603	535,765	13,747,870	0.23%	0.44%	0.24%
Okeechobee	402,191	4,717,692	199,477,150	5.30%	3.83%	3.53%
Osceola	115,745	1,568,584	61,777,730	1.53%	1.27%	1.09%
Palm Beach	541,941	3,941,050	416,146,450	7.14%	3.20%	7.37%
Pasco	201,141	2,390,166	74,123,530	2.65%	1.94%	1.31%
Piney Woods	377,494	3,665,711	560,499,170	4.97%	2.98%	9.93%
Polk	266,519	4,481,095	89,271,410	3.51%	3.64%	1.58%
Polk	36,207	1,972,064	52,165,200	0.48%	1.60%	0.92%
St. Johns	73,036	1,286,374	84,476,600	0.96%	1.04%	1.50%
St. Lucie	125,745	1,769,212	90,112,640	1.66%	1.44%	1.60%
Santa Rosa	52,127	1,974,136	40,984,490	0.69%	1.60%	0.73%
Seminole	190,904	2,453,248	126,238,230	2.52%	1.99%	2.24%
Seminole	132,262	1,643,945	67,515,960	1.74%	1.34%	1.20%
Seminole	77,154	1,237,068	39,131,980	1.02%	1.00%	0.69%
Suwannee	19,039	1,546,861	22,088,830	0.25%	1.26%	0.39%
Union	8,872	917,067	20,534,150	0.12%	0.74%	0.36%
Union	4,164	327,315	14,492,640	0.05%	0.27%	0.26%
Wakulla	222,919	3,375,721	171,574,520	2.93%	2.74%	3.04%
Washington	9,399	1,071,194	25,947,140	0.12%	0.87%	0.46%
Washington	25,602	1,391,458	60,647,540	0.34%	1.13%	1.15%
Washington	10,047	1,270,533	40,111,920	0.13%	1.03%	0.71%
<b>TOTAL</b>	<b>7,589,002</b>	<b>123,099,224</b>	<b>5,643,204,900</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

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

COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE			MODEL 1 FACTORS		MODEL 2 FACTORS		MODEL 3 FACTORS	
	INHERENT DEMAND		PERFORMANCE	TD Population	25.0%	TD Population	12.5%	TD Population	37.5%
	TD Population	Centerline Miles	Invoiced Trips	Centerline Miles	25.0%	Centerline Miles	12.5%	Centerline Miles	37.5%
Baker	1.27%	1.48%	0.79%		1.08%	0.93%		1.23%	
Baldwin	0.12%	0.84%	0.44%		0.46%	0.45%		0.47%	
Bradford	0.91%	1.25%	0.67%		0.88%	0.77%		0.98%	
Broward	0.14%	0.36%	0.41%		0.33%	0.37%		0.29%	
Charlotte	2.99%	2.91%	2.86%		2.90%	2.88%		2.93%	
Clay	7.89%	4.14%	10.28%		8.14%	9.21%		7.08%	
Charlotte	0.06%	0.48%	0.28%		0.27%	0.27%		0.27%	
Clay	1.25%	1.86%	1.03%		1.29%	1.16%		1.42%	
Columbia	1.03%	2.03%	0.95%		1.24%	1.09%		1.38%	
Dixie	0.84%	1.01%	1.76%		1.34%	1.55%		1.13%	
Dixie	2.10%	1.34%	1.27%		1.50%	1.38%		1.61%	
Franklin	0.35%	1.25%	0.47%		0.63%	0.55%		0.72%	
Gilchrist	0.24%	0.42%	0.24%		0.28%	0.26%		0.31%	
Gulf	0.10%	0.48%	0.34%		0.31%	0.33%		0.30%	
Gulf	4.00%	3.77%	2.15%		3.02%	2.59%		3.45%	
Hancock	1.40%	1.81%	0.84%		1.22%	1.03%		1.41%	
Hancock	0.63%	0.60%	1.44%		1.08%	1.26%		0.90%	
Hardee	0.07%	0.33%	0.37%		0.28%	0.32%		0.24%	
Hardee	0.27%	0.80%	1.23%		0.88%	1.06%		0.71%	
Hernando	0.10%	0.47%	0.27%		0.27%	0.27%		0.28%	
Hernando	0.08%	0.31%	0.25%		0.22%	0.24%		0.21%	
Hillsborough	0.07%	0.34%	0.34%		0.27%	0.31%		0.24%	
Hillsborough	0.08%	0.54%	0.15%		0.23%	0.19%		0.27%	
Indian River	0.15%	0.53%	0.22%		0.28%	0.25%		0.31%	
Indian River	0.22%	0.51%	0.54%		0.45%	0.49%		0.41%	
Jackson	1.09%	1.47%	0.52%		0.90%	0.71%		1.09%	
Jackson	0.75%	1.36%	0.78%		0.92%	0.85%		0.99%	
Jefferson	5.81%	4.32%	5.26%		5.16%	5.21%		5.11%	
Jefferson	0.12%	0.76%	0.57%		0.51%	0.54%		0.47%	
Leon	0.92%	0.90%	0.64%		0.78%	0.71%		0.84%	
Leon	0.24%	1.41%	0.63%		0.73%	0.68%		0.78%	
Liberty	0.07%	0.56%	0.39%		0.35%	0.37%		0.33%	
Liberty	0.03%	0.40%	0.27%		0.24%	0.25%		0.23%	
Lake	1.87%	1.96%	1.54%		1.72%	1.63%		1.82%	
Lake	4.10%	3.71%	1.64%		2.77%	2.21%		3.34%	
Leon	1.35%	1.35%	1.30%		1.32%	1.31%		1.34%	
Manatee	0.25%	1.09%	0.53%		0.60%	0.57%		0.64%	
Manatee	0.04%	0.66%	0.41%		0.38%	0.39%		0.36%	
Marion	0.11%	0.71%	0.35%		0.38%	0.37%		0.40%	
Marion	2.04%	1.60%	0.87%		1.34%	1.11%		1.58%	
Marion	2.18%	3.28%	1.26%		1.99%	1.63%		2.36%	
Martin	0.88%	0.60%	0.41%		0.58%	0.49%		0.66%	
Martin	11.89%	5.90%	9.44%		9.17%	9.31%		9.03%	
Monroe	0.35%	0.59%	0.45%		0.46%	0.45%		0.46%	
Okaloosa	0.38%	0.64%	1.50%		1.01%	1.25%		0.76%	
Okaloosa	0.84%	1.29%	1.35%		1.21%	1.28%		1.14%	
Orange	0.23%	0.44%	0.24%		0.29%	0.27%		0.31%	
Orange	5.30%	3.83%	3.53%		4.05%	3.79%		4.31%	
Palm Beach	1.53%	1.27%	1.09%		1.25%	1.17%		1.32%	
Palm Beach	7.14%	3.20%	7.37%		6.27%	6.82%		5.72%	
Pinellas	2.65%	1.94%	1.31%		1.80%	1.56%		2.05%	
Putnam	4.97%	2.98%	9.93%		6.95%	8.44%		5.47%	
Putnam	3.51%	3.44%	1.58%		2.58%	2.08%		3.08%	
St. Lucie	0.48%	1.60%	0.92%		0.98%	0.95%		1.01%	
St. Lucie	0.96%	1.04%	1.50%		1.25%	1.37%		1.13%	
Sarasota	1.66%	1.44%	1.60%		1.57%	1.58%		1.56%	
Sarasota	0.09%	1.60%	0.73%		0.94%	0.83%		1.04%	
Sarasota	2.52%	1.99%	2.24%		2.25%	2.24%		2.25%	
Sumter	1.74%	1.34%	1.20%		1.37%	1.28%		1.45%	
Sumter	1.02%	1.00%	0.69%		0.85%	0.77%		0.93%	
Taylor	0.25%	1.26%	0.39%		0.57%	0.48%		0.66%	
Taylor	0.12%	0.74%	0.36%		0.40%	0.38%		0.41%	
Volusia	0.05%	0.77%	0.26%		0.21%	0.23%		0.18%	
Volusia	2.93%	2.74%	3.04%		2.94%	2.99%		2.89%	
Walton	0.12%	0.87%	0.46%		0.48%	0.47%		0.49%	
Walton	0.34%	1.13%	1.15%		0.94%	1.04%		0.84%	
TOTAL	100.00%	100.00%	100.00%		100.00%	100.00%		100.00%	

Florida Commission for the Transportation Disadvantaged  
Funding Allocation Study

FINAL DRAFT

For discussion purposes only.

Fiscal Year 2020

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

COUNTY	MODEL 1 FACTORS		MODEL 2 FACTORS		MODEL 3 FACTORS	
	TD Population	25.0%	TD Population	12.5%	TD Population	37.5%
	Centerline Miles	25.0%	Centerline Miles	12.5%	Centerline Miles	37.5%
	Involved Trips	50.0%	Involved Trips	75.0%	Involved Trips	25.0%
Alachua	1.08%	0.93%	1.23%			
Baker	0.46%	0.45%	0.47%			
Bradford	0.88%	0.77%	0.98%			
Broward	0.33%	0.37%	0.29%			
Broward	2.90%	2.88%	2.93%			
Broward	8.14%	9.21%	7.08%			
Collier	0.27%	0.27%	0.27%			
Charlotte	1.29%	1.16%	1.42%			
Dixie	1.24%	1.09%	1.38%			
Clay	1.34%	1.55%	1.13%			
Collier	1.50%	1.38%	1.61%			
Columbia	0.63%	0.55%	0.72%			
Dixie	0.28%	0.26%	0.31%			
Dixie	0.31%	0.33%	0.30%			
Dixie	3.02%	2.59%	3.45%			
Escambia	1.22%	1.03%	1.41%			
Franklin	1.08%	1.26%	0.90%			
Franklin	0.28%	0.32%	0.24%			
Franklin	0.88%	1.06%	0.71%			
Gilchrist	0.27%	0.27%	0.28%			
Gilchrist	0.22%	0.24%	0.21%			
Gulf	0.27%	0.31%	0.24%			
Hernando	0.23%	0.19%	0.27%			
Hardee	0.28%	0.25%	0.31%			
Hendry	0.45%	0.49%	0.41%			
Hernando	0.90%	0.71%	1.09%			
Hillsborough	0.92%	0.85%	0.99%			
Hillsborough	5.16%	5.21%	5.11%			
Hillsborough	0.51%	0.54%	0.47%			
Indian River	0.78%	0.71%	0.84%			
Jackson	0.73%	0.68%	0.78%			
Jefferson	0.35%	0.37%	0.33%			
Jackson	0.24%	0.25%	0.23%			
Lake	1.72%	1.63%	1.82%			
Leon	2.77%	2.21%	3.34%			
Leon	1.32%	1.31%	1.34%			
Levy	0.60%	0.57%	0.64%			
Liberty	0.38%	0.39%	0.36%			
Madison	0.38%	0.37%	0.40%			
Manatee	1.34%	1.11%	1.58%			
Morgan	1.99%	1.63%	2.36%			
Martin	0.58%	0.49%	0.66%			
Musick-Dade	9.17%	9.31%	9.03%			
Monroe	0.46%	0.45%	0.46%			
Mosley	1.01%	1.25%	0.76%			
Okaloosa	1.21%	1.28%	1.14%			
Okaloosa	0.29%	0.27%	0.31%			
Orange	4.05%	3.79%	4.31%			
Orange	1.25%	1.17%	1.32%			
Palm Beach	6.27%	6.82%	5.72%			
Polk	1.80%	1.56%	2.05%			
Pinellas	6.95%	8.44%	5.47%			
Putnam	2.58%	2.08%	3.08%			
St. Lucie	1.25%	1.37%	1.13%			
St. Lucie	1.57%	1.58%	1.56%			
Seminole	0.94%	0.83%	1.04%			
Sarasota	2.25%	2.24%	2.25%			
Seminole	1.37%	1.28%	1.45%			
Sumter	0.85%	0.77%	0.93%			
Sumter	0.57%	0.48%	0.66%			
Taylor	0.40%	0.38%	0.41%			
Volusia	0.21%	0.23%	0.18%			
Volusia	2.94%	2.99%	2.89%			
Walton	0.48%	0.47%	0.49%			
Walton	0.94%	1.04%	0.84%			
Walton	0.65%	0.68%	0.61%			
<b>TOTAL</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>			

MODEL 1	TOTAL FUNDING AVAILABLE		\$ 56,716,435.23	2019-2020 ALLOCATION		2018-2019 ALLOCATION
	MODEL 1	MODEL 2		MODEL 3	pre-"Hold Harmless"	
					Allocation	
\$ 612,779.59	\$ 529,925.89	\$ 695,633.28	\$ 612,779.59	\$ 227,941.68	\$ 259,054.33	\$ 612,779.59
\$ 261,594.31	\$ 256,490.96	\$ 266,697.67	\$ 261,594.31	\$ 143,811.70	\$ 149,477.01	\$ 261,594.31
\$ 496,800.65	\$ 439,344.45	\$ 554,256.85	\$ 496,800.65	\$ 201,090.37	\$ 201,090.37	\$ 496,800.65
\$ 187,972.55	\$ 210,704.82	\$ 165,240.28	\$ 187,972.55	\$ 133,697.35	\$ 224,336.31	\$ 187,972.55
\$ 1,647,331.86	\$ 1,634,191.80	\$ 1,660,471.92	\$ 1,647,331.86	\$ 4,593,446.28	\$ 4,318,045.09	\$ 1,647,331.86
\$ 4,619,392.28	\$ 5,223,755.45	\$ 4,015,029.11	\$ 4,619,392.28	\$ 210,456.34	\$ 187,460.39	\$ 4,619,392.28
\$ 155,216.99	\$ 155,760.36	\$ 154,673.62	\$ 155,216.99	\$ 120,511.30	\$ 179,368.10	\$ 155,216.99
\$ 733,708.75	\$ 660,199.31	\$ 807,218.19	\$ 733,708.75	\$ 691,065.41	\$ 597,907.96	\$ 733,708.75
\$ 702,837.11	\$ 620,832.84	\$ 784,841.37	\$ 702,837.11	\$ 52,352.69	\$ 276,770.58	\$ 702,837.11
\$ 760,692.29	\$ 879,445.32	\$ 641,939.27	\$ 760,692.29	\$ 19,770.74	\$ 14,000.00	\$ 760,692.29
\$ 848,467.28	\$ 783,637.20	\$ 913,297.36	\$ 848,467.28	\$ 2,043,757.70	\$ 2,186,383.87	\$ 848,467.28
\$ 360,146.91	\$ 312,476.80	\$ 407,817.03	\$ 360,146.91	\$ 151,970.91	\$ 151,970.91	\$ 360,146.91
\$ 161,418.08	\$ 149,239.67	\$ 173,596.50	\$ 161,418.08	\$ 241,642.64	\$ 247,112.53	\$ 161,418.08
\$ 178,069.37	\$ 184,917.01	\$ 171,221.74	\$ 178,069.37	\$ 141,520.77	\$ 155,331.81	\$ 178,069.37
\$ 1,712,024.90	\$ 1,466,591.80	\$ 1,957,457.99	\$ 1,712,024.90	\$ 360,905.71	\$ 489,979.86	\$ 1,712,024.90
\$ 691,735.06	\$ 582,923.22	\$ 800,546.90	\$ 691,735.06	\$ 2,043,757.70	\$ 2,186,383.87	\$ 691,735.06
\$ 613,659.27	\$ 716,496.88	\$ 510,821.67	\$ 613,659.27	\$ 179,455.02	\$ 183,936.43	\$ 613,659.27
\$ 159,330.14	\$ 183,297.81	\$ 135,362.48	\$ 159,330.14	\$ 371,401.29	\$ 417,342.19	\$ 159,330.14
\$ 500,313.28	\$ 599,220.66	\$ 401,405.90	\$ 500,313.28	\$ 651,551.26	\$ 747,965.51	\$ 500,313.28
\$ 155,541.67	\$ 153,044.12	\$ 158,039.23	\$ 155,541.67	\$ 267,952.30	\$ 228,573.85	\$ 155,541.67
\$ 127,489.99	\$ 135,786.32	\$ 119,193.66	\$ 127,489.99	\$ 371,401.29	\$ 417,342.19	\$ 127,489.99
\$ 154,553.73	\$ 173,071.36	\$ 136,034.31	\$ 154,553.73	\$ 120,851.76	\$ 115,352.14	\$ 154,553.73
\$ 128,836.11	\$ 105,701.31	\$ 151,970.91	\$ 128,836.11	\$ 225,050.20	\$ 239,471.81	\$ 128,836.11
\$ 158,820.52	\$ 142,528.44	\$ 175,112.59	\$ 158,820.52	\$ 371,401.29	\$ 417,342.19	\$ 158,820.52
\$ 255,457.37	\$ 280,369.45	\$ 230,545.29	\$ 255,457.37	\$ 567,104.57	\$ 534,857.98	\$ 255,457.37
\$ 510,995.55	\$ 403,362.95	\$ 618,682.16	\$ 510,995.55	\$ 324,300.91	\$ 389,427.26	\$ 510,995.55
\$ 520,125.90	\$ 480,281.71	\$ 559,970.08	\$ 520,125.90	\$ 6,831,384.60	\$ 5,210,922.00	\$ 520,125.90
\$ 2,927,401.93	\$ 2,954,470.04	\$ 2,900,333.81	\$ 2,927,401.93	\$ 371,022.73	\$ 313,777.54	\$ 2,927,401.93
\$ 286,949.62	\$ 305,921.65	\$ 267,977.59	\$ 286,949.62	\$ 116,000.00	\$ 167,000.00	\$ 286,949.62
\$ 1,572,493.07	\$ 1,250,932.60	\$ 1,894,053.53	\$ 1,572,493.07	\$ 325,080.00	\$ 310,038.81	\$ 1,572,493.07
\$ 751,319.64	\$ 744,755.48	\$ 757,883.79	\$ 751,319.64	\$ 547,782.91	\$ 500,741.57	\$ 751,319.64
\$ 341,528.50	\$ 322,062.39	\$ 360,994.62	\$ 341,528.50	\$ 267,952.30	\$ 228,573.85	\$ 341,528.50
\$ 213,725.40	\$ 221,766.35	\$ 205,684.45	\$ 213,725.40	\$ 3,129,588.24	\$ 3,746,864.00	\$ 213,725.40
\$ 217,521.11	\$ 209,058.01	\$ 225,984.20	\$ 217,521.11	\$ 225,050.20	\$ 214,520.00	\$ 217,521.11
\$ 762,114.39	\$ 627,911.22	\$ 896,317.57	\$ 762,114.39	\$ 651,551.26	\$ 747,965.51	\$ 762,114.39
\$ 1,131,472.61	\$ 922,968.78	\$ 1,339,976.43	\$ 1,131,472.61	\$ 363,903.65	\$ 423,094.37	\$ 1,131,472.61
\$ 326,640.69	\$ 279,607.08	\$ 373,674.30	\$ 326,640.69	\$ 2,455,686.25	\$ 3,007,142.77	\$ 326,640.69
\$ 5,200,730.36	\$ 5,277,769.16	\$ 5,123,691.56	\$ 5,200,730.36	\$ 294,050.38	\$ 416,520.50	\$ 5,200,730.36
\$ 259,874.47	\$ 256,604.42	\$ 263,144.53	\$ 259,874.47	\$ 324,300.91	\$ 389,427.26	\$ 259,874.47
\$ 570,514.54	\$ 710,175.94	\$ 430,853.15	\$ 570,514.54	\$ 325,080.00	\$ 371,401.29	\$ 570,514.54
\$ 686,082.61	\$ 727,056.37	\$ 645,108.84	\$ 686,082.61	\$ 363,903.65	\$ 423,094.37	\$ 686,082.61
\$ 163,686.54	\$ 150,929.03	\$ 176,444.06	\$ 163,686.54	\$ 363,903.65	\$ 423,094.37	\$ 163,686.54
\$ 2,297,260.38	\$ 2,151,042.11	\$ 2,443,478.65	\$ 2,297,260.38	\$ 3,129,588.24	\$ 3,746,864.00	\$ 2,297,260.38
\$ 707,376.84	\$ 664,133.70	\$ 750,619.98	\$ 707,376.84	\$ 225,050.20	\$ 214,520.00	\$ 707,376.84
\$ 3,557,714.95	\$ 3,870,075.46	\$ 3,245,354.44	\$ 3,557,714.95	\$ 310,038.81	\$ 371,401.29	\$ 3,557,714.95
\$ 1,023,602.17	\$ 884,286.44	\$ 1,162,917.90	\$ 1,023,602.17	\$ 310,038.81	\$ 371,401.29	\$ 1,023,602.17
\$ 3,944,152.26	\$ 4,788,695.01	\$ 3,099,609.52	\$ 3,944,152.26	\$ 363,903.65	\$ 423,094.37	\$ 3,944,152.26
\$ 1,462,716.32	\$ 1,179,964.60	\$ 1,745,468.03	\$ 1,462,716.32	\$ 363,903.65	\$ 423,094.37	\$ 1,462,716.32
\$ 556,939.69	\$ 540,610.26	\$ 573,269.12	\$ 556,939.69	\$ 241,173.35	\$ 241,173.35	\$ 556,939.69
\$ 709,140.48	\$ 779,081.82	\$ 639,199.15	\$ 709,140.48	\$ 241,173.35	\$ 241,173.35	\$ 709,140.48
\$ 891,558.32	\$ 898,612.95	\$ 884,503.70	\$ 891,558.32	\$ 241,173.35	\$ 241,173.35	\$ 891,558.32
\$ 530,737.63	\$ 471,323.96	\$ 590,151.29	\$ 530,737.63	\$ 241,173.35	\$ 241,173.35	\$ 530,737.63
\$ 1,273,628.32	\$ 1,271,186.16	\$ 1,276,070.47	\$ 1,273,628.32	\$ 895,536.23	\$ 1,287,772.02	\$ 1,273,628.32
\$ 775,752.95	\$ 727,157.49	\$ 824,348.42	\$ 775,752.95	\$ 241,173.35	\$ 241,173.35	\$ 775,752.95
\$ 483,308.20	\$ 438,300.02	\$ 528,316.38	\$ 483,308.20	\$ 241,173.35	\$ 241,173.35</td	

# Florida Commission for the Transportation Disadvantaged Funding Allocation Study

**FINAL DRAFT**  
**For discussion purposes only.**

Fiscal Year 2020

## Base Funding

The aim behind base funding is “to maintain system and service stability,”<sup>59</sup> 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.

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<sup>59</sup> 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%2080%902.014>.

Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

Funding Allocation Study

For discussion purposes only.

Fiscal Year 2020

**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		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%	0.79%	1.15%
Baker	8,942	1,034,806	25,012,710	\$259,054.35	0.12%	0.84%	0.44%	0.46%
Bay	68,825	1,538,972	37,997,340	\$463,681.00	0.91%	1.25%	0.67%	0.82%
Bradford	10,452	449,069	23,226,660	\$224,336.31	0.14%	0.36%	0.41%	0.40%
Brevard	227,125	3,580,790	161,292,350	\$1,580,812.00	2.99%	2.91%	2.86%	2.80%
Broward	598,715	5,093,644	579,889,540	\$4,593,446.00	7.89%	4.14%	10.28%	8.12%
Calhoun	4,647	593,681	15,552,000	\$203,853.53	0.06%	0.48%	0.28%	0.36%
Charlotte	94,703	2,286,968	58,374,810	\$481,706.72	1.25%	1.86%	1.03%	0.85%
Citrus	77,937	2,498,665	53,612,680	\$539,101.02	1.03%	2.03%	0.95%	0.95%
Dixie	63,502	1,241,032	99,319,320	\$551,649.14	0.84%	1.01%	1.76%	0.98%
Collier	159,723	1,655,095	71,520,290	\$910,350.00	2.10%	1.34%	1.27%	1.61%
Columbia	26,908	1,540,741	26,347,890	\$352,353.00	0.35%	1.25%	0.47%	0.62%
DeSoto	17,976	514,840	13,637,400	\$231,978.00	0.24%	0.42%	0.24%	0.41%
Dixie	7,887	585,593	19,080,310	\$210,456.00	0.10%	0.48%	0.34%	0.37%
Duval	303,630	4,637,352	121,503,560	\$1,826,890.37	4.00%	3.77%	2.15%	3.23%
Escambia	106,322	2,222,783	47,173,410	\$691,065.00	1.40%	1.81%	0.84%	1.22%
Flagler	48,157	989,862	81,522,620	\$417,078.86	0.63%	0.80%	1.44%	0.74%
Franklin	5,092	400,954	20,622,620	\$185,936.43	0.07%	0.33%	0.37%	0.33%
Gadsden	20,221	985,106	69,462,750	\$410,915.79	0.27%	0.80%	1.23%	0.73%
Gilchrist	7,342	577,776	14,979,170	\$179,988.19	0.10%	0.47%	0.27%	0.32%
Glades	5,787	387,521	14,336,020	\$225,601.50	0.08%	0.31%	0.25%	0.40%
Gulf	5,592	419,410	19,063,190	\$218,437.87	0.07%	0.34%	0.34%	0.39%
Hamilton	5,837	665,430	8,215,250	\$168,173.02	0.08%	0.54%	0.15%	0.30%
Hancock	11,167	649,725	12,560,340	\$247,112.53	0.15%	0.53%	0.22%	0.44%
Hendry	16,704	621,675	30,375,080	\$366,927.00	0.22%	0.51%	0.54%	0.65%
Hernando	82,630	1,812,281	29,424,750	\$489,979.66	1.09%	1.47%	0.52%	0.87%
Highlands	57,001	1,679,115	43,822,910	\$467,885.00	0.75%	1.36%	0.78%	0.83%
Hillsborough	441,020	5,318,791	296,658,820	\$2,186,883.87	5.81%	4.32%	5.26%	3.87%
Holmes	8,833	937,622	32,326,460	\$259,471.81	0.12%	0.76%	0.57%	0.46%
Indian River	69,842	1,108,769	36,197,750	\$417,342.19	0.92%	0.90%	0.64%	0.74%
Jackson	18,555	1,737,394	35,486,210	\$442,520.00	0.24%	1.41%	0.63%	0.78%
Jefferson	5,024	693,853	22,215,080	\$215,651.51	0.07%	0.56%	0.39%	0.38%
Lafayette	2,592	490,830	15,022,350	\$163,352.34	0.03%	0.40%	0.27%	0.29%
Lake	141,611	2,414,662	86,662,610	\$785,438.48	1.87%	1.96%	1.54%	1.39%
Lee	311,030	4,572,547	92,471,210	\$1,274,338.78	4.10%	3.71%	1.64%	2.25%
Leon	102,479	1,656,081	73,448,990	\$547,783.00	1.35%	1.35%	1.30%	0.97%
Levy	19,213	1,339,880	30,107,900	\$413,817.00	0.25%	1.09%	0.53%	0.73%
Liberty	2,727	813,710	22,865,500	\$267,952.00	0.04%	0.66%	0.41%	0.47%
Madison	8,568	878,725	19,958,910	\$238,041.00	0.11%	0.71%	0.35%	0.42%
Mahoning	154,465	1,967,816	49,123,250	\$747,965.51	2.04%	1.60%	0.87%	1.32%
Marion	165,500	4,037,213	71,088,250	\$854,091.00	2.18%	3.28%	1.26%	1.51%
Martin	66,833	742,156	23,140,730	\$889,427.26	0.88%	0.60%	0.41%	0.69%
Miami-Dade	902,678	7,264,739	532,795,800	\$6,951,485.00	11.89%	5.90%	9.44%	12.30%
Monroe	26,357	728,940	25,206,410	\$371,023.00	0.35%	0.59%	0.45%	0.66%
Nassau	29,104	791,936	84,557,610	\$316,009.00	0.38%	0.64%	1.50%	0.56%
Okefenokee	64,005	1,584,261	76,417,910	\$567,105.00	0.84%	1.29%	1.35%	1.00%
Orange	17,603	535,765	13,747,870	\$243,040.00	0.23%	0.44%	0.24%	0.43%
Osceola	402,191	4,717,692	199,477,130	\$3,007,142.77	5.30%	3.83%	3.53%	5.32%
Palm Beach	115,745	1,568,584	61,777,730	\$1,094,660.00	1.53%	1.27%	1.09%	1.94%
Pasco	541,941	3,941,050	416,146,450	\$3,746,864.00	7.14%	3.20%	7.37%	6.63%
Pinellas	201,141	2,390,166	74,123,530	\$877,866.83	2.65%	1.94%	1.31%	1.55%
Polk	377,494	3,665,711	560,499,170	\$3,747,146.42	4.97%	2.98%	9.93%	6.63%
Polk	266,519	4,481,095	89,271,410	\$1,334,687.00	3.51%	3.64%	1.58%	2.36%
Polk	36,207	1,972,064	52,165,200	\$428,717.00	0.48%	1.60%	0.92%	0.76%
St. Johns	73,036	1,286,374	84,476,600	\$613,232.87	0.96%	1.04%	1.50%	1.08%
St. Lucie	125,745	1,769,212	90,112,640	\$784,129.54	1.66%	1.44%	1.60%	1.39%
Santa Rosa	52,127	1,974,136	40,984,490	\$432,546.00	0.69%	1.60%	0.73%	0.77%
Seminole	190,904	2,459,248	126,238,230	\$1,287,772.02	2.52%	1.99%	2.24%	2.28%
Seminole	132,262	1,643,945	67,515,960	\$966,390.22	1.74%	1.34%	1.20%	1.71%
Seminole	77,164	1,237,068	39,131,980	\$416,520.50	1.02%	1.00%	0.69%	0.74%
Suwannee	19,039	1,546,861	22,088,830	\$247,175.00	0.25%	1.26%	0.39%	0.44%
Suwannee	8,872	917,067	20,514,150	\$312,431.00	0.12%	0.74%	0.36%	0.55%
Union	4,164	327,315	14,492,640	\$184,430.71	0.05%	0.27%	0.26%	0.33%
Volusia	222,419	3,375,721	171,574,520	\$1,398,779.42	2.93%	2.74%	3.04%	2.47%
Wakulla	9,399	1,071,194	25,947,140	\$210,946.00	0.12%	0.87%	0.46%	0.37%
Walton	25,602	1,391,458	64,647,540	\$406,542.00	0.34%	1.13%	1.15%	0.72%
Washington	10,047	1,270,533	40,111,920	\$241,173.99	0.13%	1.03%	0.71%	0.43%
<b>TOTAL</b>	<b>7,589,002</b>	<b>123,099,224</b>	<b>5,643,204,900</b>	<b>\$56,538,360.24</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

# Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

## Funding Allocation Study

For discussion purposes only.

Fiscal Year 2020

**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	Centerline Miles	Invoiced Trips	2019-2020 Allocation			
	TD Population	Centerline Miles	Invoiced Trips	2019-2020 Allocation			
Alachua	1.27%	1.48%	0.79%	1.15%	1.12%	1.04%	1.19%
Baker	0.12%	0.84%	0.44%	0.46%	0.46%	0.46%	0.46%
Bay	0.91%	1.25%	0.67%	0.82%	0.85%	0.80%	0.90%
Broward	0.14%	0.36%	0.41%	0.40%	0.36%	0.38%	0.34%
Brevard	2.99%	2.91%	2.86%	2.80%	2.85%	2.84%	2.86%
Broward	7.89%	4.14%	10.28%	8.12%	8.13%	8.67%	7.60%
Calhoun	0.06%	0.48%	0.28%	0.36%	0.32%	0.32%	0.32%
Franklin	1.25%	1.86%	1.03%	0.85%	1.07%	1.01%	1.14%
Citrus	1.03%	2.03%	0.95%	0.95%	1.10%	1.02%	1.17%
Clay	0.84%	1.01%	1.76%	0.98%	1.16%	1.26%	1.05%
Collier	2.10%	1.34%	1.27%	1.61%	1.55%	1.50%	1.61%
Columbia	0.35%	1.25%	0.47%	0.62%	0.63%	0.59%	0.67%
DeSoto	0.24%	0.42%	0.24%	0.41%	0.35%	0.34%	0.36%
Dixie	0.10%	0.48%	0.34%	0.37%	0.34%	0.35%	0.34%
Duval	4.00%	3.77%	2.15%	3.23%	3.12%	2.91%	3.34%
Escambia	1.40%	1.81%	0.84%	1.22%	1.22%	1.13%	1.32%
Flagler	0.63%	0.80%	1.44%	0.74%	0.91%	1.00%	0.82%
Franklin	0.07%	0.33%	0.37%	0.33%	0.30%	0.32%	0.28%
Gadsden	0.27%	0.80%	1.23%	0.73%	0.80%	0.89%	0.72%
Gilchrist	0.10%	0.47%	0.27%	0.32%	0.30%	0.29%	0.30%
Glades	0.08%	0.31%	0.25%	0.40%	0.31%	0.32%	0.30%
Gulf	0.07%	0.34%	0.34%	0.39%	0.33%	0.35%	0.31%
Hamilton	0.08%	0.54%	0.15%	0.30%	0.26%	0.24%	0.28%
Hartford	0.15%	0.53%	0.22%	0.44%	0.36%	0.34%	0.37%
Hendry	0.22%	0.51%	0.54%	0.65%	0.55%	0.57%	0.53%
Hernando	1.09%	1.47%	0.52%	0.87%	0.88%	0.79%	0.98%
Highlands	0.75%	1.36%	0.78%	0.83%	0.87%	0.84%	0.91%
Hillsborough	5.81%	4.32%	5.26%	3.87%	4.51%	4.54%	4.49%
Holmes	0.12%	0.76%	0.57%	0.46%	0.48%	0.50%	0.47%
Horn in the West	0.92%	0.90%	0.64%	0.74%	0.76%	0.72%	0.79%
Jackson	0.24%	1.41%	0.63%	0.78%	0.76%	0.73%	0.78%
Jefferson	0.07%	0.56%	0.39%	0.38%	0.37%	0.38%	0.36%
Lafayette	0.03%	0.40%	0.27%	0.29%	0.27%	0.27%	0.26%
Lee	1.87%	1.96%	1.54%	1.39%	1.56%	1.51%	1.60%
Lee	4.10%	3.71%	1.64%	2.25%	2.51%	2.23%	2.80%
Leon	1.35%	1.35%	1.30%	0.97%	1.15%	1.14%	1.15%
Levy	0.25%	1.09%	0.53%	0.73%	0.67%	0.65%	0.68%
Leyburn	0.04%	0.66%	0.41%	0.47%	0.43%	0.43%	0.42%
Madison	0.11%	0.71%	0.35%	0.42%	0.40%	0.39%	0.41%
Mahaleah	2.04%	1.60%	0.87%	1.32%	1.33%	1.22%	1.45%
Marion	2.18%	3.28%	1.26%	1.51%	1.75%	1.57%	1.94%
Martin	0.88%	0.60%	0.41%	0.69%	0.63%	0.59%	0.67%
Miami-Dade	11.89%	5.90%	9.44%	12.30%	10.73%	10.80%	10.66%
Morgan	0.35%	0.59%	0.45%	0.66%	0.56%	0.55%	0.56%
Nassau	0.38%	0.64%	1.50%	0.56%	0.78%	0.91%	0.66%
Okaloosa	0.84%	1.29%	1.35%	1.00%	1.11%	1.14%	1.07%
Okeechobee	0.23%	0.44%	0.24%	0.43%	0.36%	0.35%	0.37%
Orange	5.30%	3.83%	3.53%	5.32%	4.68%	4.56%	4.81%
Osceola	1.53%	1.27%	1.09%	1.94%	1.59%	1.55%	1.63%
Palm Beach	7.14%	3.20%	7.37%	6.63%	6.45%	6.73%	6.17%
Pasco	2.65%	1.94%	1.31%	1.55%	1.68%	1.56%	1.80%
Pinellas	4.97%	2.98%	9.93%	6.63%	6.79%	7.54%	6.05%
Polk	3.51%	3.64%	1.58%	2.36%	2.47%	2.22%	2.72%
Putnam	0.48%	1.60%	0.92%	0.76%	0.87%	0.86%	0.88%
St. Johns	0.96%	1.04%	1.50%	1.08%	1.17%	1.23%	1.11%
Seminole	1.66%	1.44%	1.60%	1.39%	1.48%	1.49%	1.47%
Santa Rosa	0.69%	1.60%	0.73%	0.77%	0.85%	0.80%	0.90%
Sarasota	2.52%	1.99%	2.24%	2.28%	2.26%	2.26%	2.26%
Seminole	1.74%	1.34%	1.20%	1.71%	1.54%	1.50%	1.58%
Seminole	1.02%	1.00%	0.69%	0.74%	0.79%	0.75%	0.83%
Suwannee	0.25%	1.26%	0.39%	0.44%	0.50%	0.46%	0.55%
Taylor	0.12%	0.74%	0.36%	0.55%	0.47%	0.47%	0.48%
Union	0.05%	0.27%	0.26%	0.33%	0.27%	0.28%	0.26%
Volusia	2.93%	2.74%	3.04%	2.47%	2.71%	2.73%	2.68%
Wakulla	0.12%	0.87%	0.46%	0.37%	0.43%	0.42%	0.43%
Walton	0.34%	1.13%	1.15%	0.72%	0.83%	0.88%	0.78%
Washington	0.13%	1.03%	0.71%	0.43%	0.54%	0.55%	0.52%
<b>TOTAL</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

# Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

## Funding Allocation Study

For discussion purposes only.

Fiscal Year 2020

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 pre-"Hold Harmless"	2018-2019 ALLOCATION
	TD Population	12.5%	TD Population	6.25%	TD Population	18.75%			
	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	1.12%	1.04%	1.19%				\$ 632,825.22	\$ 591,398.37	\$ 674,252.07
Bay	0.46%	0.46%	0.46%				\$ 260,732.29	\$ 258,180.61	\$ 263,283.96
Brevard	0.85%	0.80%	0.90%				\$ 480,971.04	\$ 452,242.94	\$ 509,699.14
Calhoun	0.36%	0.38%	0.34%				\$ 206,507.72	\$ 217,873.85	\$ 195,141.58
Citrus	2.85%	2.84%	2.86%				\$ 1,616,561.42	\$ 1,609,991.39	\$ 1,623,131.45
Collier	8.13%	8.67%	7.60%				\$ 4,613,652.97	\$ 4,915,834.56	\$ 4,311,471.39
DeSoto	0.32%	0.32%	0.32%				\$ 179,856.29	\$ 180,127.98	\$ 179,584.61
Duval	1.07%	1.01%	1.14%				\$ 608,466.34	\$ 571,711.61	\$ 645,221.06
Flagler	1.10%	1.02%	1.17%				\$ 621,818.05	\$ 580,815.92	\$ 662,820.18
Gadsden	1.16%	1.26%	1.05%				\$ 657,039.46	\$ 716,415.98	\$ 597,662.95
Glades	1.55%	1.50%	1.61%				\$ 880,842.27	\$ 848,427.23	\$ 913,257.31
Hamilton	0.63%	0.59%	0.67%				\$ 356,804.85	\$ 332,969.79	\$ 380,639.90
Hendry	0.35%	0.34%	0.36%				\$ 197,063.36	\$ 190,974.16	\$ 203,152.57
Jackson	0.34%	0.35%	0.34%				\$ 194,594.12	\$ 198,017.93	\$ 191,170.30
Jefferson	3.12%	2.91%	3.34%				\$ 1,772,334.65	\$ 1,649,618.10	\$ 1,895,051.20
Levy	1.22%	1.13%	1.32%				\$ 692,488.33	\$ 638,082.41	\$ 746,894.25
Lafayette	0.91%	1.00%	0.82%				\$ 516,025.89	\$ 567,444.69	\$ 464,607.09
Madison	0.30%	0.32%	0.28%				\$ 171,922.95	\$ 183,906.78	\$ 159,939.12
Marion	0.80%	0.89%	0.72%				\$ 456,261.65	\$ 505,715.34	\$ 406,807.96
Martin	0.30%	0.29%	0.30%				\$ 167,737.36	\$ 166,488.58	\$ 168,986.14
Miami-Dade	0.31%	0.32%	0.30%				\$ 176,901.03	\$ 181,049.19	\$ 172,752.86
Nassau	0.33%	0.35%	0.31%				\$ 186,839.80	\$ 196,099.51	\$ 177,580.09
Okaloosa	0.26%	0.24%	0.28%				\$ 148,769.41	\$ 137,202.00	\$ 160,336.81
Okaloosa	0.36%	0.34%	0.37%				\$ 203,355.68	\$ 195,209.65	\$ 211,501.72
Osceola	0.55%	0.57%	0.53%				\$ 311,770.03	\$ 324,226.07	\$ 299,313.99
Palm Beach	0.88%	0.79%	0.98%				\$ 501,259.34	\$ 447,443.03	\$ 555,075.64
Pasco	0.87%	0.84%	0.91%				\$ 494,742.28	\$ 474,820.19	\$ 514,664.37
Perry	4.51%	4.54%	4.49%				\$ 2,560,336.05	\$ 2,573,870.11	\$ 2,546,801.99
Polk	0.48%	0.50%	0.47%				\$ 273,619.33	\$ 283,105.35	\$ 264,133.32
Putnam	0.76%	0.72%	0.79%				\$ 429,380.74	\$ 410,304.95	\$ 448,456.53
St. Johns	0.76%	0.73%	0.78%				\$ 428,513.68	\$ 414,397.89	\$ 442,629.47
Volusia	0.37%	0.38%	0.36%				\$ 208,636.72	\$ 214,219.57	\$ 203,054.87
Washington	0.27%	0.27%	0.26%				\$ 150,367.95	\$ 153,895.82	\$ 146,840.08
Washington	1.56%	1.51%	1.60%				\$ 883,061.49	\$ 856,257.18	\$ 909,865.80
Weston	2.51%	2.23%	2.80%				\$ 1,425,422.77	\$ 1,264,642.54	\$ 1,586,203.00
Yulee	1.15%	1.14%	1.15%				\$ 650,413.98	\$ 647,131.90	\$ 653,696.05
Yulee	0.67%	0.65%	0.68%				\$ 378,324.44	\$ 368,591.38	\$ 388,057.49
Yulee	0.43%	0.43%	0.42%				\$ 241,260.67	\$ 245,281.15	\$ 237,240.20
Yulee	0.40%	0.39%	0.41%				\$ 228,155.92	\$ 223,924.38	\$ 232,387.47
Yulee	1.33%	1.22%	1.45%				\$ 756,217.86	\$ 689,116.27	\$ 823,319.45
Yulee	1.75%	1.57%	1.94%				\$ 994,126.84	\$ 889,874.93	\$ 1,098,378.75
Yulee	0.63%	0.59%	0.67%				\$ 358,647.25	\$ 335,130.45	\$ 382,164.06
Yulee	10.73%	10.80%	10.66%				\$ 6,087,054.99	\$ 6,125,574.39	\$ 6,048,535.59
Yulee	0.56%	0.55%	0.56%				\$ 316,033.03	\$ 314,398.00	\$ 317,668.06
Yulee	0.78%	0.91%	0.66%				\$ 443,759.43	\$ 513,590.13	\$ 373,928.73
Yulee	1.11%	1.14%	1.07%				\$ 627,486.89	\$ 647,973.77	\$ 607,000.01
Yulee	0.36%	0.35%	0.37%				\$ 203,746.02	\$ 197,367.26	\$ 210,124.77
Yulee	4.68%	4.56%	4.81%				\$ 2,656,937.27	\$ 2,583,828.14	\$ 2,730,046.41
Yulee	1.59%	1.55%	1.63%				\$ 902,742.31	\$ 881,120.74	\$ 924,366.88
Yulee	6.45%	6.73%	6.17%				\$ 3,658,190.09	\$ 3,814,370.35	\$ 3,502,009.84
Yulee	1.68%	1.56%	1.80%				\$ 952,116.98	\$ 882,459.11	\$ 1,021,774.84
Yulee	6.79%	7.54%	6.05%				\$ 3,851,550.41	\$ 4,273,821.78	\$ 3,429,279.04
Yulee	2.47%	2.22%	2.72%				\$ 1,400,803.54	\$ 1,259,427.69	\$ 1,542,179.40
Yulee	0.87%	0.86%	0.88%				\$ 493,503.50	\$ 485,338.78	\$ 501,668.21
Yulee	1.17%	1.23%	1.11%				\$ 662,152.41	\$ 697,123.07	\$ 627,181.74
Yulee	1.48%	1.49%	1.47%				\$ 839,078.79	\$ 842,606.10	\$ 835,551.48
Yulee	0.85%	0.80%	0.90%				\$ 482,322.99	\$ 452,616.16	\$ 512,029.83
Yulee	2.26%	2.26%	2.26%				\$ 1,282,728.17	\$ 1,281,507.09	\$ 1,283,949.25
Yulee	1.54%	1.50%	1.58%				\$ 872,593.48	\$ 848,295.74	\$ 896,891.21
Yulee	0.79%	0.75%	0.83%				\$ 450,570.29	\$ 428,066.20	\$ 473,074.39
Yulee	0.50%	0.46%	0.55%				\$ 286,350.24	\$ 260,663.86	\$ 312,036.62
Yulee	0.47%	0.47%	0.48%				\$ 269,355.36	\$ 264,575.27	\$ 274,135.46
Yulee	0.27%	0.28%	0.26%				\$ 151,660.73	\$ 158,497.45	\$ 144,824.01
Yulee	2.71%	2.73%	2.65%				\$ 1,534,886.77	\$ 1,549,337.55	\$ 1,520,435.98
Yulee	0.43%	0.42%	0.43%				\$ 241,472.79	\$ 238,833.75	\$ 244,111.84
Yulee	0.83%	0.88%	0.78%				\$ 470,398.75	\$ 499,588.31	\$ 441,209.19
Yulee	0.54%	0.55%	0.52%				\$ 304,310.52	\$ 313,423.82	\$ 295,197.23
<b>TOTAL</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>				<b>\$ 56,716,435.23</b>	<b>\$ 56,716,435.23</b>	<b>\$ 56,716,435.23</b>
							<b>\$ 52,216,435.23</b>	<b>\$ 52,216,435.23</b>	<b>\$ 52,724,048.00</b>

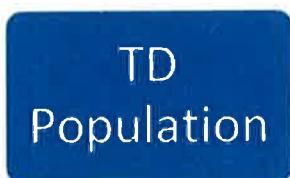
Fiscal Year 2020

## ANALYSIS OF VARIABLE INTERACTION

### Overview

While the previous section analyzed how weighted totals are calculated for each variable and how each variable contributes to a final allocation amount for a county, this section presents simplified weighted totals for a hypothetical two county example in order to further understanding of how the different variables (TD Population, Miles of Public Roads, T&E Grant Trips, and Prior Year Allocation) interact with and balance each other.

#### Starting with TD Population as a Variable for Inherent Demand



Providing transportation services to the TD population starts with measuring this population in a comprehensive and reliable way. Dividing up allocations based on the TD eligible population in each county is a simple and straightforward start to determining the resources that should be made available for one county relative to another.

Below is the start of the hypothetical two county example with *County A* and *County B*. A total of \$1 million in total funding is available to be allocated between them. *County A* has a TD population of 80,000, which is four times the size of *County B*'s TD population of 20,000. As a county's share of statewide TD population is the sole determinant (or variable) considered in this beginning hypothetical scenario, *County A*'s share of the available funding comes to \$800,000 or 80 percent, and *County B*'s share of available funding comes to \$200,000 or 20 percent.

#### TWO COUNTY EXAMPLE OF HOW VARIABLES INTERACT: STARTING WITH POPULATION AS A VARIABLE FOR INHERENT DEMAND

COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE INHERENT DEMAND	MODEL 1 FACTORS			MODEL 2 FACTORS			MODEL 3 FACTORS			TOTAL FUNDING AVAILABLE	\$ 1,000,000
		TD Population			TD Population			TD Population				
		TD Population	100.0%	TD Population	100.0%	TD Population	100.0%	TD Population	100.0%	TD Population	100.0%	\$ 1,000,000
County A		80,000	80.0%	80,000	80.0%	80,000	80.0%	80,000	80.0%	80,000	80.0%	\$ 800,000
County B		20,000	20.0%	20,000	20.0%	20,000	20.0%	20,000	20.0%	20,000	20.0%	\$ 200,000
TOTAL		100,000	100.0%	100,000	100.0%	100,000	100.0%	100,000	100.0%	100,000	100.0%	\$ 1,000,000

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Adding CLM as a Variable to Inherent Demand



Looking at population alone is limited in terms of estimating demand for transportation in one county compared to another. Populations that are more spread out require longer travel in order for transportation from one destination to another to occur. A more complete picture of transportation demand can be obtained by considering population within the context of population density. Measuring population density by centerline miles (CLM) considers such density in terms of developed land where public transportation occurs.

TWO COUNTY EXAMPLE OF HOW VARIABLES INTERACT: ADDING CENTERLINE MILES (CLM) AS A VARIABLE TO INHERENT DEMAND						
COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE		MODEL 1 FACTORS		MODEL 2 FACTORS	
	INHERENT DEMAND		TD Population	CLM	TD Population	CLM
	TD Population	CLM				
County A	80,000	3,000	70.0%	70.0%	70.0%	
County B	20,000	2,000	30.0%	30.0%	30.0%	
<b>TOTAL</b>	<b>100,000</b>	<b>5,000</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	
TOTAL FUNDING AVAILABLE				\$	\$ 1,000,000	
				\$	700,000	\$ 700,000
				\$	300,000	\$ 300,000
				\$	1,000,000	\$ 1,000,000

The hypothetical two county example is expanded above to add consideration of CLM along with TD population. *County A* has a total of 3,000 CLM and *County B* has a total of 2,000 CLM. Although *County A*'s TD population is four times the size of *County B*'s, (80,000 compared to 20,000), *County B* has more CLM per TD individual at 0.1 compared to *County A* at 0.0375 CLM per TD eligible individual:

$$\begin{aligned} \text{County A: } & 3,000 \text{ CLM} \div 80,000 \text{ TD eligible} = 0.0375 \text{ CLM per TD eligible} \\ \text{County B: } & 2,000 \text{ CLM} \div 20,000 \text{ TD eligible} = 0.1000 \text{ CLM per TD eligible} \end{aligned} \quad \left. \begin{array}{l} \text{County A has 37.5\% the CLM per} \\ \text{TD eligible that County B has} \end{array} \right\}$$

A higher CLM per TD eligible individual is indicative of a lower population density. In other words, more miles per person is equal to fewer persons per mile. This is more plainly demonstrated by doing the same calculation with the variables reversed:

$$\begin{aligned} \text{County A: } & 80,000 \text{ TD eligible} \div 3,000 \text{ CLM} = 26.67 \text{ TD eligible per CLM} \\ \text{County B: } & 20,000 \text{ TD eligible} \div 2,000 \text{ CLM} = 10.00 \text{ TD eligible per CLM} \end{aligned} \quad \left. \begin{array}{l} \text{County B has 37.5\% the TD eligible} \\ \text{per CLM that County A has} \end{array} \right\}$$

Because *County B* has more CLM per TD eligible individual (i.e., a lower population density) compared to *County A*, adding the CLM variable to the two county example increases *County B*'s share of the \$1 million total in available funding and reduces *County A*'s share—even though *County A* has more CLM overall. *County A*'s share of the total available funding drops from \$800,000 (80 percent) to \$700,000 (70 percent), and *County B*'s share rises from \$200,000 (20 percent) to \$300,000 (30 percent).

Adding Invoiced Trips as a Performance Variable

*County A* now accounts for 70% of inherent demand and *County B* accounts for the remaining 30% of inherent demand. Next, adding Trip & Equipment Grant invoiced trips as a variable for performance then raises the issues of: 1) what the purpose of performance is in the context of inherent demand, and 2) vice versa, what the purpose of inherent demand is in the context of performance.

The hypothetical two county example is once again expanded below to include consideration of Trip & Equipment Grant invoiced trips as a variable for performance, balanced against the inherent demand variables of TD population and CLM. Both *County A* and *County B* provide 10,000 trips each—the exact same level of performance. This means that *County B* accounts for 50% of performance and 30% of inherent demand, so it has greater performance relative to its demand. The reverse is true for *County A*, which accounts for 50% of performance and 70% of inherent demand, so it has greater inherent demand relative to its performance.

TWO COUNTY EXAMPLE OF HOW VARIABLES INTERACT: ADDING INVOICED TRIPS AS A PERFORMANCE VARIABLE										
COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE			MODEL 1 FACTORS			MODEL 2 FACTORS		MODEL 3 FACTORS	
	INHERENT DEMAND		PERFORMANCE		TD Population	25.0%	TD Population	12.5%	TD Population	37.5%
	TD Population	Centerline Miles	TD Population	Centerline Miles	Centerline Miles	25.0%	Centerline Miles	12.5%	Centerline Miles	37.5%
<i>County A</i>	80,000	3,000	10,000	60,000	60.0%	60,000	55,000	65,000	60,000	65,000
<i>County B</i>	20,000	2,000	10,000	40,000	40.0%	40,000	45,000	35,000	40,000	35,000
TOTAL	100,000	5,000	20,000	100,000	100.0%	100,000	100.0%	100,000	100,000	100,000

TOTAL FUNDING AVAILABLE	\$ 1,000,000		
	MODEL 1:		MODEL 2
	MODEL 1:	MODEL 2	MODEL 3
\$ 600,000	\$ 550,000	\$ 650,000	\$ 650,000
\$ 400,000	\$ 450,000	\$ 350,000	\$ 350,000
\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

- 1) ***Inherent Demand in the context of performance:*** Counties with more unmet demand should receive more funding relative to their performance in order to help meet that unmet demand. In other words, they should receive more funding per trip provided in order to help them provide more trips.

To satisfy the first criteria above, *County A*'s total statewide share of the available allocation (still \$1 million) needs to be greater than 50%. That is, because *County A* has more unmet demand, it should receive more relative to its performance (or more funding per invoiced trip compared to *County B*).

***County A (Model 1)*****INHERENT DEMAND:** **$(70\% \text{ DEMAND} * 50\% \text{ WEIGHT}) +$** **PERFORMANCE:** **$(50\% \text{ PERFORMANCE} * 50\% \text{ WEIGHT}) =$** **COUNTY B's SHARE:** **$60\% \text{ OVERALL}$**

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A simple calculation of overall funding divided by invoiced trips further demonstrates that *County A* is receiving more funding per trip to help with meeting unmet demand:

County	Model 1
<i>County A:</i>	$\$600,000 \div 10,000 \text{ invoiced trips} = \$60.00 \text{ per invoiced trip}$
<i>County B:</i>	$\$400,000 \div 10,000 \text{ invoiced trips} = \$40.00 \text{ per invoiced trip}$
County	Model 2
<i>County A:</i>	$\$550,000 \div 10,000 \text{ invoiced trips} = \$55.00 \text{ per invoiced trip}$
<i>County B:</i>	$\$450,000 \div 10,000 \text{ invoiced trips} = \$45.00 \text{ per invoiced trip}$
County	Model 3
<i>County A:</i>	$\$650,000 \div 10,000 \text{ invoiced trips} = \$65.00 \text{ per invoiced trip}$
<i>County B:</i>	$\$350,000 \div 10,000 \text{ invoiced trips} = \$35.00 \text{ per invoiced trip}$

2) **Performance in the context of inherent demand:** Counties that have more performance (i.e., provided more services, or more access) relative to their inherent demand should receive more funding relative to their inherent demand. In other words, they should receive more funding per TD eligible/CLM in order to reward and further incentivize a higher level of trips provided to the TD eligible population.

To satisfy the second criteria above, *County B*'s total statewide share of the available allocation needs to be greater than 30%. That is, because *County B* has more performance relative to inherent demand (i.e., less unmet demand), it should receive more funding relative to its size.

***County B (Model 1)***

**INHERENT DEMAND:**  $(30\% \text{ DEMAND} * 50\% \text{ WEIGHT}) +$   
**PERFORMANCE:**  $(50\% \text{ PERFORMANCE} * 50\% \text{ WEIGHT}) =$   
**COUNTY B's SHARE:** **40% OVERALL**

A similar simple calculation of overall funding divided by the demand variables helps to demonstrate that *County B* is receiving more funding relative to its size as a reward for greater performance.

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County	Model 1 (TD Eligible)	Model 1 (CLM)
County A:	$\$600,000 \text{ CLM} \div 80,000 \text{ TD eligible} = \$7.50 \text{ per TD eligible}$	$\$600,000 \text{ CLM} \div 3,000 \text{ CLM} = \$200.00 \text{ per CLM}$
County B:	$\$400,000 \text{ CLM} \div 20,000 \text{ TD eligible} = \$20.00 \text{ per TD eligible}$	$\$400,000 \text{ CLM} \div 2,000 \text{ CLM} = \$200.00 \text{ per CLM}$
County	Model 2 (TD Eligible)	Model 2 (CLM)
County A:	$\$550,000 \text{ CLM} \div 80,000 \text{ TD eligible} = \$6.88 \text{ per TD eligible}$	$\$550,000 \text{ CLM} \div 3,000 \text{ CLM} = \$183.33 \text{ per CLM}$
County B:	$\$450,000 \text{ CLM} \div 20,000 \text{ TD eligible} = \$22.50 \text{ per TD eligible}$	$\$450,000 \text{ CLM} \div 2,000 \text{ CLM} = \$225.00 \text{ per CLM}$
County	Model 3 (TD Eligible)	Model 3 (CLM)*
County A:	$\$650,000 \text{ CLM} \div 80,000 \text{ TD eligible} = \$8.13 \text{ per TD eligible}$	$\$650,000 \text{ CLM} \div 3,000 \text{ CLM} = \$216.67 \text{ per CLM}$
County B:	$\$350,000 \text{ CLM} \div 20,000 \text{ TD eligible} = \$17.50 \text{ per TD eligible}$	$\$350,000 \text{ CLM} \div 2,000 \text{ CLM} = \$175.00 \text{ per CLM}$

\* Although County A has higher overall funding per CLM in Model 3, County B still has much higher relative funding per TD eligible in the same Model, so the criteria is still satisfied.  $(\$17.50 \div \$8.13) = 2.15 > (216.67 \div 175.00) = 1.24$

Models 2 and 3 demonstrate the shifts toward and away from inherent demand and performance as each is given more or less weight. Model 2 gives more weight to performance and less weight to inherent demand (75% to 25%), so *County A*'s overall share drops to 55 percent while *County B*'s overall share rises to 45 percent. Model 3 gives less weight to performance and more weight to inherent demand (25% to 75%), so *County A*'s overall share rises to 65 percent while *County B*'s overall share drops to 35 percent. The more weight that is given to performance, the closer *County A*'s overall share nears 50 percent (its share of performance), and the closer *County B*'s overall share reaches to 50 percent (its share of performance). The more weight that is given to demand, the closer *County A*'s overall share reaches toward 70 percent (its share of inherent demand), and the closer *County B*'s overall share stays near 30 percent (its share of inherent demand). Among other insights provided by the hypothetical two county example, the differing weights on performance and inherent demand between Models 2 and 3 demonstrate how what is best for one county is inevitably worst for another county, and vice versa.

County	Inherent Demand	Performance	Which is Greater?	What Criteria is Needed?	Statewide Share %			Criteria Satisfied?		
					Model 1	Model 2	Model 3	Model 1	Model 2	Model 3
County A	70%	50%	Inherent Demand	Overall Funding > Performance	60%	55%	65%	YES	YES	YES
County B	30%	50%	Performance	Overall Funding > Inherent Demand	40%	45%	35%	YES	YES	YES



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### Adding Prior Year Allocation as a Base Funding Variable



Following the introduction of the performance variable (invoiced trips) to balance against inherent demand, *County A* faces a minimum overall share of the total allocation of 55% in Model 2 and a maximum overall share of 65% in Model 3, with Model 1 offering an intermediate overall share of 60%. Mirroring this scenario for *County A*, *County B* faces a maximum overall share of the total allocation of 45% in Model 2 and a minimum overall share of 35% in Model 3, with Model 1 again offering an intermediate overall share of 40%. Among the possibilities presented by the three models to *County A* and *County B*, the overall shares of the total allocation amount for both fall within a range of 10% each.

The hypothetical two county example is expanded on below for one final time to add consideration of each county's allocated share of the prior year available funding as a variable for base funding. *County A*'s statewide share of prior year allocations amounts to \$700,000 or 70%, and *County B*'s statewide share of prior year allocations amounts to \$300,000 or 30%.

TWO COUNTY EXAMPLE OF HOW VARIABLES INTERACT: ADDING PRIOR YEAR ALLOCATION AS BASE FUNDING VARIABLE										TOTAL FUNDING AVAILABLE			\$ 1,000,000		
COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE			MODEL 1 FACTORS			MODEL 2 FACTORS			MODEL 3 FACTORS			TOTAL FUNDING AVAILABLE		
	INHERENT DEMAND		PERFORMANCE	BASE FUNDING	TD Population	Centerline Miles	TD Population	Centerline Miles	TD Population	Centerline Miles	TD Population	Centerline Miles	TD Population	Centerline Miles	TD Population
<i>County A</i>	80,000	3,000	10,000	\$ 700,000	65.0%	62.5%	67.5%	62.5%	625,000	675,000	650,000	675,000	\$ 650,000	\$ 625,000	\$ 675,000
<i>County B</i>	20,000	2,000	10,000	\$ 300,000	33.0%	37.5%	32.5%	37.5%	375,000	325,000	350,000	325,000	\$ 350,000	\$ 375,000	\$ 325,000
<b>TOTAL</b>	<b>100,000</b>	<b>5,000</b>	<b>20,000</b>	<b>\$ 1,000,000</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>

*County A* faces overall statewide shares of 60%, 55%, and 65% in Models 1, 2, and 3 before any consideration of adding base funding, which translates to facing relative losses of -10%, -15%, and -5% since it had an overall share of 70% the year prior. By adding the base funding variable at a 50% weight, these loss thresholds for each model are reduced by 50% to -5%, -7.5%, and -2.5% respectively.

The situation for *County B* once again mirrors that of *County A* in that it faces overall statewide shares of 40%, 45%, and 35% in Models 1, 2, and 3 before any consideration of adding base funding, which translates to facing relative gains of +10%, +15%, and +5% since it had an overall share of 30% the year prior. By adding the base funding variables at a 50% weight, these gain thresholds for each model also can be reduced by 50% to +5%, +7.5%, and +2.5% respectively.

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COUNTY	Prior Year Statewide Share	Statewide Share Under Model 1 <i>before</i> 50% Base Funding Variable Added	Difference From Year Prior	Statewide Share Under Model 1 <i>after</i> 50% Base Funding Variable Added	Difference From Year Prior	Mitigation (Difference from Year Prior <i>before</i> / Difference from Year Prior <i>after</i> )
County A	70%	60%	-10.0%	65%	-5.0%	50%
County B	30%	40%	+10.0%	35%	+5.0%	50%
COUNTY	Prior Year Statewide Share	Statewide Share Under Model 2 <i>before</i> 50% Base Funding Variable Added	Difference From Year Prior	Statewide Share Under Model 2 <i>after</i> 50% Base Funding Variable Added	Difference From Year Prior	Mitigation (Difference from Year Prior <i>before</i> / Difference from Year Prior <i>after</i> )
County A	70%	55%	-15.0%	62.5%	-7.5%	50%
County B	30%	45%	+15.0%	37.5%	+7.5%	50%
COUNTY	Prior Year Statewide Share	Statewide Share Under Model 3 <i>before</i> 50% Base Funding Variable Added	Difference From Year Prior	Statewide Share Under Model 3 <i>after</i> 50% Base Funding Variable Added	Difference From Year Prior	Mitigation (Difference from Year Prior <i>before</i> / Difference from Year Prior <i>after</i> )
County A	70%	65%	-5.0%	67.5%	-2.5%	50%
County B	30%	35%	+5.0%	32.5%	+2.5%	50%

By adding this base funding variable at a 50% weight, the possible overall shares of the total allocation amount for both *County A* and *County B* presented by the three models narrows from a 10% range (55% - 65% and 45% - 35%) to a 5% range (62.5% - 67.5% and 37.5% - 32.5%). Just as this range is narrowed by 50% with the base funding variable weighted at 50%, the range would also be narrowed by 10% with the base funding variable weighted at 10%, and narrowed by 90% when weighted at 90%, etc. In this sense, the base funding variable effectively acts as both a floor and a ceiling on changes in funding from one year to the next in terms of counties' overall statewide allocated percentages.

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## FINAL RECOMMENDATIONS

### **Recommendations for Implementation**

Based on the findings from this study and much of the feedback received from stakeholders through the public workshops and other avenues, this report recommends the Commission for the Transportation Disadvantaged (CTD) consider the following changes and strategies to implement a new allocation methodology within the Trip and Equipment Grant program. These recommendations, if approved, are intended to assist CTD in codifying these changes in Rule 41-2.014, F.A.C., and aligning other policies and procedures pertaining to the distribution of Trip and Equipment Grant funds.

#### **Recommendation 1 – Amend the Current Methodology to include the Four Proposed Variables in Rule 41-2.014, F.A.C.**

**The Commission for the Transportation Disadvantaged should amend the Trip and Equipment Grant allocation methodology in Rule 41-2.014(5), F.A.C., to include the four variables proposed by this study, effective July 1, 2021.**

The study proposes four variables that use more *precise* estimates or measures of demand, performance, and base funding with the current allocation methodology. Each of these variables are intended to align the methodology with the intent of the Transportation Disadvantaged program, established in Chapter 427, F.S., to support the cost-effective provision of transportation services by qualified Community Transportation Coordinators (CTCs) to the TD population within their county. The variables include:

- 1) **TD Eligible Population** – While the current methodology accounts for *total* population (including individuals who are not transportation disadvantaged) as a variable that measures inherent demand, CTD can use the U.S. Census Bureau’s American Community Survey 5-year estimates to allocate funding more directly to a county’s TD eligible population (individuals living with a disability, persons living below poverty, and adults who are 65 or older).
- 2) **Centerline Miles (CLM)** – The study considers public road mileage data from the Federal Highway Administration as an alternative variable to county square miles within the current methodology. This would serve as a more precise measurement of a county’s overall demand for transportation services by considering the miles traveled by residents to access activities within their community. CTD can accomplish this by allocating funding based on a county’s share of statewide centerline miles.
- 3) **Trip and Equipment Grant (“Non-Sponsored”) Services** – The current methodology measures performance of CTD funded services, but also accounts for *systemwide* trips and miles reported in the Annual Operating Report (AOR) that are “sponsored” by other agencies. At a more granular level, CTD can more directly allocate funds for the provision of non-sponsored TD services, which are reimbursed by the Trip and Equipment Grant program. This can be accomplished by replacing the AOR with the invoice data submitted by CTCs on “non-sponsored” services as an alternative (and more consistent) measurement of performance within the formula.

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4) **Base Funding** – While the current methodology provides a stabilizing component in the form of an absolute amount (i.e., a county's base amount from FY 1999-2000), it does not provide a minimum threshold of loss a county can anticipate from one year to the next. CTD can use an alternative approach by updating the base amount each year based on a percentage threshold of the county's total allocated amount from the year immediately prior. CTD can also simplify this approach by adding the base as a variable within the formula.

**Recommendation 2 – Adopt Performance-Based Model 2 but with higher weight for Base Funding**

**To reward and incentivize performance and the cost-effective provision of TD non-sponsored services, the Commission should implement a model that gives greater weight to the proposed performance variable reflected in the Trip and Equipment Grant invoice data and less weight to the proposed inherent demand variables of TD Population and Centerline Miles (CLM). Also, to provide more year-over-year stability and predictability of funding, the same model should give a majority of its weight to the base funding variable reflected in allocation amounts from the year immediately prior.**

Model 2 reinforces the guiding principle of “COORDINATION” – the mission of the TD program – which is defined 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.<sup>60</sup> The proposed performance variable within this study supports this purpose by replacing the AOR with the Trip and Equipment Grant invoice data and allocating grant funds solely for the purpose of delivering TD non-sponsored services. Model 2 also enhances the guiding principles of “ACCOUNTABILITY” and “TRANSPARENCY” by granting a higher percentage of the allocation to the system’s performance and validating it with consistent, accurate data.

If Model 2 were to be adopted as presented by this study, 37.5% of the total amount appropriated for the Trip and Equipment Grant would be allocated for the CTCs’ performance from the previous fiscal year (see Recommendation 4 regarding provisions for exceptions). For the remaining funds, 50% would be allocated for the statewide base variable, 6.25% would be allocated for the state’s TD eligible population, and 6.25% would be allocated for the state’s centerline miles. However, **this report is recommending that the statewide base variable be increased to 60%, which would leave performance from the previous fiscal year at 30%, the TD eligible population at 5%, and the centerline miles at 5%.** By weighting the base funding variable at 60%, the new methodology will ensure that base funding comprises a larger portion of every county’s allocation than is currently the case.

In addition to allocating a greater percentage of funds to the performance variable, CTD should adopt the proposed weights given to the units of services (trips, miles, and bus passes) provided in the Trip and Equipment Grant invoice data. The rule language should specify that the weights for the trips and miles should be reflective of the unit costs (rates) of delivering these services, as presented by the study. For bus passes, the study proposes these services be given higher weight than their average relative rates to incentivize TD riders to use when appropriate and available. This is because “bus passes are the most cost-effective means of providing transportation for people who are in proximity to a fixed route and are able to ride a bus.”<sup>61</sup>

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<sup>60</sup> s. 427.011(11), F.S.

<sup>61</sup> CTD 2019 Annual Performance Report, p. 8

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In response to stakeholder feedback, requesting fixed-route trips and miles be considered within the allocation formula, bus passes reimbursed under the Trip and Equipment Grant are based on the number of days – NOT number of trips – allotted for eligible riders. The cost of the pass does not change based on how many trips are taken by a rider within the allotted days. Furthermore, “actual” fixed bus route trips are not reported in the grant invoice data because those services are provided to the general public under the Federal Transit Administration (FTA) and other programs. For these reasons, CTD should not consider fixed-route trips and miles within the performance variable of the Trip and Equipment Grant allocation methodology.

#### **Recommendation 3 – Raise Percentage of Base Variable Even Higher for First Year of Implementation**

**To ensure a smooth transition of the new formula, the Commission should phase-in the implementation by weighing the base variable at 80% for the first year. This will allow sufficient time for CTCs to adjust to the new changes and for CTD to explore additional policy changes pertaining to performance of the Trip and Equipment Grant (discussed in Recommendation 5).**

In SFY 2019-2020, CTD returned to using the allocation methodology in Rule 41-2.014, after two years of implementing changes through legislative proviso. This transition resulted in several local systems experiencing sudden financial losses. In response to this sudden impact, CTD restored funding to the counties that experienced a decrease in allocation to prevent further reductions of services in SFY 2019-2020. The Florida Legislature continued this funding for one more year (SFY 2020-2021) to hold the system harmless while CTD adopts a new allocation methodology in rule.

During the public workshops, some stakeholders expressed concerns over a similar scenario occurring with the new allocation methodology and requested a floor and cap be included for the first few years of implementation to “phase-in” the new formula. The proposed base variable addresses these concerns by preventing sudden, significant gains and losses in allocations from year-to-year. Implementing a floor or cap (in addition to a base) would both duplicate and complicate this effort. However, the base variable could be raised to a level higher than 60% for the first year to “phase in” the new methodology.

It is recommended CTD implement this “phase-in” approach, by setting the base variable to 80% for the first year of implementation (SFY 2021-2022), then lowering it to 60% thereafter. This approach will allow CTCs one year to plan for and adjust to changes to their allocations. This also would allow time for additional examination of the invoice data and identification of any additional policy or procedural changes needed to further align the reimbursement process with the allocation formula.

#### **Recommendation 4 – Allow for Flexibility to Respond to States of Emergency**

**When developing rule language, the Commission should allow for flexibility in determining the year of data used in each variable in determining allocations for each fiscal year. Though the most current year of data should be the common practice, there may be external events in any given year that would adversely impact allocations, such as a global pandemic or hurricane. Under these circumstances, the rule language should allow for the Commission to use data from a different year not affected by extraordinary events.**

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In 2020, the State of Florida implemented stay-at-home orders and social distancing regulations in response to the COVID-19 Coronavirus. As with most sectors of the U.S. economy, the global pandemic has negatively impacted the public transportation industry. In response to the reduction in demand for TD services, CTD implemented a rescue plan within the Trip and Equipment Grant to mitigate some of the corresponding financial losses incurred by the system. The “rescue” amount was based on the percentage of the difference in TD revenue reported on a CTC’s monthly invoice compared to its monthly Trip and Equipment allocation.

Although CTD’s rescue plan has effectively mitigated short-term financial losses from the reduction of TD services due to COVID-19, it does not address the anticipated impact these service reductions (reflected in the invoice data) will have on allocations for the upcoming fiscal year. Some stakeholders have requested CTD delay the implementation of the new formula for another year in response to COVID-19. Unfortunately, this approach would have a more negative impact on the system as the legislative “hold harmless” funding is expected to expire on June 30, 2021, which would result in many CTCs experiencing significant reductions in allocations based on their AOR data from SFY 2019-2020.

In addition to raising the percentage of the base variable for the first year (Recommendation 3) to allow the system time to transition into the new allocation formula, CTD should use the invoice data from SFY 2018-2019 to allocate performance funding based on pre-COVID-19 service levels. Further, it is recommended the rule language allow for this flexibility in selecting data from any given year to respond to similar statewide emergencies in the future, such as a major hurricane.

**Recommendation 5 – Align Reimbursement Process with New Allocation Formula**

**In addition to implementing a formula that prioritizes performance, the Commission should examine its existing policies and procedures pertaining the reimbursement of grant funds to ensure they align with the intent of the new allocation methodology. This should include an in-depth analysis of invoice data, rate structures, and potential improvements to the Annual Operating Report.**

This study attempts to address many of the goals of the Transportation Disadvantaged program, particularly as they relate to the “COORDINATION” of transportation services to the TD population, by designing an allocation methodology that ties funding to these expectations. As a performance-based approach, the proposed methodology provides a framework for CTD to promote a more cost-effective provision of non-sponsored transportation services across the state. But the methodology can only go so far in accomplishing these goals.

As stated in the preface of the “CURRENT ALLOCATION METHODOLOGY,” this study distinguishes between the allocation versus the disbursement of funding. The grant funds are not actually disbursed (i.e., paid) until after services are rendered by the CTC. The costs associated with these services are largely determined by the rates used to reimburse CTCs under the Trip and Equipment Grant. Though the study encourages the cost-effective provision of services by allocating funding solely for trips, miles, and bus passes reimbursed under the grant program, CTD should re-examine the rate structure to ensure the payments for these services align with the intent of the proposed methodology.

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In addition to the rate structure, CTD should organize and streamline its invoice data to be more consistent and presentable prior to the implementation of the new formula. An example where consistency is needed is the mileage captured in the invoice data: some CTCs report the total passenger miles, while others report total vehicle miles or direct miles (i.e., the direct length between the pick-up and drop-off location). In terms of making the invoice data “presentable,” CTD should organize the data in a similar format to the Annual Performance Report and include a new stand-alone section for this data in the same report.

CTD should also re-evaluate the role of the Annual Operating Report in measuring the performance of the broader Coordinated Transportation Disadvantaged System. This will likely require a thorough analysis of the reporting methodology to determine what is needed to improve the quality and accuracy of data. Until these issues can be addressed, CTD should rely on Trip and Equipment Grant invoice data as the primary dataset within the Annual Performance Report to the Governor and Legislature.

Finally, some of the stakeholder feedback could not be addressed by this study as it pertained to the reimbursement process. One such issue pertained to the Americans with Disabilities Act (ADA) requirement on fixed-route systems to provide complimentary paratransit services for persons with disabilities who live within the fixed-bus route corridor. Currently, CTD does not reimburse for these services because Trip and Equipment Grant 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.”<sup>62</sup> The Florida Public Transportation Association (FPTA) and other stakeholders have requested the CTD reconsider this policy prior to the adoption of a new formula (see FPTA letter in Appendix \_).

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<sup>62</sup> Supra 50

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**TABLE 7A: FINAL RECOMMENDATION - POPULATION (WEIGHTING)**

COUNTY	ACS 5-YEAR - AGE BY DISABILITY STATUS BY POVERTY STATUS (C18130)												WEIGHTED POPULATION	
	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			
WEIGHT	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	
Baker	9,167	35,875	409	1,269	36,619	116,016	4,767	9,793	1,743	21,023	1,367	9,945	56,172	
Baker	1,166	5,109	100	184	1,571	10,979	531	1,991	188	1,707	108	1,396	8,942	
Broward	7,267	28,867	792	1,871	10,558	79,425	4,961	11,666	1,249	15,210	1,530	11,521	104,723	
Broward	1,463	3,441	172	354	1,653	9,408	949	1,427	320	2,348	182	1,684	10,452	
Broward	17,763	82,418	1,652	3,104	33,053	259,537	9,448	30,743	6,327	80,685	4,235	39,913	271,723	
Broward	72,320	316,533	3,283	11,359	119,302	975,643	22,266	70,192	22,890	176,174	15,153	85,776	598,715	
Calhoun	273	2,594	26	117	566	5,095	343	922	101	980	200	1,119	4,641	
Charlotte	3,339	16,826	674	1,055	7,657	61,744	2,964	11,047	2,878	42,836	1,740	20,513	94,703	
Clay	5,471	14,020	534	716	9,100	48,443	3,957	7,510	2,683	30,586	1,692	19,680	71,313	
Clay	5,961	40,228	614	1,673	10,365	99,867	2,722	11,699	1,376	17,966	745	10,383	63,502	
Clay	13,408	47,853	681	1,191	21,170	152,724	2,401	9,224	4,899	78,978	1,759	25,802	108,772	
Columbia	3,536	10,538	275	452	4,248	26,566	1,742	4,745	484	6,088	830	4,508	26,908	
Dixie	2,584	4,011	139	184	3,531	12,542	837	1,260	591	4,567	322	2,192	17,976	
Dixie	809	1,933	94	71	1,304	4,915	830	1,097	254	1,872	107	1,449	7,887	
Dixie	45,660	150,605	3,142	6,913	61,239	442,230	17,298	48,934	6,279	68,421	6,140	19,584	111,330	
Escambia	13,101	46,026	1,110	2,579	17,081	136,138	6,154	17,384	1,697	30,309	1,525	15,372	106,322	
Escambia	3,162	13,955	93	762	5,809	43,867	1,386	5,564	1,412	20,754	713	8,500	48,157	
Franklin	649	1,137	77	56	783	3,896	372	673	140	1,308	70	964	5,092	
Gadsden	3,573	5,252	525	322	3,781	17,159	1,770	2,165	422	3,870	411	2,779	20,721	
Gilchrist	798	2,090	125	232	1,246	6,771	537	1,052	86	1,806	114	1,346	7,342	
Gilchrist	476	1,551	37	22	873	4,787	174	745	285	1,674	216	1,275	3,777	
Gulf	478	2,020	55	58	884	5,993	244	813	140	1,558	99	1,263	5,592	
Gulf	998	1,461	78	148	1,266	3,689	529	1,558	155	932	217	188	1,837	
Hardee	3,028	3,910	77	128	2,720	10,304	357	769	307	2,527	286	968	11,167	
Hernando	3,521	6,751	138	316	5,130	15,986	902	3,554	424	2,608	469	1,832	16,700	
Hernando	5,722	25,706	627	1,033	10,714	71,661	3,981	10,904	2,962	28,868	1,692	16,127	82,630	
Hillsborough	5,465	10,764	391	735	7,813	32,860	2,645	3,047	1,868	21,247	1,149	10,641	27,001	
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	441,020	
Hillsborough	1,134	2,379	81	81	1,651	6,320	1,038	1,158	199	1,633	383	1,475	8,873	
Indian River	4,558	19,180	227	731	7,483	60,277	2,401	7,155	2,049	30,887	1,444	12,907	69,842	
Jackson	2,290	5,951	218	242	3,628	15,924	1,265	2,439	401	4,248	543	3,721	19,555	
Jefferson	394	1,778	21	103	733	4,965	284	567	77	1,887	153	805	5,024	
Jefferson	380	1,540	5	17	558	3,048	256	260	70	346	175	525	3,597	
Lake	11,746	50,307	862	1,829	17,178	139,286	4,692	18,071	4,343	53,861	2,514	26,515	141,611	
Lake	28,513	94,474	1,371	3,499	45,000	302,885	9,361	28,496	10,798	130,017	4,902	50,073	131,050	
Leon	9,196	41,183	803	1,997	38,275	131,689	5,321	17,014	1,172	21,771	1,337	10,593	102,479	
Leon	2,421	4,740	202	401	3,200	15,526	1,273	2,418	812	4,901	269	3,316	19,713	
Liberty	139	1,061	8	105	391	3,157	195	627	81	414	92	675	2,727	
Liberty	1,425	1,877	32	33	1,924	5,903	637	1,096	415	1,661	170	1,215	3,588	
Manatee	13,255	52,505	1,000	2,331	19,636	162,493	5,201	15,256	4,694	64,894	2,243	26,155	154,465	
Marion	16,569	43,221	1,535	2,319	22,890	129,117	7,240	17,278	4,146	60,443	3,982	29,196	145,555	
Marin	3,868	21,146	308	684	6,763	66,198	2,252	6,383	2,126	30,582	895	12,972	66,833	
Marion	126,790	404,119	6,232	11,812	227,431	1,368,132	34,317	80,145	52,394	224,292	35,387	103,678	304,074	
Monroe	1,925	9,139	36	262	4,093	38,660	1,085	2,838	1,267	10,835	449	3,567	26,357	
Monroe	1,911	13,331	147	570	3,521	36,935	1,297	5,700	664	10,283	627	5,004	27,395	
Okaloosa	6,698	34,985	541	1,730	9,817	88,865	3,178	11,577	930	17,957	1,179	10,397	64,005	
Okaloosa	3,008	4,759	182	227	3,648	15,035	829	2,179	590	4,653	238	1,097	17,003	
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	402,191	
Orange	17,516	59,874	2,306	3,445	24,079	160,556	5,784	20,204	2,695	23,159	2,399	24,148	145,745	
Palm Beach	50,751	216,700	1,923	6,982	85,143	667,652	14,680	50,354	18,857	21,352	11,501	90,398	541,941	
Palm Beach	17,050	79,625	1,445	4,052	29,289	22,967	8,940	27,560	6,588	66,564	4,233	34,460	111,281	
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	377,494	
Pinellas	34,735	104,293	5,646	4,676	44,333	284,173	12,817	24,765	7,945	77,929	5,273	40,400	206,619	
Putnam	5,584	8,596	236	665	7,384	26,316	2,456	3,875	1,276	9,090	687	4,954	36,207	
Putnam	4,084	44,603	200	1,608	10,531	114,544	2,418	3,400	1,696	30,401	725	11,973	71,636	
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	125,745	
St. Lucie	4,825	30,395	479	1,448	6,714	78,328	2,717	10,268	549	14,422	813	9,664	11,231	
Sarasota	8,439	48,542	519	1,659	17,419	187,078	3,919	15,570	5,938	95,827	3,021	38,593	190,904	
Sarasota	13,125	78,649	1,098	2,768	26,294	239,302	4,898	17,672	3,919	42,375	1,986	17,922	152,312	
Sumter	1,911	6,279	35	380	3,553	28,075	1,152	3,376	2,137	47,664	1,051	15,905	77,164	
Taylor	1,090	2,660	53	241	1,238	6,515	713	1,527	266	2,204	208	1,332	8,872	
Taylor	872	1,773	102	101	841	3,764	192	540	80	870	44	523	4,166	
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	222,419	
Walton	811	5,424	176	184	1,108	13,442	774	1,794	309	2,579	94	1,320	1,202	
Walton	3,256	9,274	180	383	3,817	28,616	1,330	4,068	389	7,538	389	4,252	25,602	
Walton	1,309	5,194	120	317	2,158	8,606	842	1,224	111	2,185	160	1,520	10,982	
<b>TOTAL</b>	<b>815,607</b>	<b>3,090,239</b>	<b>54,893</b>	<b>122,416</b>	<b>1,385,739</b>	<b>9,458,445</b>	<b>313,917</b>	<b>900,300</b>	<b>246,590</b>	<b>2,426,508</b>	<b>166,336</b>	<b>1,156,696</b>	<b>7,589,002</b>	

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TABLE 7B: FINAL RECOMMENDATION - 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	1.0		
Aucilla	759.554	0.000	1,060.500	0.000	1,820.054	
Baker	733.736	301.070	0.000	0.000	1,034.806	
Baldwin	265.746	51.148	1,222.078	0.000	1,497.922	
Bradford	265.122	183.947	0.000	0.000	449.069	
Brevard	396.412	0.000	418.701	2,765.677	3,503.000	
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	152.352	1,408.293	0.000	2,408.565	
Clay	251.219	40.797	0.000	949.016	1,241.032	
Columbia	398.442	131.010	0.000	1,125.643	1,625.095	
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	
Dixie	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	
Floyd	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	955.106	
Gilchrist	577.776	0.000	0.000	0.000	577.776	
Giles	375.718	11.805	0.000	0.000	375.718	
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	511.675	
Hernando	490.172	0.000	1,322.109	0.000	1,812.281	
Hillsborough	465.307	260.186	953.622	0.000	1,679.133	
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	
Jefferson	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	4,572.647	
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	
Mahone	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	4,042.213	
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	1,364.534	
Palm Beach	232.141	172.819	0.000	3,536.090	3,941.050	
Perry	297.377	0.000	463.156	1,629.733	2,290.000	
Pinellas	8.208	0.000	0.000	3,657.503	3,665.711	
Polk	782.975	381.131	0.000	3,316.989	4,480.055	
Putnam	1,245.063	727.001	0.000	0.000	1,972.064	
St. Johns	440.726	39.798	411.846	394.004	1,186.574	
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	
Swainson	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	323.315	
Volusia	459.723	0.000	1,191.849	1,724.149	3,375.721	
Walton	772.077	298.117	0.000	0.000	1,070.154	
Walton	1,159.934	122.778	108.746	0.000	1,391.458	
Walton	1,270.533	0.000	0.000	0.000	1,270.533	
<b>TOTAL</b>	<b>36,625.024</b>	<b>7,237.737</b>	<b>16,673.406</b>	<b>62,563.057</b>	<b>123,099.224</b>	

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**TABLE 7C: FINAL RECOMMENDATION - TRIP AND EQUIPMENT GRANT INVOICES (WEIGHTING)**

COUNTY	TRIP & EQUIPMENT GRANT INVOICE DATA															WEIGHTED INVOICE TOTAL	
	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	0.35	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	37,997.340	
Bay	11,196	5,352	0	0	0	112,035	38,232	0	0	0	0	0	0	0	0	161,292.350	
Brevard	6,233	1,215	0	0	0	120,113	17,158	0	0	0	0	0	0	0	0	15,552.000	
Calhoun	2,598	480	7	0	0	88,247	18,590	355	0	0	0	0	0	0	0	53,612.580	
Charlotte	18,785	6,466	0	8,214	857	118,839	38,141	0	73,498	7,104	0	0	0	0	0	54,105.500	
Citrus	16,147	1,705	0	0	0	96,501	11,924	0	0	0	2,289	0	0	0	0	121,503.560	
Dade	20,041	8,473	0	0	12,842	161,296	59,638	0	0	76,306	585	0	0	0	0	71,520.290	
Collier	21,198	3,545	0	0	2,486	279,019	38,781	0	0	40,147	0	0	0	0	0	38,147.890	
Collier	8,565	1,704	0	0	0	113,013	21,087	0	0	0	0	0	0	0	0	13,637.400	
DeSoto	4,513	1,095	28	0	0	54,909	9,388	209	0	0	0	0	0	0	0	15,089.510	
Dixie	2,982	506	18	0	0	124,646	14,375	736	0	0	0	0	0	0	0	12,171.700	
Duval	37,532	16,428	0	0	0	334,496	132,908	0	0	0	0	0	0	0	0	81,522.620	
Flagler	19,952	1,943	0	0	0	206,929	18,973	0	0	0	0	0	0	0	0	20,821.750	
Franklin	3,152	434	0	0	0	133,046	20,166	0	0	0	0	0	0	0	0	69,462.750	
Gadsden	17,282	1,482	0	0	0	443,361	31,325	0	0	0	0	0	0	0	0	14,336.020	
Jefferson	3,118	780	28	0	0	75,282	15,113	936	0	0	0	0	0	0	0	13,979.170	
Glades	2,711	1,410	0	0	0	59,902	19,046	0	0	0	0	0	0	0	0	13,061.110	
Hardee	3,679	1,076	0	0	0	100,552	20,587	0	0	0	0	0	0	0	0	8,215.250	
Hamilton	2,671	531	0	0	0	35,238	6,575	0	0	0	0	0	0	0	0	12,560.340	
Hendry	4,157	1,008	26	0	0	50,572	8,646	192	0	0	0	0	0	0	0	30,375.080	
Hernando	5,744	2,988	0	0	0	126,913	40,354	0	0	0	0	0	0	0	0	58,424.930	
Highlands	5,813	5,829	0	0	0	57,286	46,905	0	0	0	0	0	0	0	0	43,822.910	
Hillsborough	14,503	3,517	91	0	0	176,438	30,165	671	0	0	0	0	0	0	0	56,651.420	
Holmes	9,664	11,608	0	6,363	2,887	105,011	106,278	0	96,612	12,416	22,146	0	0	5,230	0	32,326.460	
Holmes	7,087	1,896	100	0	0	127,948	46,146	2,824	0	0	0	0	0	0	0	14,191.750	
Jackson	13,545	4,632	0	0	0	97,438	29,615	0	0	0	0	0	0	0	0	35,486.210	
Jackson	8,988	2,679	20	0	0	136,198	47,483	500	0	0	0	0	0	0	0	12,215.000	
Jefferson	9,453	80	0	0	0	123,415	1,674	0	0	0	0	0	0	0	0	15,022.350	
Lafayette	3,537	453	0	0	0	86,948	11,885	0	0	0	0	0	0	0	0	16,681.610	
Lee	23,593	6,271	0	0	0	372,682	89,063	0	0	0	0	0	0	0	0	92,471.210	
Lee	29,087	11,137	0	0	0	306,723	81,053	0	0	0	0	0	0	0	0	71,441.950	
Levy	19,094	3,283	0	0	0	295,398	45,377	0	0	0	1,152	0	0	0	0	30,107.900	
Levy	5,043	1,305	0	0	0	164,782	37,460	0	0	0	0	0	0	0	0	11,845.500	
Liberty	4,402	969	0	0	0	115,734	30,840	0	0	0	0	0	0	0	0	19,958.910	
Madison	4,322	930	0	0	0	68,673	9,933	0	0	0	550	0	0	0	0	12,121.740	
Mimento	19,853	5,749	0	0	0	122,627	35,025	0	0	0	128	0	0	0	0	71,088.250	
Marian	20,177	13,526	0	0	0	135,886	84,285	0	0	0	0	0	0	0	0	53,140.730	
Martin	6,764	2,583	0	0	0	63,775	32,989	0	0	0	0	0	0	0	0	10,399.800	
Miami-Dade	0	0	0	0	0	0	0	0	0	52,164	0	3,925	10,399	6,771		53,279,580	
Morgan	6,436	302	0	367	1,267	108,711	13,762	0	17,267	12,317	0	0	0	0	0	25,700.000	
Nassau	24,866	5,475	0	0	0	372,783	77,093	0	0	0	0	0	0	0	0	84,557.610	
Dubuque	29,819	11,305	0	0	0	185,076	52,193	0	0	0	0	0	0	0	0	13,747.870	
Okeechobee	4,549	1,103	29	0	0	55,347	9,463	211	0	0	0	0	0	0	0	18,471.330	
Dade	52,893	37,915	0	0	0	469,711	206,809	0	0	0	0	0	0	0	0	61,777.730	
Osceola	16,381	11,742	0	0	0	145,470	64,049	0	0	0	0	0	0	0	0	16,165.330	
Palm Beach	122,059	6,715	0	0	0	173,854	79,045	0	0	0	9,764	0	0	417	0	74,123.530	
Pasco	23,755	9,267	0	0	0	165,493	64,149	0	0	0	716	0	0	0	0	23,409.170	
Palm Beach	12,817	486	0	56,277	0	64,854	2,121	0	356,770	0	49,136	891	0	0	0	7,767	89,271,410
Polk	15,967	4,875	0	0	0	157,577	55,583	0	0	0	3,748	0	0	0	0	52,165.740	
Palm Beach	17,406	3,983	0	0	0	172,420	45,330	0	0	0	304	0	0	0	0	84,476.600	
St. Johns	17,737	7,606	97	0	0	108,852	39,700	600	0	0	3,561	0	0	0	0	10,311.440	
St. Lucie	62,357	3,951	0	0	0	181,860	16,782	0	0	0	0	0	0	0	0	40,984.490	
Santa Rosa	10,303	5,712	0	0	0	127,623	48,287	0	0	0	0	0	0	0	0	24,331.130	
Seminole	39,104	11,582	0	0	0	423,003	147,909	0	0	0	0	0	0	0	0	67,515,960	
Seminole	17,902	12,833	0	0	0	158,982	69,998	0	0	0	0	0	0	0	0	53,111.940	
Seminole	15,833	1,960	0	0	0	167,023	19,204	0	0	0	0	0	0	0	0	22,088.830	
Suwannee	7,181	1,428	0	0	0	94,748	17,679	0	0	0	0	0	0	0	0	10,541.560	
Union	5,228	1,505	0	0	0	48,047	13,135	0	0	0	569	0	0	0	0	14,492.640	
Volusia	25,553	26,619	1	0	0	555,363	266,076	0	0	0	0	0	0	0	0	12,570.520	
Wakulla	5,658	1,124	0	0	0	134,000	28,954	146	0	0	0	0	0	0	0	25,947.140	
Walton	23,208	2,943	0	0	0	314,313	29,442	0	0	0	0	0	0	0	0	14,547.540	
Washington	8,794	2,353	123	0	0	158,780	57,266	3,505	0	0	0	0	0	0	0	40,111.920	
<b>TOTAL</b>	<b>1,231,686</b>	<b>333,098</b>	<b>568</b>	<b>71,221</b>	<b>20,339</b>	<b>14,530,646</b>	<b>3,031,845</b>	<b>10,885</b>	<b>544,147</b>	<b>148,300</b>	<b>173,274</b>	<b>891</b>	<b>3,925</b>	<b>16,046</b>	<b>14,538</b>	<b>5,643,204.900</b>	

Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

Funding Allocation Study

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TABLE 8A: FINAL RECOMMENDATION - 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%	0.79%	1.15%
Baker	8,942	1,034,806	25,012,710	\$259,054.33	0.12%	0.84%	0.44%	0.46%
Bay	68,825	1,538,972	37,997,340	\$463,681.00	0.91%	1.25%	0.67%	0.82%
Broward	10,452	449,069	23,226,660	\$224,336.31	0.14%	0.36%	0.41%	0.40%
Brevard	227,125	3,580,790	161,292,350	\$1,580,812.00	2.99%	2.91%	2.88%	2.80%
Broward	598,715	5,093,644	579,889,540	\$4,593,446.00	7.89%	4.14%	10.28%	8.12%
Calhoun	4,647	593,681	15,552,000	\$203,853.53	0.06%	0.48%	0.28%	0.36%
Charlotte	94,703	2,286,968	58,374,810	\$481,706.71	1.25%	1.86%	1.03%	0.85%
Citrus	77,937	2,498,665	53,612,680	\$539,101.02	1.03%	2.03%	0.95%	0.95%
Dixie	63,502	1,241,032	99,319,320	\$551,649.14	0.84%	1.01%	1.76%	0.98%
Collier	159,723	1,655,095	71,520,290	\$910,350.00	2.10%	1.34%	1.27%	1.61%
Columbia	26,908	1,540,741	26,947,890	\$352,353.00	0.35%	1.25%	0.47%	0.62%
DeSoto	17,976	514,840	13,637,400	\$231,978.00	0.24%	0.42%	0.24%	0.41%
Dixie	7,887	585,593	19,080,310	\$210,456.00	0.10%	0.48%	0.34%	0.37%
Duval	303,630	4,637,352	121,503,560	\$1,826,890.37	4.00%	3.77%	2.15%	3.23%
Flagler	106,322	2,222,783	47,173,410	\$691,065.00	1.40%	1.81%	0.84%	1.22%
Flagler	48,157	989,862	81,522,620	\$417,078.86	0.63%	0.80%	1.44%	0.74%
Franklin	5,092	400,954	20,622,620	\$183,936.43	0.07%	0.33%	0.37%	0.33%
Gadsden	20,221	985,106	69,462,750	\$410,915.79	0.27%	0.80%	1.23%	0.73%
Gilchrist	7,342	577,776	14,979,170	\$179,368.10	0.10%	0.47%	0.27%	0.32%
Glades	5,787	387,521	14,336,020	\$225,601.50	0.08%	0.31%	0.25%	0.40%
Gulf	5,592	419,410	19,063,190	\$218,437.87	0.07%	0.34%	0.34%	0.39%
Hamilton	5,837	665,430	8,215,250	\$168,173.02	0.08%	0.54%	0.15%	0.30%
Hanson	11,167	649,725	12,560,340	\$247,112.53	0.15%	0.53%	0.22%	0.44%
Hendry	16,704	621,675	30,375,080	\$366,927.00	0.22%	0.51%	0.54%	0.65%
Hernando	82,630	1,812,281	29,424,750	\$489,979.86	1.09%	1.47%	0.52%	0.87%
Highlands	57,001	1,679,115	43,822,910	\$467,885.00	0.75%	1.36%	0.78%	0.83%
Hillsborough	441,020	5,318,791	296,658,820	\$7,186,383.87	5.81%	4.32%	5.26%	3.87%
Holmes	8,833	937,622	32,326,460	\$259,471.81	0.12%	0.76%	0.57%	0.46%
Indian River	69,842	1,108,769	36,197,750	\$417,342.19	0.92%	0.90%	0.64%	0.74%
Jackson	18,555	1,737,394	35,486,210	\$442,520.00	0.24%	1.41%	0.63%	0.78%
Jefferson	5,024	693,853	22,215,080	\$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%	0.27%	0.29%
Lake	141,611	2,414,662	86,662,610	\$785,438.48	1.87%	1.96%	1.54%	1.39%
Lee	311,030	4,572,547	92,471,210	\$1,274,338.78	4.10%	3.71%	1.64%	2.25%
Lee	102,479	1,656,081	73,448,990	\$547,783.00	1.35%	1.35%	1.30%	0.97%
Levy	19,213	1,339,880	30,107,900	\$413,817.00	0.25%	1.09%	0.53%	0.73%
Liberty	2,727	813,710	22,865,500	\$267,952.00	0.04%	0.66%	0.41%	0.47%
Madison	8,568	878,725	19,958,910	\$238,041.00	0.11%	0.71%	0.35%	0.42%
Manatee	154,465	1,967,816	49,123,250	\$747,965.51	2.04%	1.60%	0.87%	1.32%
Marion	165,500	4,037,213	71,088,250	\$854,091.00	2.18%	3.28%	1.26%	1.51%
Martin	66,833	742,156	23,140,730	\$389,427.26	0.88%	0.60%	0.41%	0.65%
Miami-Dade	902,678	7,264,739	532,795,800	\$6,951,485.00	11.89%	5.90%	9.44%	12.30%
Monroe	26,357	728,940	25,206,410	\$371,023.00	0.35%	0.59%	0.45%	0.66%
Nassau	29,104	791,936	84,557,610	\$316,009.00	0.38%	0.64%	1.50%	0.56%
Okaloosa	64,005	1,584,261	76,417,910	\$567,105.00	0.84%	1.29%	1.35%	1.00%
Okeechobee	17,603	535,765	13,747,870	\$243,040.00	0.23%	0.44%	0.24%	0.43%
Orange	402,191	4,717,692	199,477,130	\$3,007,142.77	5.30%	3.83%	3.53%	5.32%
Osceola	115,745	1,568,584	61,777,730	\$1,094,660.00	1.53%	1.27%	1.09%	1.94%
Palm Beach	541,941	3,941,050	416,146,450	\$3,746,864.00	7.14%	3.20%	7.37%	6.63%
Pasco	201,141	2,390,166	74,123,530	\$877,866.83	2.65%	1.94%	1.31%	1.55%
Pinellas	377,494	3,665,711	560,049,170	\$3,747,146.42	4.97%	2.98%	9.93%	6.63%
Polk	266,519	4,481,095	89,271,410	\$1,334,687.00	3.51%	3.64%	1.58%	2.36%
Putnam	36,207	1,972,064	52,165,200	\$428,717.00	0.48%	1.60%	0.92%	0.76%
St. Johns	73,036	1,286,374	84,476,600	\$613,232.87	0.96%	1.04%	1.50%	1.08%
Sumter	125,745	1,769,212	90,412,640	\$784,128.54	1.66%	1.44%	1.60%	1.39%
Santa Rosa	52,127	1,974,136	40,984,490	\$432,546.00	0.69%	1.60%	0.73%	0.77%
Seminole	190,904	2,453,248	126,238,230	\$1,287,772.02	2.52%	1.99%	2.24%	2.28%
Seminole	132,262	1,643,945	67,515,960	\$966,390.22	1.74%	1.34%	1.20%	1.71%
Seminole	77,164	1,237,068	39,131,980	\$416,520.50	1.02%	1.00%	0.69%	0.74%
Suwannee	19,039	1,546,861	22,088,830	\$247,175.00	0.25%	1.26%	0.39%	0.44%
Taylor	8,872	917,067	20,514,150	\$312,431.00	0.12%	0.74%	0.36%	0.55%
Union	4,164	327,315	14,492,640	\$184,430.71	0.05%	0.27%	0.26%	0.33%
Walton	222,419	3,375,721	171,574,520	\$1,398,779.42	2.93%	2.74%	3.04%	2.47%
Wakulla	9,399	1,071,194	25,947,140	\$210,946.00	0.12%	0.87%	0.46%	0.37%
Washington	25,602	1,391,458	64,647,540	\$408,542.00	0.34%	1.13%	1.15%	0.72%
Washington	10,047	1,270,533	40,111,920	\$241,173.99	0.13%	1.03%	0.71%	0.43%
<b>TOTAL</b>	<b>7,589,002</b>	<b>123,099,224</b>	<b>5,643,204,900</b>	<b>\$56,538,360.24</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

Florida Commission for the Transportation Disadvantaged  
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FINAL DRAFT

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TABLE 8B: FINAL RECOMMENDATION - TRIP AND EQUIPMENT GRANT FINAL ALLOCATION FACTORS WITH BASE

COUNTY	WEIGHTED STATEWIDE SHARES BY VARIABLE			YEAR 1 MODEL FACTORS TD Population Centerline Miles Invoiced Trips 19-20 Allocation	YEAR 2 MODEL FACTORS TD Population Centerline Miles Invoiced Trips 19-20 Allocation	YEAR 3 MODEL FACTORS TD Population Centerline Miles Invoiced Trips 19-20 Allocation
	INHERENT DEMAND		PERFORMANCE			
	TD Population	Centerline Miles	Invoiced Trips			
Alachua	1.27%	1.48%	0.79%	1.15%	1.11%	1.06%
Andre	0.12%	0.84%	0.44%	0.46%	0.46%	0.46%
Bay	0.91%	1.25%	0.67%	0.82%	0.81%	0.80%
Broward	0.14%	0.36%	0.41%	0.40%	0.39%	0.39%
Brevard	2.99%	2.91%	2.86%	2.80%	2.81%	2.83%
Broward	7.89%	4.14%	10.28%	8.12%	8.34%	8.56%
Calhoun	0.05%	0.48%	0.28%	0.36%	0.34%	0.33%
Charlotte	1.25%	1.86%	1.03%	0.85%	0.91%	0.98%
Citrus	1.03%	2.03%	0.95%	0.95%	0.98%	1.01%
Clay	0.84%	1.01%	1.76%	0.98%	1.09%	1.21%
Collier	2.10%	1.34%	1.27%	1.61%	1.56%	1.52%
Columbia	0.35%	1.25%	0.47%	0.62%	0.61%	0.59%
DeSoto	0.24%	0.42%	0.24%	0.41%	0.38%	0.35%
Dixie	0.10%	0.48%	0.34%	0.37%	0.36%	0.35%
Duval	4.00%	3.77%	2.15%	3.23%	3.10%	2.97%
Escalante	1.40%	1.81%	0.84%	1.22%	1.18%	1.14%
Flagler	0.63%	0.80%	1.44%	0.74%	0.84%	0.95%
Franklin	0.07%	0.33%	0.37%	0.33%	0.32%	0.32%
Gadsden	0.27%	0.80%	1.23%	0.73%	0.79%	0.86%
Gadsden	0.10%	0.47%	0.27%	0.32%	0.31%	0.30%
Glades	0.08%	0.31%	0.25%	0.40%	0.37%	0.34%
Gulf	0.07%	0.34%	0.34%	0.39%	0.37%	0.35%
Hamilton	0.08%	0.54%	0.15%	0.30%	0.28%	0.25%
Hendry	0.15%	0.53%	0.22%	0.44%	0.40%	0.36%
Hendry	0.22%	0.51%	0.54%	0.65%	0.62%	0.59%
Hernando	1.09%	1.47%	0.52%	0.87%	0.84%	0.80%
Highlands	0.75%	1.36%	0.78%	0.83%	0.83%	0.84%
Hillsborough	5.81%	4.32%	5.26%	3.87%	4.14%	4.40%
Holmes	0.12%	0.76%	0.57%	0.46%	0.48%	0.49%
Indian River	0.92%	0.90%	0.64%	0.74%	0.73%	0.73%
Jackson	0.24%	1.41%	0.63%	0.78%	0.76%	0.74%
Jefferson	0.07%	0.56%	0.39%	0.38%	0.38%	0.38%
Lafayette	0.03%	0.40%	0.27%	0.29%	0.28%	0.27%
Lake	1.87%	1.96%	1.54%	1.39%	1.44%	1.49%
Lee	4.10%	3.71%	1.64%	2.25%	2.24%	2.23%
Lee	1.35%	1.35%	1.30%	0.97%	1.04%	1.11%
Levy	0.25%	1.09%	0.53%	0.73%	0.70%	0.67%
Liberty	0.04%	0.66%	0.41%	0.47%	0.46%	0.44%
Madison	0.11%	0.71%	0.35%	0.42%	0.41%	0.40%
Manatee	2.04%	1.60%	0.87%	1.32%	1.28%	1.24%
Marian	2.18%	3.28%	1.26%	1.51%	1.53%	1.56%
Martin	0.88%	0.60%	0.41%	0.69%	0.65%	0.61%
Miami-Dade	11.89%	5.90%	9.44%	12.30%	11.70%	11.10%
Marion	0.35%	0.59%	0.45%	0.66%	0.62%	0.57%
Nassau	0.38%	0.64%	1.50%	0.56%	0.70%	0.84%
Okaloosa	0.84%	1.29%	1.35%	1.00%	1.06%	1.11%
Okeechobee	0.23%	0.44%	0.24%	0.43%	0.40%	0.36%
Orange	5.30%	3.83%	3.53%	5.32%	5.01%	4.71%
Osceola	1.53%	1.27%	1.09%	1.94%	1.78%	1.63%
Palm Beach	7.14%	3.20%	7.37%	6.63%	6.67%	6.71%
Pasco	2.65%	1.94%	1.31%	1.55%	1.55%	1.56%
Pinellas	4.97%	2.98%	9.93%	6.63%	6.99%	7.35%
Polk	3.51%	3.64%	1.58%	2.36%	2.30%	2.25%
Putnam	0.48%	1.60%	0.92%	0.76%	0.80%	0.84%
St. Johns	0.96%	1.04%	1.50%	1.08%	1.14%	1.20%
Sumter	1.66%	1.44%	1.60%	1.39%	1.43%	1.47%
Santa Rosa	0.69%	1.60%	0.73%	0.77%	0.78%	0.79%
Seminole	2.52%	1.99%	2.24%	2.28%	2.27%	2.26%
Seminole	1.74%	1.34%	1.20%	1.71%	1.62%	1.54%
Seminole	1.02%	1.00%	0.69%	0.74%	0.74%	0.75%
Suwannee	0.25%	1.26%	0.39%	0.44%	0.45%	0.46%
Taylor	0.12%	0.74%	0.36%	0.55%	0.52%	0.48%
Union	0.05%	0.27%	0.26%	0.33%	0.31%	0.29%
Walton	2.93%	2.74%	3.04%	2.47%	2.58%	2.68%
Wakulla	0.12%	0.87%	0.46%	0.37%	0.39%	0.41%
Walton	0.34%	1.13%	1.15%	0.72%	0.78%	0.85%
Washington	0.13%	1.03%	0.71%	0.43%	0.48%	0.53%
<b>TOTAL</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>	<b>100.00%</b>

# Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

For discussion purposes only.

## Funding Allocation Study

Fiscal Year 2020

TABLE 8C: FINAL RECOMMENDATION - TRIP AND EQUIPMENT GRANT FINAL ALLOCATIONS WITH BASE

COUNTY	YEAR 1 MODEL FACTORS			YEAR 2 MODEL FACTORS			YEAR 3 MODEL FACTORS			TOTAL FUNDING AVAILABLE		\$ 56,716,435.23	2019-2020 ALLOCATION pre-“Hold Harmless”		2018-2019 ALLOCATION								
	TD Population	2.5%	TD Population	5.0%	TD Population	5.0%	Centerline Miles	2.5%	Centerline Miles	5.0%	Centerline Miles	5.0%	Involved Trips	15.0%	Involved Trips	30.0%	Involved Trips	30.0%	19-20 Allocation	80.0%	19-20 Allocation	60.0%	19-20 Allocation
Alachua		1.11%		1.06%		1.06%		\$ 628,281.86	\$ 603,692.87	\$ 603,692.87	\$ 603,692.87	\$ 650,820.54	\$ 605,854.51	\$ 650,820.54	\$ 605,854.51	\$ 650,820.54	\$ 605,854.51	\$ 650,820.54	\$ 605,854.51	\$ 650,820.54	\$ 605,854.51		
Baker		0.46%		0.46%		0.46%		\$ 259,194.40	\$ 258,518.54	\$ 258,518.54	\$ 258,518.54	\$ 227,561.45	\$ 259,014.53	\$ 227,561.45	\$ 259,014.53	\$ 227,561.45	\$ 259,014.53	\$ 227,561.45	\$ 259,014.53	\$ 227,561.45	\$ 259,014.53		
Bay		0.81%		0.80%		0.80%		\$ 459,982.03	\$ 454,822.64	\$ 454,822.64	\$ 454,822.64	\$ 463,681.20	\$ 449,477.93	\$ 463,681.20	\$ 449,477.93	\$ 463,681.20	\$ 449,477.93	\$ 463,681.20	\$ 449,477.93	\$ 463,681.20	\$ 449,477.93		
Broward		0.39%		0.39%		0.39%		\$ 222,175.27	\$ 219,307.66	\$ 219,307.66	\$ 219,307.66	\$ 135,857.45	\$ 224,838.31	\$ 135,857.45	\$ 224,838.31	\$ 135,857.45	\$ 224,838.31	\$ 135,857.45	\$ 224,838.31	\$ 135,857.45	\$ 224,838.31	\$ 135,857.45	
Brevard		2.81%		2.83%		2.83%		\$ 1,595,471.14	\$ 1,605,151.31	\$ 1,605,151.31	\$ 1,605,151.31	\$ 1,580,811.86	\$ 1,436,816.61	\$ 1,580,811.86	\$ 1,436,816.61	\$ 1,580,811.86	\$ 1,436,816.61	\$ 1,580,811.86	\$ 1,436,816.61	\$ 1,580,811.86	\$ 1,436,816.61		
Brickell		8.34%		8.56%		8.56%		\$ 4,731,082.02	\$ 4,854,250.38	\$ 4,854,250.38	\$ 4,854,250.38	\$ 4,293,465.78	\$ 4,156,055.09	\$ 4,293,465.78	\$ 4,156,055.09	\$ 4,293,465.78	\$ 4,156,055.09	\$ 4,293,465.78	\$ 4,156,055.09	\$ 4,293,465.78	\$ 4,156,055.09		
Calhoun		0.34%		0.33%		0.33%		\$ 194,748.55	\$ 185,001.50	\$ 185,001.50	\$ 185,001.50	\$ 201,090.37	\$ 203,853.53	\$ 201,090.37	\$ 203,853.53	\$ 201,090.37	\$ 203,853.53	\$ 201,090.37	\$ 203,853.53	\$ 201,090.37	\$ 203,853.53		
Charlotte		0.91%		0.98%		0.98%		\$ 518,619.00	\$ 554,014.08	\$ 554,014.08	\$ 554,014.08	\$ 577,084.64	\$ 581,067.71	\$ 577,084.64	\$ 581,067.71	\$ 577,084.64	\$ 581,067.71	\$ 577,084.64	\$ 581,067.71	\$ 577,084.64	\$ 581,067.71		
Citrus		0.98%		1.01%		1.01%		\$ 556,805.76	\$ 572,812.53	\$ 572,812.53	\$ 572,812.53	\$ 417,127.55	\$ 539,101.02	\$ 417,127.55	\$ 539,101.02	\$ 417,127.55	\$ 539,101.02	\$ 417,127.55	\$ 539,101.02	\$ 417,127.55	\$ 539,101.02		
Clay		1.09%		1.21%		1.21%		\$ 618,598.37	\$ 683,810.11	\$ 683,810.11	\$ 683,810.11	\$ 129,886.62	\$ 151,549.13	\$ 129,886.62	\$ 151,549.13	\$ 129,886.62	\$ 151,549.13	\$ 129,886.62	\$ 151,549.13	\$ 129,886.62	\$ 151,549.13		
Collier		1.56%		1.52%		1.52%		\$ 887,301.25	\$ 861,385.24	\$ 861,385.24	\$ 861,385.24	\$ 910,350.42	\$ 744,602.21	\$ 910,350.42	\$ 744,602.21	\$ 910,350.42	\$ 744,602.21	\$ 910,350.42	\$ 744,602.21	\$ 910,350.42	\$ 744,602.21		
DeSoto		0.61%		0.59%		0.59%		\$ 345,265.59	\$ 337,068.39	\$ 337,068.39	\$ 337,068.39	\$ 152,152.85	\$ 176,705.09	\$ 152,152.85	\$ 176,705.09	\$ 152,152.85	\$ 176,705.09	\$ 152,152.85	\$ 176,705.09	\$ 152,152.85	\$ 176,705.09		
Dixie		0.38%		0.35%		0.35%		\$ 216,014.85	\$ 199,321.05	\$ 199,321.05	\$ 199,321.05	\$ 231,977.82	\$ 210,598.31	\$ 231,977.82	\$ 210,598.31	\$ 231,977.82	\$ 210,598.31	\$ 231,977.82	\$ 210,598.31	\$ 231,977.82	\$ 210,598.31		
Duval		3.10%		2.97%		2.97%		\$ 1,759,433.88	\$ 1,686,223.36	\$ 1,686,223.36	\$ 1,686,223.36	\$ 1,660,766.71	\$ 1,826,890.37	\$ 1,660,766.71	\$ 1,826,890.37	\$ 1,660,766.71	\$ 1,826,890.37	\$ 1,660,766.71	\$ 1,826,890.37	\$ 1,660,766.71	\$ 1,826,890.37		
Flagler		1.18%		1.14%		1.14%		\$ 671,177.92	\$ 649,114.25	\$ 649,114.25	\$ 649,114.25	\$ 491,068.41	\$ 487,807.86	\$ 491,068.41	\$ 487,807.86	\$ 491,068.41	\$ 487,807.86	\$ 491,068.41	\$ 487,807.86	\$ 491,068.41	\$ 487,807.86		
Gadsden		0.84%		0.95%		0.95%		\$ 478,013.38	\$ 537,634.26	\$ 537,634.26	\$ 537,634.26	\$ 307,681.48	\$ 417,078.86	\$ 307,681.48	\$ 417,078.86	\$ 307,681.48	\$ 417,078.86	\$ 307,681.48	\$ 417,078.86	\$ 307,681.48	\$ 417,078.86		
Gainesville		0.32%		0.32%		0.32%		\$ 184,272.17	\$ 184,028.58	\$ 184,028.58	\$ 184,028.58	\$ 178,453.02	\$ 178,388.49	\$ 178,453.02	\$ 178,388.49	\$ 178,453.02	\$ 178,388.49	\$ 178,453.02	\$ 178,388.49	\$ 178,453.02	\$ 178,388.49		
Gadsden		0.79%		0.86%		0.86%		\$ 449,612.15	\$ 487,014.28	\$ 487,014.28	\$ 487,014.28	\$ 397,029.84	\$ 410,915.79	\$ 397,029.84	\$ 410,915.79	\$ 397,029.84	\$ 410,915.79	\$ 397,029.84	\$ 410,915.79	\$ 397,029.84	\$ 410,915.79		
Glades		0.31%		0.30%		0.30%		\$ 174,555.26	\$ 169,177.48	\$ 169,177.48	\$ 169,177.48	\$ 124,415.26	\$ 225,601.50	\$ 124,415.26	\$ 225,601.50	\$ 124,415.26	\$ 225,601.50	\$ 124,415.26	\$ 225,601.50	\$ 124,415.26	\$ 225,601.50		
Gulf		0.37%		0.35%		0.35%		\$ 208,206.92	\$ 190,101.77	\$ 190,101.77	\$ 190,101.77	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78	\$ 100,704.78		
Hamilton		0.28%		0.25%		0.25%		\$ 156,102.42	\$ 143,502.14	\$ 143,502.14	\$ 143,502.14	\$ 160,777.99	\$ 168,173.02	\$ 160,777.99	\$ 168,173.02	\$ 160,777.99	\$ 168,173.02	\$ 160,777.99	\$ 168,173.02	\$ 160,777.99	\$ 168,173.02		
Hendry		0.40%		0.36%		0.36%		\$ 226,818.37	\$ 205,745.89	\$ 205,745.89	\$ 205,745.89	\$ 215,050.20	\$ 255,497.81	\$ 215,050.20	\$ 255,497.81	\$ 215,050.20	\$ 255,497.81	\$ 215,050.20	\$ 255,497.81	\$ 215,050.20	\$ 255,497.81		
Hillsborough		0.62%		0.59%		0.59%		\$ 350,540.04	\$ 332,997.39	\$ 332,997.39	\$ 332,997.39	\$ 366,927.27	\$ 255,858.98	\$ 366,927.27	\$ 255,858.98	\$ 366,927.27	\$ 255,858.98	\$ 366,927.27	\$ 255,858.98	\$ 366,927.27	\$ 255,858.98		
Hillsborough		0.84%		0.80%		0.80%		\$ 473,891.08	\$ 456,259.05	\$ 456,259.05	\$ 456,259.05	\$ 360,857.71	\$ 489,879.86	\$ 360,857.71	\$ 489,879.86	\$ 360,857.71	\$ 489,879.86	\$ 360,857.71	\$ 489,879.86	\$ 360,857.71	\$ 489,879.86		
Highlands		0.83%		0.84%		0.84%		\$ 471,543.28	\$ 473,727.88	\$ 473,727.88	\$ 473,727.88	\$ 467,884.74	\$ 443,003.50	\$ 467,884.74	\$ 443,003.50	\$ 467,884.74	\$ 443,003.50	\$ 467,884.74	\$ 443,003.50	\$ 467,884.74	\$ 443,003.50		
Holmes		4.14%		4.40%		4.40%		\$ 2,345,510.15	\$ 2,497,750.12	\$ 2,497,750.12	\$ 2,497,750.12	\$ 2,185,757.71	\$ 2,186,383.87	\$ 2,185,757.71	\$ 2,186,383.87	\$ 2,185,757.71	\$ 2,186,383.87	\$ 2,185,757.71	\$ 2,186,383.87	\$ 2,185,757.71	\$ 2,186,383.87		
Homestead		0.48%		0.49%		0.49%		\$ 269,415.57	\$ 278,542.09	\$ 278,542.09	\$ 278,542.09	\$ 155,890.03	\$ 163,352.34	\$ 155,890.03	\$ 163,352.34	\$ 155,890.03	\$ 163,352.34	\$ 155,890.03	\$ 163,352.34	\$ 155,890.03	\$ 163,352.34		
Hopkins		0.73%		0.73%		0.73%		\$ 415,315.98	\$ 411,975.30	\$ 411,975.30	\$ 411,975.30	\$ 371,401.73	\$ 432,341.11	\$ 371,401.73	\$ 432,341.11	\$ 371,401.73	\$ 432,341.11	\$ 371,401.73	\$ 432,341.11	\$ 371,401.73			
Jackson		0.76%		0.74%		0.74%		\$ 432,107.42	\$ 420,301.06	\$ 420,301.06	\$ 420,301.06	\$ 442,520.37	\$ 336,139.57	\$ 442,520.37	\$ 336,139.57	\$ 442,520.37	\$ 336,139.57	\$ 442,520.37	\$ 336,139.57	\$ 442,520.37	\$ 336,139.57		
Jefferson		0.38%		0.38%		0.38%		\$ 215,485.74	\$ 214,640.96	\$ 214,640.96	\$ 214,640.96	\$ 205,851.76	\$ 245,651.31	\$ 205,851.76	\$ 245,651.31	\$ 205,851.76	\$ 245,651.31	\$ 205,851.76	\$ 245,651.31	\$ 205,851.76			
Lafayette		0.28%		0.27%		0.27%		\$ 159,878.43	\$ 155,890.03	\$ 155,890.03	\$ 155,890.03	\$ 154,292.60	\$ 163,352.34	\$ 154,292.60	\$ 163,352.34	\$ 154,292.60	\$ 163,352.34	\$ 154,292.60	\$ 163,352.34	\$ 154,292.60			
Lake		1.44%		1.49%		1.49%		\$ 815,250.27	\$ 842,588.21	\$ 842,588.21	\$ 842,588.21	\$ 842,588.21	\$ 785,338.49	\$ 842,588.21	\$ 785,338.49	\$ 842,588.21	\$ 785,338.49	\$ 842,588.21	\$ 785,338.49	\$ 842,588.21			
Lee		2.24%		2.23%		2.23%		\$ 1,272,868.50	\$ 1,267,384.52	\$ 1,267,384.52	\$ 1,267,384.52	\$ 930,038.81	\$ 1,274,338.78	\$ 930,038.81	\$ 1,274,338.78	\$ 930,038.81	\$ 1,274,338.78	\$ 930,038.81	\$ 1,274,338.78	\$ 930,038.81			
Leon		1.04%		1.11%		1.11%		\$ 588,557.75	\$ 627,607.18	\$ 627,607.18	\$ 627,607.18	\$ 800,741.87	\$ 299,129.87	\$ 800,741.87	\$ 299,129.87	\$ 800,741.87	\$ 299,129.87	\$ 800,741.87	\$ 299,129.87	\$ 800,741.87			
Levy		0.70%		0.67%		0.67%		\$ 396,508.77	\$ 377,897.18	\$ 377,897.18	\$ 377,897.18	\$ 377,897.18	\$ 413,816.99	\$ 377,897.18	\$ 413,816.99	\$ 377,897.18	\$ 413,816.99	\$ 377,897.18	\$ 413,816.99	\$ 377,897.18			
Lincoln		0.46%		0.44%		0.44%		\$ 259,390.03	\$ 249,984.11	\$ 249,984.11	\$ 249,984.11	\$ 268,883.30	\$ 258,573.85	\$ 268,883.30	\$ 258,573.85	\$ 268,883.30	\$ 258,573.85	\$ 268,883.30	\$ 258,573.85				
Madison		0.41%		0.40%		0.40%		\$ 232,844.20	\$ 226,897.														

Fiscal Year 2020

## APPENDIX – A (Invoice Weighting)

### Weighting for Trips and Miles

Below (left) are the Trip and Equipment Grant Program Rates from 2018-2019 for trips and miles for Ambulatory, Wheelchair, Stretcher, Group per Passenger, and Group per Group. Also below (right) are the rates relative to the rate for ambulatory trips or miles. These relative rates are primarily determined through service differentiation factors calculated by Thomas Howell Ferguson to provide CTCs a consistent approach to differentiation between the costs of the four different service types. Service differentiation factors are based on average number of minutes of load/unload time for picking up and dropping off clients for each service type.

TRIP & EQUIPMENT GRANT PROGRAM 2018-2019 RATES										
COUNTY/COUNTIES	Ambulatory		Wheelchair		Stretcher		Group Per Passenger		Group Per Group	
	Trip	Mile	Trip	Mile	Trip	Mile	Trip	Mile	Trip	Mile
Alachua	\$35.06		\$60.10		\$125.20					
Baker		\$1.97		\$3.37						
Bay		\$2.69		\$2.69						
Bradford		\$2.01		\$3.45		\$7.19				
Brevard		\$1.48		\$2.53						
Broward	\$24.08		\$41.28		\$2.60		\$5.42			
Calhoun		\$1.52								
Charlotte	\$16.54		\$28.36							
Citrus	\$16.30		\$27.95							
Clay JTA	\$26.51		\$46.45							
Clay		\$2.05		\$3.51						
Collier	\$34.02		\$58.22							
Collier/Suwannee		\$2.41		\$4.13						
Dixie		\$1.32		\$2.27						
Duval	\$26.51		\$45.45							
Escambia	\$18.97		\$32.52							
Flagler	59.14		\$15.66							
Franklin		\$1.31		\$2.24						
Gadsden	\$24.91		\$42.70							
Gilchrist		\$1.76		\$3.02						
Glades/Hendry	\$47.64		\$81.68							
Gulf		\$1.09		\$1.87						
Des, Hard, High, Okee	\$38.87		\$66.64		\$138.02					
Hernando		\$29.98		\$51.89						
Hillsborough	\$35.73		\$61.25		\$2.33		\$4.86			
Holmes/Washington		\$1.36								
Indian River	\$21.61		\$37.04							
Jackson		\$2.01		\$3.45						
Jefferson	\$28.58		\$48.99							
Lafayette		\$2.37		\$4.07						
Lake	\$26.10		\$44.74							
Lee		\$29.95		\$51.94						
Leon	\$22.61		\$38.76							
Levy		\$1.87		\$3.21						
Liberty		\$1.31		\$2.24						
Madison	\$34.00		\$58.29							
Manatee	\$23.01		\$39.45							
Marion		\$3.45		\$5.92						
Martin MTM	\$47.24		\$80.98							
Martin		\$38.77		\$66.47						
Miami-Dade										
Morgan		\$2.20		\$3.78						
Martha		\$15.09		\$25.87						
Oklahoma		\$2.40		\$4.40						
Orange/Osceola/Seminole	\$32.15		\$55.32							
Palm Beach	\$31.89		\$54.66		\$6.29					
Pasco		\$3.67								
Pinellas	\$20.40		\$34.97		\$7.28					
Polk		\$4.25		\$4.89						
Putnam		\$2.85		\$3.50						
Santa Rosa		\$2.04		\$3.55						
Sarasota	\$25.67		\$44.00							
Saint Johns		\$3.24		\$5.55						
Saint Lucie	\$20.96		\$35.92		\$3.98					
Sumter		\$2.32								
Taylor	\$40.47		\$69.38							
Union		\$1.88		\$3.23						
Volusia		\$1.69		\$2.90						
Wakulla		\$1.39		\$2.36						
Walton		\$1.30		\$2.22						

# Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

## Funding Allocation Study

For discussion purposes only.

Fiscal Year 2020

### Weighting for Bus Passes

Below are the Trip and Equipment Grant Program Rates from 2018-2019 for the different bus passes. Ambulatory rates are also shown in this table for purposes of comparison. Compared to rates for the four different service types above, rates for bus passes vary more widely. For every type of bus pass (monthly, 10 day, weekly, daily, single trip), the proposed weights in this report exceed the maximum relative cost for that pass found statewide in order to incentivize their use as “the most cost-effective means of providing transportation for people who are in proximity to a fixed route and are able to ride a bus.”<sup>63</sup>

COUNTY	Ambulatory		TRIP & EQUIPMENT GRANT PROGRAM 2018-2019 BUS PASS RATES										Daily	Daily-Reduced	Single Trip
	Trip	Mile	Monthly	Monthly-Reduced	Monthly Express	Monthly Express-Reduced	Monthly-Other	10 Day	10 Day-Reduced	Weekly	Weekly-Reduced	Weekly-Other			
Alachua	\$35.06		\$20.50												
Broward	\$24.08		\$70.00	\$40.00											
Citrus	\$16.30		\$35.00												
Clay		\$2.05	\$35.00	\$25.00											
Collier	\$34.02		\$35.00	\$17.50	\$70.00	\$35.00	\$47.78			\$15.00	\$7.50			\$4.00	\$2.00
Hillsborough	\$35.73		\$72.78	\$40.28						\$36.39	\$20.14			\$11.78	\$9.78
Lake	\$26.10		\$30.00												\$3.00
Leon	\$22.61		\$38.00												
Madison	\$34.00		\$35.00												
Manatee	\$23.01		\$20.00												
Miami Dade			\$112.60	\$56.35											
Monroe		\$2.20	\$15.00												
Palm Beach	\$31.89		\$50.00	\$40.00											
Pasco		\$3.67		\$18.75											
Pinellas	\$20.40		\$70.00												
Polk		\$4.25	\$47.00												
Putnam		\$2.85	\$30.00												
Saint Johns		\$3.24	\$30.00	\$15.00											
Taylor	\$40.47		\$35.00												

COUNTY	Ambulatory		TRIP & EQUIPMENT GRANT PROGRAM 2018-2019 BUS PASS WEIGHT OF RATES RELATIVE TO AMBULATORY										Daily	Daily-Reduced	Single Trip
	Trip	Mile*	Monthly	Monthly-Reduced	Monthly Express	Monthly Express-Reduced	Monthly-Other	10 Day	10 Day-Reduced	Weekly	Weekly-Reduced	Weekly-Other			
Alachua	1.0		0.6												
Broward	1.0		2.9	1.7											
Citrus	1.0		2.1												
Clay		1.0	1.7	1.2											
Collier	1.0		1.0	0.5	2.1	1.0	1.3	1.0	0.6	0.4	0.2		0.1	0.1	
Hillsborough	1.0		2.0	1.1											
Lake	1.0		1.1												
Leon	1.0		1.7												
Madison	1.0		1.0												
Manatee	1.0		0.9												
Miami Dade			1.0												
Monroe			0.7												
Palm Beach	1.0		1.6	1.3											
Pasco	1.0		1.0	0.5											
Pinellas	1.0		3.4	0.5											
Polk			1.1												
Putnam			1.1												
Saint Johns	1.0		0.9	0.5											
Taylor	1.0		0.9												

COUNTY	Ambulatory		TRIP & EQUIPMENT GRANT PROGRAM 2018-2019 BUS PASS WEIGHT OF RATES RELATIVE TO AMBULATORY										Daily	Daily-Reduced	Single Trip
	Trip	Mile*	Monthly	Monthly-Reduced	Monthly Express	Monthly Express-Reduced	Monthly-Other	10 Day	10 Day-Reduced	Weekly	Weekly-Reduced	Weekly-Other			
Alachua	1.0		0.6												
Broward	1.0		2.9	1.7											
Citrus	1.0		2.1												
Clay		1.0	1.7	1.2											
Collier	1.0		1.0	0.5	2.1	1.0	1.3	1.0	0.6	0.4	0.2		0.1	0.1	
Hillsborough	1.0		2.0	1.1											
Lake	1.0		1.1												
Leon	1.0		1.7												
Madison	1.0		1.0												
Manatee	1.0		0.9												
Miami Dade			1.0												
Monroe			0.7												
Palm Beach	1.0		1.6	1.3											
Pasco	1.0		1.0	0.5											
Pinellas	1.0		3.4	0.5											
Polk			1.1												
Putnam			1.1												
Saint Johns	1.0		0.9	0.5											
Taylor	1.0		0.9												

COUNTY	Ambulatory		TRIP & EQUIPMENT GRANT PROGRAM 2018-2019 BUS PASS WEIGHT OF RATES RELATIVE TO AMBULATORY										Daily	Daily-Reduced	Single Trip
	Trip	Mile*	Monthly	Monthly-Reduced	Monthly Express	Monthly Express-Reduced	Monthly-Other	10 Day	10 Day-Reduced	Weekly	Weekly-Reduced	Weekly-Other			
Alachua	1.0		0.6												
Broward	1.0		2.9	1.7											
Citrus	1.0		2.1												
Clay		1.0	1.7	1.2											
Collier	1.0		1.0	0.5	2.1	1.0	1.3	1.0	0.6	0.4	0.2		0.1	0.1	
Hillsborough	1.0		2.0	1.1											
Lake	1.0		1.1												
Leon	1.0		1.7												
Madison	1.0		1.0												
Manatee	1.0		0.9												
Miami Dade			1.0												
Monroe			0.7												
Palm Beach	1.0		1.6	1.3											
Pasco	1.0		1.0	0.5											
Pinellas	1.0		3.4	0.5											
Polk			1.1												
Putnam			1.1												
Saint Johns	1.0		0.9	0.5											
Taylor	1.0		0.9												

\*Note: Ambulatory mile rates are multiplied by 10 for the purposes of comparing a bus pass rate to an ambulatory trip.

<sup>63</sup> CTD 2019 Annual Performance Report, p. 8

Florida Commission for the Transportation Disadvantaged  
Funding Allocation Study

FINAL DRAFT  
For discussion purposes only.

Fiscal Year 2020

## APPENDIX – B (Invoice Totals for Counties)

### Totals for Service Designated Areas with Multiple Counties

Trip and Equipment Grant invoice data is collected by designated service areas, and therefore is in some instances submitted by CTCs that have multiple counties comprising a designated service area. For the 2018-2019 state fiscal year, there were five such instances of this:

1. Columbia, Hamilton, and Suwannee
2. DeSoto, Hardee, Highlands, and Okeechobee
3. Glades and Hendry
4. Holmes and Washington
5. Orange, Osceola, and Seminole

For these counties specifically, the Initial Report of this study totaled the counties' weighted Trip and Equipment Grant invoice performance based on which county each trip originated in. Based on feedback through the public workshops and following subsequent additional analysis of the invoice data, this Final Report adopts a different method for dividing up weighted totals within designated service areas.

### Final Report Method

Many trips in the Trip and Equipment Grant program are to a destination and back. Trips such as these that cross county boundaries can skew the performance of certain counties within a designated service area that includes multiple counties if the origin of the trip is the determining factor with where to assign credit and the return trip's origin falls outside local boundaries. Trying to compare the performance of counties that fall under the same designated service area also seems counterintuitive.

Instead of dividing up weighted Trip and Equipment Grant invoice totals by which county each trip originated in, this Final Report simply divides up the performance metric for a designated service area by each county's share of TD population and centerline miles (CLM) within that same designated service area. Through this method, the performance of a designated service area still determines allocations for its counties in the aggregate, but not by each county individually within the service area.

### Example of Glades-Hendry Designated Service Area

<u>Glades-Henry Designated Service Area</u>			
<u>Invoice Totals</u>			
Ambulatory		Wheelchair	
Trips	Miles	Trips	Miles
8,455	186,815	4,398	59,400

<u>Glades and Henry</u>			
<u>TD Population and CLM</u>			
Glades		Hendry	
TD Population	CLM	TD Population	CLM
5,787	387.521	16,704	621.675

<u>Glades Invoice Totals</u>			
Ambulatory		Wheelchair	
Trips	Miles	Trips	Miles
2,711	59,902	1,410	19,046

<u>Hendry Invoice Totals</u>			
Ambulatory		Wheelchair	
Trips	Miles	Trips	Miles
5,744	126,913	2,988	40,354

Florida Commission for the Transportation Disadvantaged

FINAL DRAFT

Funding Allocation Study

For discussion purposes only.

Fiscal Year 2020

***Glades (Total Share with Hendry)***

***TD Population Share:***  $[5,787 \div (5,787 + 16,704)] * 0.5 = 12.87\% +$   
***CLM Share:***  $[387.521 \div (387.521 + 621.675)] * 0.5 = 19.20\%$   
***Total Glades Share:*** ***32.06%***

***Glades (Share of Trips and Miles with Hendry)***

***Ambulatory Trips:***  $8,455 * 32.06\% = 2,711$   
***Ambulatory Miles:***  $186,815 * 32.06\% = 59,902$   
***Wheelchair Trips:***  $4,398 * 32.06\% = 1,410$   
***Wheelchair Miles:***  $59,400 * 32.06\% = 19,046$

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***Hendry (Total Share with Glades)***

***TD Population Share:***  $[16,704 \div (5,787 + 16,704)] * 0.5 = 37.13\% +$   
***CLM Share:***  $[621.675 \div (387.521 + 621.675)] * 0.5 = 30.80\%$   
***Total Hendry Share:*** ***67.94%***

***Hendry (Share of Trips and Miles with Glades)***

***Ambulatory Trips:***  $8,455 * 67.94\% = 5,744$   
***Ambulatory Miles:***  $186,815 * 67.94\% = 126,913$   
***Wheelchair Trips:***  $4,398 * 67.94\% = 2,988$   
***Wheelchair Miles:***  $59,400 * 67.94\% = 40,354$

Fiscal Year 2020

## APPENDIX – C (Capital Equipment Purchases)

### Consideration of Capital Equipment Purchases in Invoice Data

#### *Reasons for leaving out capital equipment purchases*

The models presented in this final report do not factor capital equipment purchases made by CTCs. There was only one instance of a county (Manatee County) purchasing capital equipment in 2018-2019, and to add this factor into the Trip and Equipment Grant invoice data would add a level of complexity for something that is relatively rare. Also, capital equipment purchases in no way contribute to the current allocation methodology used by the program.

#### *Reasons for including consideration of capital equipment purchases*

This Final Report recommends a new allocation methodology that gives added weight to CTCs' performance in the Trip and Equipment Grant program. To mitigate concerns CTCs' may have between purchasing needed equipment and not sacrificing their performance, the capital equipment purchases could be credited with a level of performance comparable to what was achieved with the invoiced total for trips, miles, and/or bus passes. For example, if a CTC provided 1,000 trips and invoiced \$100,000 for those trips, then a capital purchase of \$1,000 could be credited with the equivalent of 100 trips. Or the capital equipment purchase could be given partial weight (between 0.0 and 1.0) such as 0.5 to where the trips total to just 50. An example of how this would work is provided below.

### CAPITAL EQUIPMENT PURCHASE FORMULA

#### *Initial Weighted Trip Count +*

*{ [ Billed Amount for Capital Equipment \* ( Initial Weighted Trip Count ÷ Billed Amount Trips/Miles/Passes ) ] \* Weight Given to Capital Equipment }*

#### EXAMPLE 1: 900 Trips provided at \$100 per Trip and Capital Equipment Fully Counted

Allocation Amount	Billed Amount Trips/Miles/Passes	Billed Amount for Capital Equipment	Initial Weighted Trip Count	Weight Given to Capital Equipment	FINAL WEIGHTED TRIP COUNT
\$ 110,000.00	\$ 100,000.00	\$ 10,000.00	1,000.000	100.0%	1,100.000

#### EXAMPLE 2: 900 Trips provided at \$100 per Trip and Capital Equipment Partially Counted (counted 50%)

Allocation Amount	Billed Amount Trips/Miles/Passes	Billed Amount for Capital Equipment	Initial Weighted Trip Count	Weight Given to Capital Equipment	FINAL WEIGHTED TRIP COUNT
\$ 110,000.00	\$ 100,000.00	\$ 10,000.00	1,000.000	50.0%	1,050.000

## APPENDIX – D (OVERAGE)

### Consideration of Overage in Invoice Data

#### *Reasons for leaving out invoiced trips/miles/passes beyond the allocated funding*

This Final Report recommends a new allocation methodology that incentivizes CTCs to count as many non-sponsored trips, miles, and/or bus passes as they can. By not allowing CTCs to count trips, miles, and/or bus passes that are provided beyond what can be reimbursed with their allocated amount, the new methodology provides a strong incentive for CTCs to lower their reimbursement rate. By not allowing for this type of overage, the new methodology will maximize both access and cost-effectiveness.

#### *Reasons for including invoiced trips/miles/passes beyond the allocated funding*

Not allowing CTCs to count non-sponsored trips, miles, or bus passes that are provided beyond what can be reimbursed by their allocated amounts disincentivizes continuing to provide access to transportation after allocated funding has been used up and could increase trip denials. With the AOR data being used in the current allocation methodology, this type of “overage” is being counted at least in concept.

#### *Partial counting of overage*

If a CTC with a \$100,000 allocation provided 1,100 trips at \$100 a trip and invoiced \$110,000 total for those trips, the total overage would amount to \$10,000. At \$100 a trip, this overage amount would be equivalent to 100 trips. To not count any overage, these 100 trips could be removed entirely from the initial trip count of 1,100 (see Example 1). To the extent overage is not counted, the stronger the incentive for CTCs to reduce their rates. However, to the extent overage is counted, the stronger the incentive continue providing access to transportation even after an allocation is all spent (see Example 2).

### FORMULA

#### *Initial Weighted Trip Count -*

$\{ \text{Overage Billed Amount} * (\text{Initial Weighted Trip Count} \div \text{Total Billed Amount}) \} * \text{Weight Given to Overage Reduction}$

#### EXAMPLE 1: 1,100 Trips provided at \$100 per Trip and No Overage Allowed

Allocation Amount	Total Billed Amount	Overage Billed Amount	Initial Weighted Trip Count	Weight Given to Overage Reduction	FINAL WEIGHTED TRIP COUNT
\$ 100,000.00	\$ 110,000.00	\$ 10,000.00	1,100.000	100.0%	1,000.000

#### EXAMPLE 2: 1,100 Trips provided at \$100 per Trip and Partial Overage Allowed (counted 50%)

Allocation Amount	Total Billed Amount	Overage Billed Amount	Initial Weighted Trip Count	Weight Given to Overage Reduction	FINAL WEIGHTED TRIP COUNT
\$ 100,000.00	\$ 110,000.00	\$ 10,000.00	1,100.000	50.0%	1,050.000

Fiscal Year 2020

## APPENDIX – E (PUBLIC FEEDBACK)

### Feedback Gathered through Email and CTDAllocationStudy.com

#### **Proposed Demand Variables**

##### Use of TD Eligible Population to Replace Total Population

- “I would use different weights for those who are at targeting higher risk populations.”
- “I support the use of “TD population” as opposed to general population for use in the allocation formula. We need to narrow the scope to identify those that are truly eligible and in need of the services. Many data sets can be used in identifying this subset.”

##### Use of Centerline Miles to Replace Use of Geographic Square Miles

- “Different weights for different categories of roads like functional classifications and/or number of lanes would be difficult to weigh differently.”
- “Public Roads variable. I support this variable.”

#### **Proposed Performance Variables**

##### Use of AOR Data vs Use of T&E Invoice Data

- “While it is desirable to encourage greater participation by purchasing agencies, the funding formula is not the place or the vehicle to address this. The funding formula should determine a fare allocation of funds to counties based on their need for transportation disadvantaged service[s] and the costs associated with that need. Individual CTCs cannot have the amount of funding they receive vary based on purchasing agency participation, and in the end TD funds are for services not funded already by purchasing agencies, whether or not they participate in the coordinated system. It is strongly suggested that this goal [coordination] be separated from the funding formula process.”
- “In my several years in Business Development for MV Transportation as well as Senior Staff member of the Commission for the Transportation Disadvantaged, I have reviewed countless Annual Operating Reports and have been dismayed at the lack of consistent, accurate data that is submitted. Particularly in smaller, not for profit agencies serving as the Community Transportation Coordinator (CTC), I have observed wide swings in reporting data from year to year and disparities on how certain categories are interpreted for submission of data. The goal of having revenues and expenses “match” in order to demonstrate a not for profit status does not accurately reflect how the system is being operated and ultimately skews the reality of the operation. There does not exist a thorough examination or audit of this data, and disparities are not aggressively challenged by the CTD. The result of this is that when using AOR data for two of the four subsets of TD allocation distribution we are relying on data that has not been clearly vetted and verified, making the process inherently flawed.”

## Fiscal Year 2020

- “Using mileage does not accurately reflect the cost of doing business. Average trip length strictly for TD trips is a much better reflection of understanding the operating environment. Many urban counties have the advantage of using several funding sources for transporting passengers throughout the county but rely on TD trips for longer distance trips that are in the less densely populated areas outside of ADA corridors. Another reason this factor is important is that many rural counties do not have medical facilities (including frequently visited dialysis clinics) in the county and must go into adjacent urban counties for services. The result is that these are very long mileage trips that also have down or wait times for the returns because of the distance from base. The variables must be taken into consideration when calculating allocations to appropriately fund these underserved areas.”
- “Return to using the total trips reported in the AOR, rather than utilizing only the T&E Grant trips, as it is a disincentive to coordination and punishes those counties who overmatch the TDTF dollars. For example, CTC’s that work closely their LCB and the local community to bring in more coordination contractors and other state agencies into the coordinated system (which generally would reduce the per cost trip to the CTD), will now be penalized against CTC’s who only coordinate the TDTF Funding.”

Mile Weights Relative to Trip Weights in Invoice Data

- “I believe these weights [miles relative to trips at 0.1] are appropriate.”
- “We think weighting associated with mileage is good the way it is (0.1).”

Bus Pass Weights in Invoice Data

- “Adjust the T&E Grant Invoice to include the number of trips allotted to each Fixed Route Bus Pass. By utilizing only the invoiced T&E trips, the full trip allocation of Fixed Route Bus Passes is not included on the invoice and is only calculated when the AOR is reported to the CTD. FPTA recommends the T&E invoice be altered to allow CTC’s to report the number of trips associated with the bus passes that are sold.”
- “PSTA would like to see weight assigned to bus passes significantly increased above 10. While it is fairly accurate that a fixed-route bus trip is approximately 1/10th the cost of a[n] individual door to door ambulatory trip, this low weight doesn’t account for the fact that every monthly bus pass provides dozens of rides, not just one ride. For example, PSTA provides an average of 55 trips per monthly bus pass per validated data.”

**Proposed Base Funding**At Proposed Variable Weight of 50%

- “I believe it is appropriate [at 50% weight] and probably more important to larger counties so they can calculate their ability to operate within their target area. A larger county will have greater incurred cost.”

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- “Continue with one of the formula’s that has a 50% Base funding, set at 2019/2020 levels, to ensure some type of continuity and to reduce the large swings up or down in allocations that occur when removing the base.”

5% Ceiling and 5% Floor

- “We understand the issues of balancing, trade offs, and competing priorities, but any funding formula that could result in more than 3-5% reduction of grant dollars to the particular CTC would cause a ripple effect of unmet trips and lapses of coordination.”
- “The CTD should consider a phased-in approach by setting a cap at the percent a county can increase or decrease each year for the first three or five years to stabilize drastic increases or decreases among the individual counties. For example, no county may receive more than a 5% increase/decrease for three years, to reduce the immediate reductions a county may experience. As shown by the impact of budgetary proviso language previously used that immediately changed the funding allocations and resulted in loss of TD services in some Counties. We recommend a phased implementation to any funding model modification to provide ample time for CTC’s to plan what modifications would be needed to minimize service loss to customers.”
- “Delay the implementation of this formula to the 2022-2023 Fiscal Year, due to the following reasons:
  - The COVID-19 pandemic has greatly affected the operation of every transit system in Florida, using trip numbers for this fiscal year will be an anomaly.
  - Many transit systems operate on differing fiscal years, please delay the implementation date to allow for enough time for the individual system’s budget processes to adjust accordingly.
  - The continued hardship that fixed route counties are currently having to abide by, with the limitation on how they spend the TDTF dollars within the ADA Corridor, which is negatively affecting T&E Grant trip totals.”

**Other Issues**Consideration of Overage Trips

- “If an agency is doing more TD eligible trips (paid for by local dollars) than can be invoiced due to the cost being higher than the monthly allocation, these additional trips should still be included in the formula calculation . . . there really isn’t a disincentive for ACCOUNTABILITY by localities by counting these excess rides because they are being paid for by scarce local funds, There is only a strong incentive to ensure ACCESS.”

Use of Rolling Multi-Year Averages for Variables other than TD Population

- “I think that using this method for other variable[s] may be beneficial.”

Definition of "Cost-Effective"

- "Thank you for posting this work. When will the definition of 'cost effective' be posted? I agree overall with the Guiding Principles but hesitate to completely embrace in the absence of the definition."

Feedback Gathered through Public Workshops (edited for brevity and clarity)**Proposed Demand Variables**TD Population

- I'm concerned about the quality of data in the American Community Survey. Smaller counties have a larger margin of error when it comes to estimating their populations.

Centerline Miles (CLM)

- Centerline miles do not include miles of roads in gated communities. This puts certain counties at a disadvantage.

**Proposed Performance Variables**Mile Weights Relative to Trip Weights in Invoice Data

- We think the weights on the miles (0.1 relative to trips) are good as proposed.
- Smaller, more rural counties have many more miles to travel per trip. There are some counties where it is necessary to travel outside of the county for a considerable portion of the trips. The methodology should give more weight to miles than is proposed (at 0.1).

Bus Pass Weights Relative to Trip Weights

- We ask that bus pass trips be counted. Otherwise, bus passes will not be incentivized.
- We would like to see the weights for bus passes increased to above 10.0 as proposed. The cost being what it is for these passes, they provide lots of trips for the TD population.
- Bus passes are not being used enough currently. The new methodology should provide more incentive for their use.

Use of AOR Data vs Use of T&E Invoice Data

- We understand moving away from the AOR data and only counting CTD trips in the methodology, but are concerned this will disincentivize the collection of AOR data from coordination contractors.
- We do feel that not using the AOR data anymore will disincentivize coordination and punish counties that overmatch their Trip and Equipment Grant dollars.

Fiscal Year 2020

**Proposed Models (Models 1, 2, and 3)**Model Preference

- We really support the performance-based Model 2 because we think it reflects the demand for TD services and not just access. It more directly ties to the actual TD services provided with that funding.
- Model 2 is our preference. It rewards and encourages good performance for CTCs that provide better access to CTD services.

**Proposed Base Funding**General

- You need some sort of a base funding in order to have a true safety net and make sure that essential necessities are covered in the state.
- We ask that you move forward with a model with 50% weight for the base funding to provide consistency from year to year and reduce large swings in funding across the state. We would also like for a phased-in approach where counties cannot lose or gain more than 5% each year in the first 3-5 years.
- We ask that this new methodology be delayed until the 2022-2023 fiscal year due to COVID-19 in the current year.

**Other Issues**Counting Overage

- Our county was told not to submit overage on our invoices so there are non-sponsored trips that we provided that will not show up in the invoice data for 2018-2019. Perhaps we can look at the AOR data but just the CTD trips in that dataset.
- Why not provide flexibility and count trips provided by local government because they are not sponsored by another program?

Delay Implementation

- We ask that this new methodology be delayed until the 2022-2023 fiscal year due to COVID-19 in the current year.

## CTD Allocation Study Comments

1. Page 8 – It is interesting that the organization chart on this page includes the Agency for Health Care Administration (AHCA) as a funding source. After the Commission for the Transportation Disadvantaged allowed this agency to circumvent F.S. 427 and “purchase” services outside of the coordinated model, many Community Transportation Coordinates (CTCs) experienced dramatic losses of revenue and economies of scale for their systems and had to make significant operational changes that untimely caused rates for TD services/ trips to escalate. The Managed Care/ Transportation Broker model was not an acceptable option for most CTCs, as they competed with operators that were not held to the same standards and were paid rates far below what the actual cost of service was for following 14-90 protocols. Since this transition was made, AHCA has yet to report what the actual annual cost of transportation services is for their agency. Prior to this transition this was closely monitored and reported in detail by the CTD.
2. Page 9 – AOR. In my several years in Business Development for MV Transportation as well as Senior Staff member of the Commission for the Transportation Disadvantaged, I have reviewed countless Annual Operating Reports and have been dismayed at the lack of consistent, accurate data that is submitted. Particularly in smaller, not for profit agencies serving as the Community Transportation Coordinator (CTC), I have observed wide swings in reporting data from year to year and disparities on how certain categories are interpreted for submission of data. The goal of having revenues and expenses “match” in order to demonstrate a not for profit status does not accurately reflect how the system is being operated and ultimately skews the reality of the operation. There does not exist a thorough examination or audit of this data, and disparities are not aggressively challenged by the CTD. The result of this is that when using AOR data for two of the four subsets of TD allocation distribution we are relying on data that has not been clearly vetted and verified, making the process inherently flawed.
3. Page 10 – Using mileage does not accurately reflect the cost of doing business. Average trip length *strictly for TD trips* is a much better reflection of understanding the operating environment. Many urban counties have the advantage of using several funding sources for transporting passengers throughout the county but rely on TD trips for longer distance trips that are in the less densely populated areas outside of ADA corridors. Another reason this factor is important is that many rural counties do not have medical facilities (including frequently visited dialysis clinics) in the county and must go into adjacent urban counties for services. The result is that these are very long mileage trips that also have down or wait times for the returns because of the distance from base. The variables must be taken into consideration when calculating allocations to appropriately fund these underserved areas.
4. Page 27 – I support the use of “TD population” as opposed to general population for use in the allocation formula. We need to narrow the scope to identify those that are truly eligible and in need of the services. Many data sets can be used in identifying this subset.
5. Page 38 – Public Roads variable. I support this variable.





September 2, 2020

TO: Alachua County Transportation Disadvantaged Coordinating Board  
FROM: Lynn Godfrey, AICP, Senior Planner  
SUBJECT: MV Contract Transportation, Inc. Operations Reports

**RECOMMENDATION**

**No action required. This agenda item is for information only.**

**BACKGROUND**

Attached are the following reports:

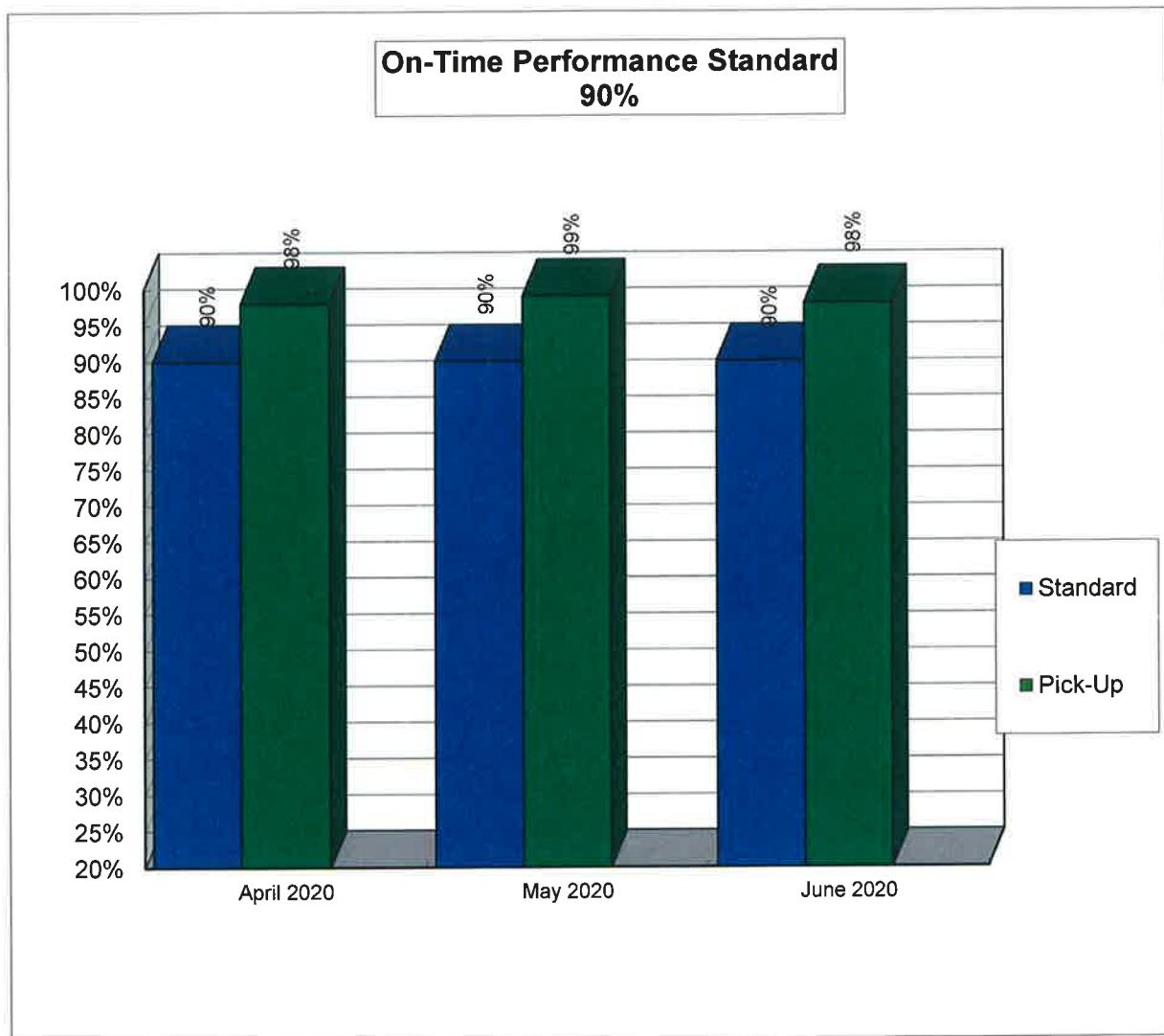
1. Alachua County Transportation Disadvantaged Service Plan Standards Report:
  - On-time performance
  - Complaints
  - Call hold time
  - Accidents
  - Roadcalls
2. MV Contract Transportation, Inc. Operations Report;
3. Transportation Disadvantaged Program Status Report; and
4. Unmet Transportation Needs Report.

**Attachments**

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TRANSPORTATION DISADVANTAGED SERVICE PLAN  
STANDARDS OF PERFORMANCE  
ALACHUA COUNTY  
APRIL - JUNE 2020

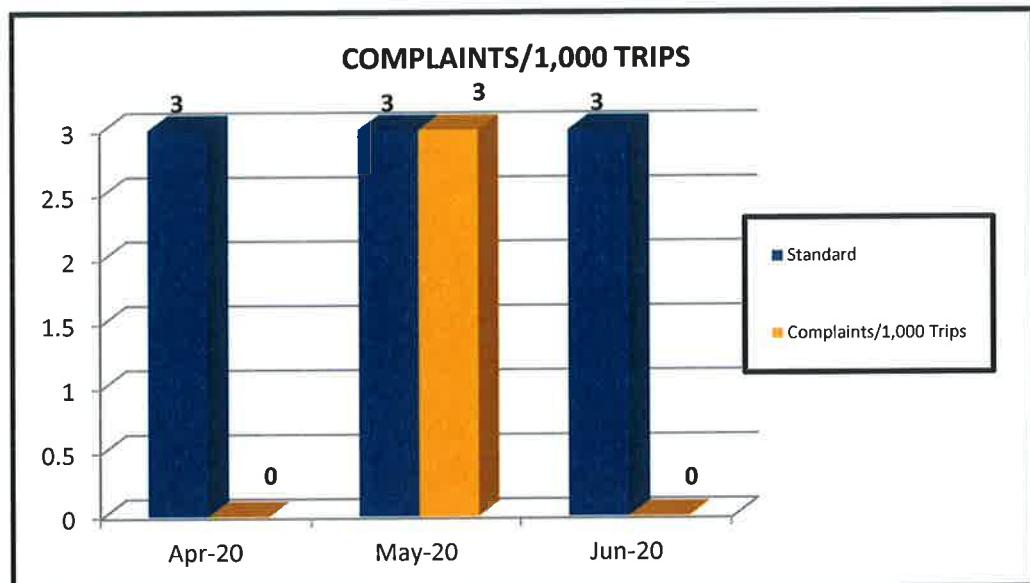


Source: MV Contract Transportation, Inc. On-Time Analysis

## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, APRIL - JUNE 2020

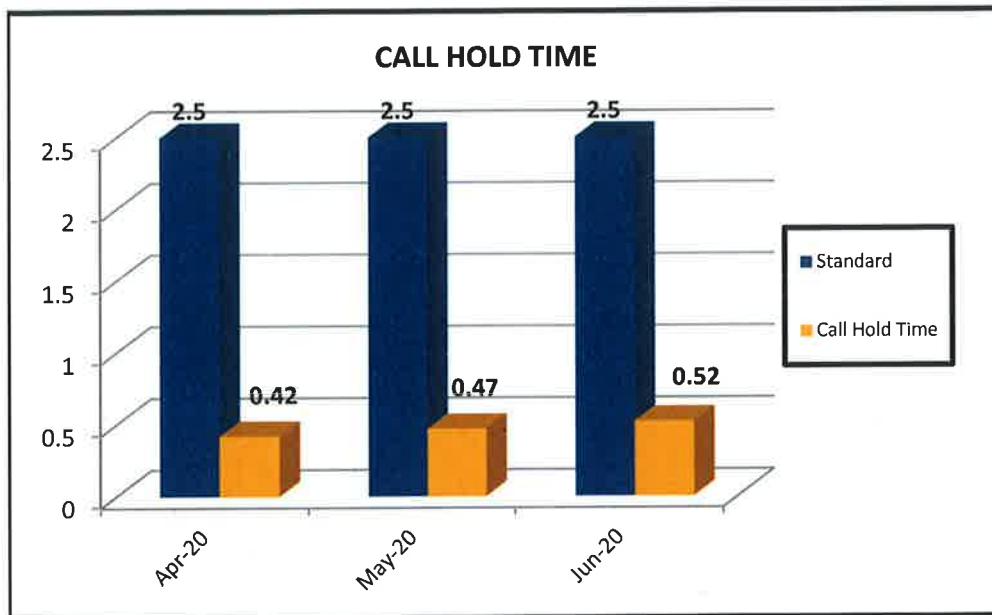
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Apr-20	3	0
May-20	3	3
Jun-20	3	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, APRIL - JUNE 2020**

MONTH	STANDARD	CALL HOLD TIME
Apr-20	2.5	0.42
May-20	2.5	0.47
Jun-20	2.5	0.52

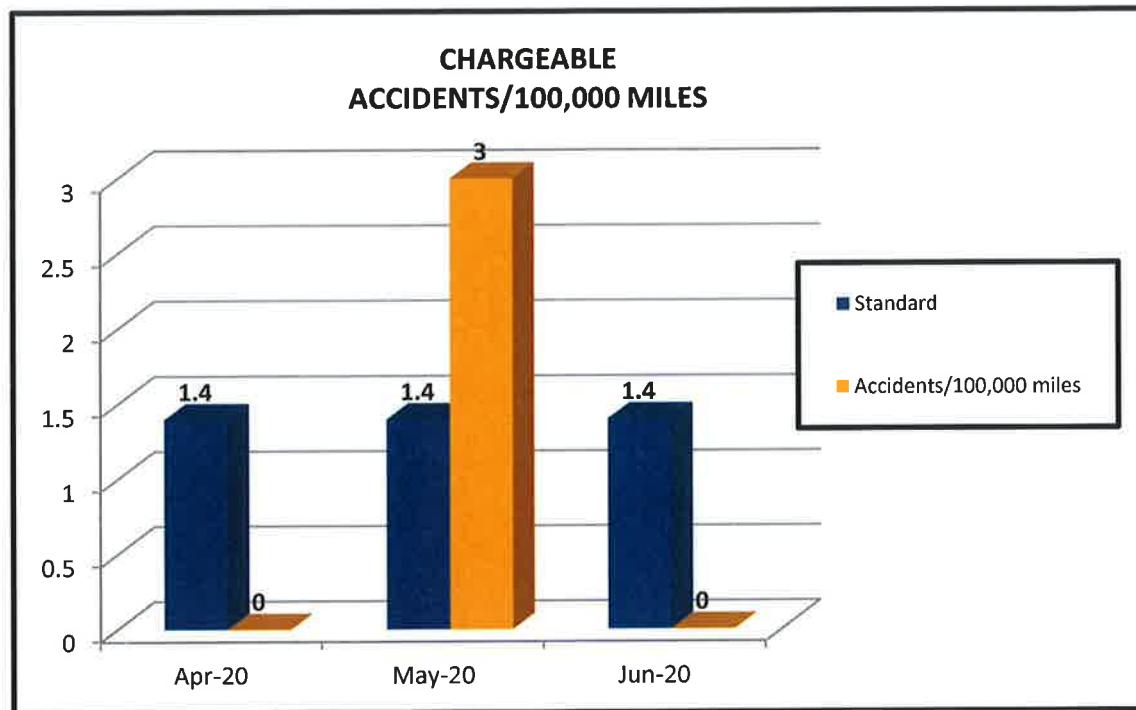


Source: MV Contract Transportation, Inc. Operations Report

## TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY APRIL - JUNE 2020

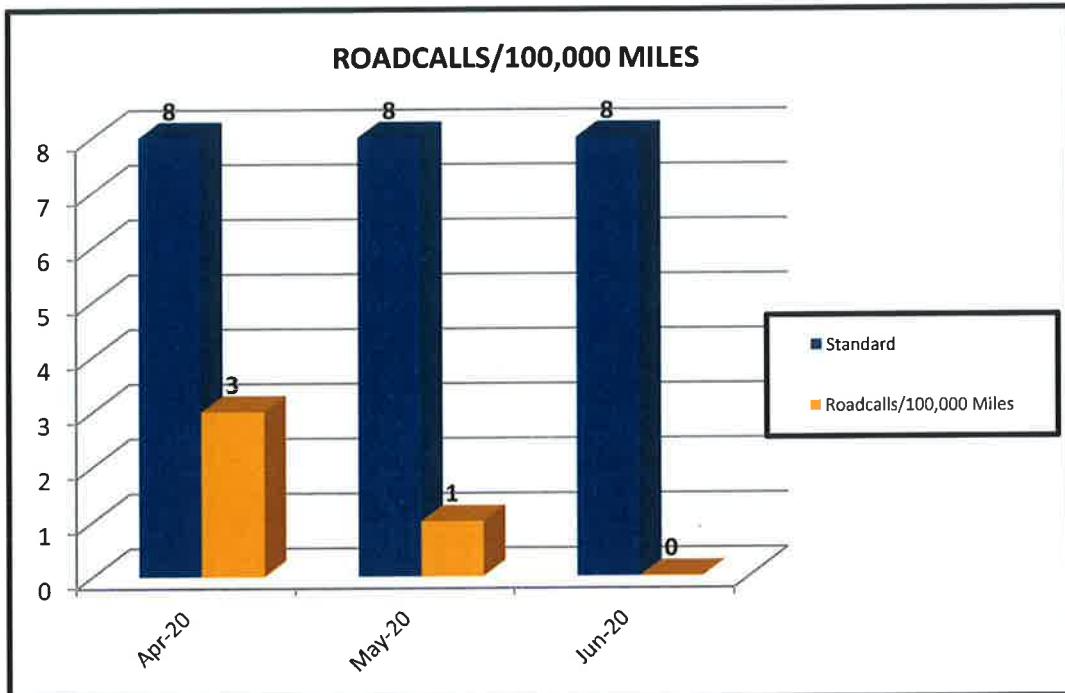
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Apr-20	1.4	0
May-20	1.4	3
Jun-20	1.4	0



Source: MV Contract Transportation, Inc. Operations Report

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN STANDARDS  
ALACHUA COUNTY, APRIL - JUNE 2020**

MONTH	STANDARD	ROADCALS/100,000 MILES
Apr-20	8	3
May-20	8	1
Jun-20	8	0



Source: MV Contract Transportation, Inc. Operations Report

2019-2020 OPERATING DATA	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
<b>Total No Trips Invoiced</b>	<b>6,109</b>	<b>6,512</b>	<b>5,910</b>	<b>6,770</b>	<b>5,536</b>	<b>5,238</b>	<b>5,821</b>	<b>5,642</b>	<b>4,458</b>	<b>2,897</b>	<b>3,563</b>	<b>4,340</b>
Florida Managed Medical Care Program (Medicaid)	25	170	207	57	0	0	0	0	0	0	0	0
Transportation Disadvantaged Program	1,334	1,359	1,228	1,472	1,223	1,124	1,332	1,299	1,081	751	834	830
City of Gainesville ADA Service	4,450	4,491	3,913	4,612	3,839	3,556	3,925	3,757	3,022	2,029	2,569	3295
Florida Department of Transportation 5311	13	20	27	45	34	12	22	44	19	19	48	54
Florida Department of Transportation 5310	100	136	48	85	58	66	74	59	41	22	9	23
Alachua County	114	268	409	418	302	284	408	360	238	48	79	84
ElderCare of Alachua County, Inc.	73	68	78	81	80	196	60	45	57	28	24	54
<b>Total Vehicle Miles</b>	<b>84,239</b>	<b>72,323</b>	<b>66,952</b>	<b>85,211</b>	<b>69,734</b>	<b>69,633</b>	<b>76,001</b>	<b>74,058</b>	<b>60,555</b>	<b>40,357</b>	<b>50,808</b>	<b>59,638</b>
<b>Total Vehicle Hours</b>	<b>4,719</b>	<b>5,027</b>	<b>4,763</b>	<b>5,089</b>	<b>4,132</b>	<b>4,112</b>	<b>4,415</b>	<b>4,456</b>	<b>3,727</b>	<b>2,583</b>	<b>3,141</b>	<b>3,708</b>
Average Miles per Trip	14	11	11	13	13	13	13	13	14	14	14	14
Number of Passenger No Shows	378	563	494	385	365	334	424	442	312	162	218	272
Number Trips Denied	0	0	0	0	0	0	0	0	0	3	0	0
Chargeable Accidents	0	0	1	3	2	0	2	2	1	0	3	0
RoadCalls	0	0	3	3	1	0	1	4	0	3	1	0
Commendations	7	5	6	5	4	0	11	9	9	8	5	7
Complaints	4	1	5	4	7	13	7	5	3	0	3	0
Telephone Calls	11,720	12,986	13,155	12,896	12,488	12,652	13,716	10,672	8,883	4,285	6,597	7,769
Average Call On-Hold Time	1.01	0.58	1.52	1.23	1.09	1.03	1.31	1.16	1.14	0.42	0.47	0.52



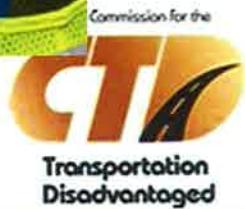
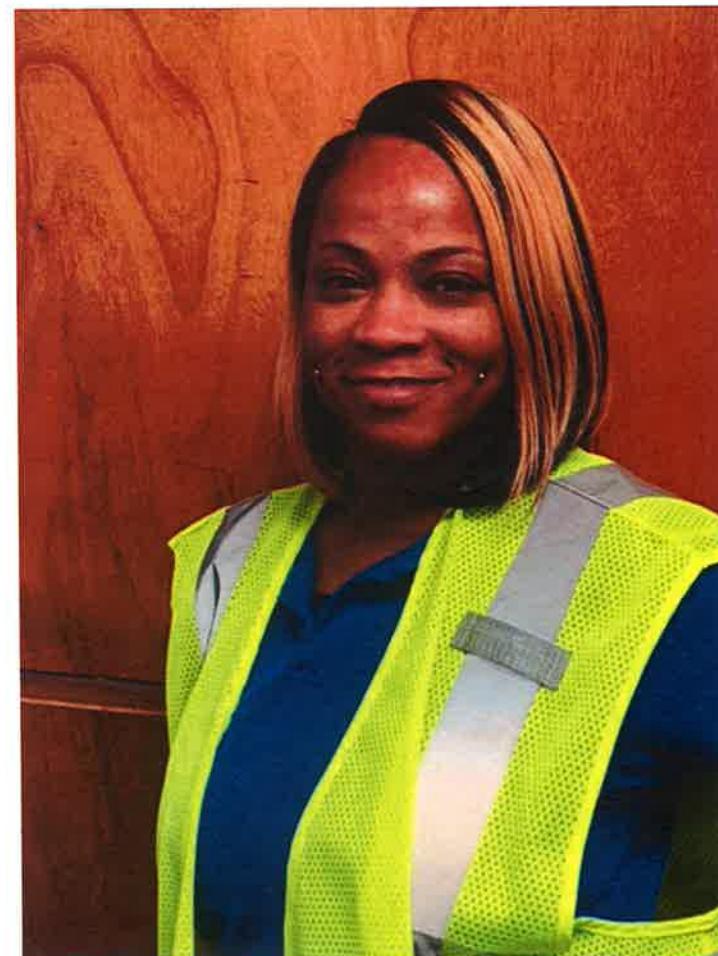
We provide freedom.

Alachua County Local Coordinating Board  
September 8, 2020

MV Transportation  
Community Transportation Coordinator

# Katherine McClary Award

- **Brittany Porter**
- **2<sup>nd</sup> Quarter 2020**
- **Passenger Favorite**
- The Katherine McClary Award Program is a program that recognizes MVT vehicle operators throughout North America, who continually demonstrate a commitment to safety and for providing the standard of excellence MVT delivers to our clients.



# Safety & Training Manager

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- **Bruce Granai**
- **Extensive Experience**
- Total of 57 years in transportation related fields
- Many years as professional driver trainer and CDL Examiner
- Written numerous study manuals regarding professional driving
- Instructor Trainer for the National Safety Council (PDIC)



# Continued COVID-19 Sanitizing Response

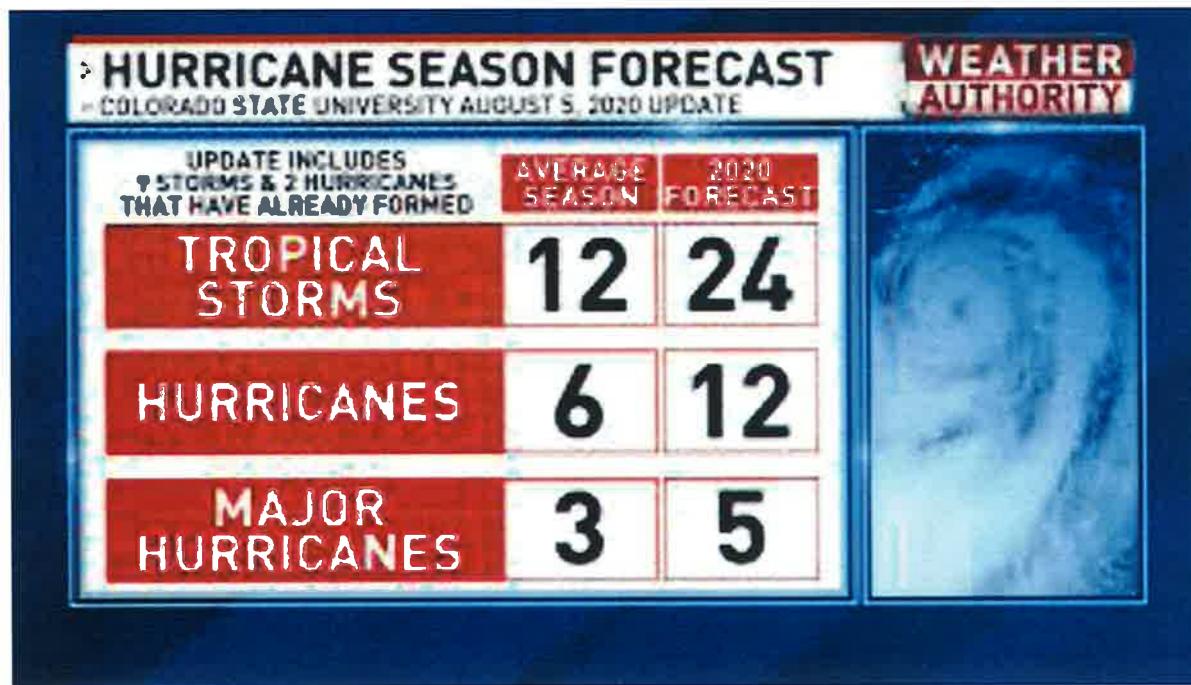


# Hurricane Season 2020

Tropical Cyclone Names 2020	
Atlantic Basin	
Arthur	Gonzalo
Bertha	Hanna
Cristobal	Isaias
Dolly	Josephine
Edouard	Kyle
Fay	Laura
	Marco
	Nana
	Omar
	Paulette
	Rene
	Sally



# Hurricane Season 2020 Update



## SPECIAL NEEDS REGISTRY

<https://forms.monday.com/forms/bdf4eb5af7b9074b3395b3d879e41f10>



# COVID-19 Evacuation Response

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- New software program (**MONDAY**) for scheduling
- Coordination with facilities / EOC
- Enhanced coordination with Health Department
- Enhanced screening of passengers' pre-trip
- Coordination with RTS for COVID positive
- All drivers provided masks/ sanitizers / gloves
- Deep Cleaning of Vehicles after each transport
- 2 Special Needs Shelters





## **AUGUST SAFETY FOCUS**

### **Following Distance Ergonomics**

## **SEPTEMBER SAFETY FOCUS**

- Pedestrians & Cyclist,  
Drug and Alcohol  
Program Refresher**



MV TRANSPORTATION INC.



# Safety Board



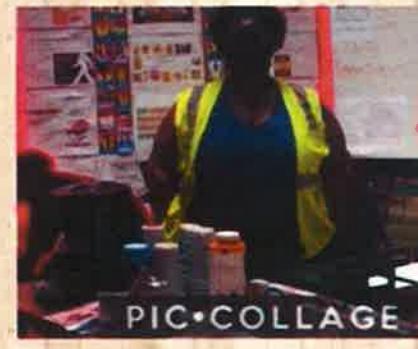
# Safety Stand Down 08/13

## Distracted Driving



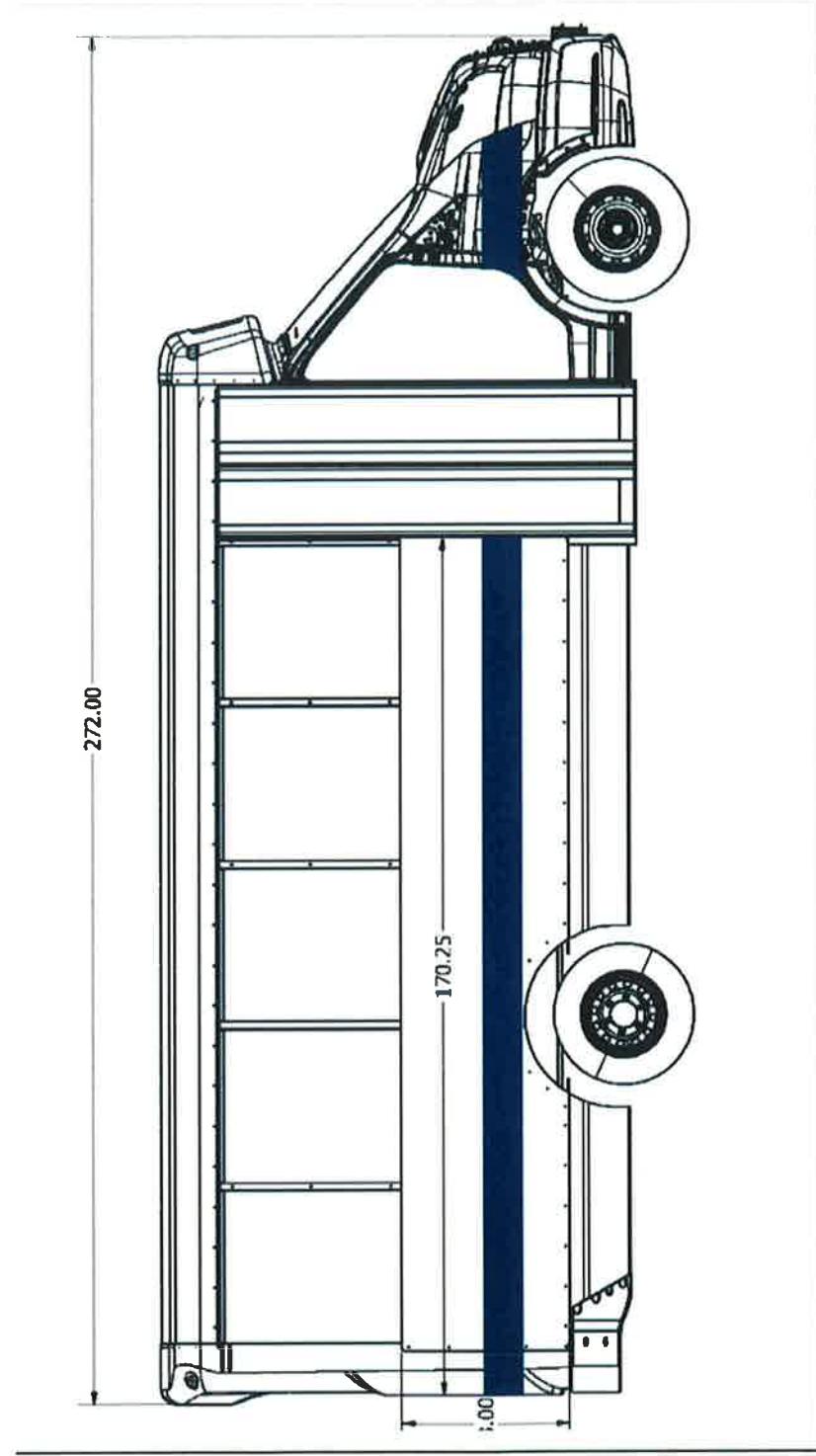
Gainesville  
Distractive  
Driving &  
Recognition  
Of drivers  
Stand  
Down  
#69

Thank You  
Essential  
Workers



# Shirley Conroy RCAP Approved!

## Two Ford Transit T24 - 8/2



# Commission for the Transportation Disadvantaged Innovation and Service Development Grant

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**Santa Fe College EXTRA Shuttle**  
EXpress Transportation to Rural Areas

Began 08/24. There are currently two routes scheduled. As in previous years, one route will serve High Springs and Alachua. The second route is new and will serve Hawthorne.

The EXTRA Shuttle is supported by a grant from the Florida Commission for the Transportation Disadvantaged. Current and future students may apply for EXTRA service by completing the form at the bottom of this page. Students will be approved on a first-come, first served basis.

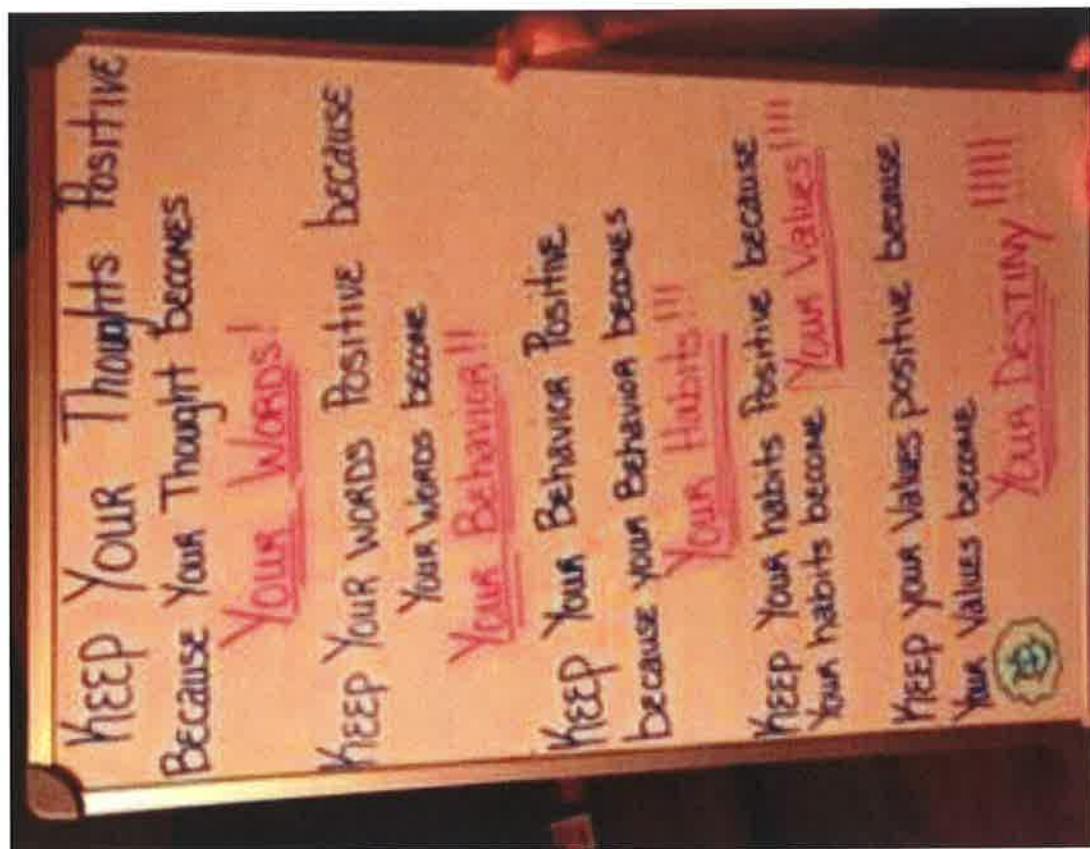


# CTD Biannual Audit

- The Commission has contracted with Thomas Howell Ferguson again this year to complete quality assurance reviews. Our review was conducted May 20, 2020.
- 1 Finding – Driver Files – 2 records from 8-10 years ago not found
  - New spreadsheet checklist implemented / all files reviewed and up to date
- 2 Suggestions
  - AOR Completion Process – Accounting Manager Marsha Rivera prepared lengthy detailed explanation
  - Rate Calculation Completion Process - Accounting Manager Marsha Rivera prepared lengthy detailed explanation



# Inspiration Board





## Preventable Accident Outline

June – 0

July – 0

August – 0 (as of 8/24)

89 Consecutive Days  
W/O Preventable Accident  
08/24



# Operating Statistics

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- **Consistent On Time Performance – 90% Goal**
  - May – 98.60%
  - June – 98.68%
  - July – 97.92%
  - August - 97. 55% (As of 08/24)
- **Accidents – Outline in previous slide**
- **Call Hold Times – Well under standard**
- **Road Calls - Well under standard**
- **Valid Complaints – Well under standard of 3/1000 trips**
  - May – 3 / 3563
  - June – 1 / 4340
  - July – 2 / 3854
  - August – 1 / 3225 (As of 08/24)





We provide freedom.

TD PROGRAM STATUS REPORT	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-21	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21
TD Applications Approved	20											
TD Applications Denied	1											
Bus Pass Applications Received	0											
Number of Bus Passes sponsored by the TDTF	0											
Applicants at or below 100% of the Federal Poverty Level	N/A											
Number of TD Trips that can be Provided Daily	54											
Average Number of TD Trips Performed Daily	32											
Total Number of TD Trips Provided during the Month	867											
TD Trip Priorities Used (Yes or No)	No											
Number of Dialysis Saturday Trips Provided	50											
Number of Other Saturday Trips Provided	14											
Number of Non-Emergency Stretcher Trips Provided (Not sponsored by Medicaid)	0											

**ALACHUA COUNTY  
UNMET TRANSPORTATION NEEDS  
APRIL\_2020**

REASON FOR TRIP DENIAL	NUMBER OF TRIP DENIALS
Client was exposed to, had symptoms or was ill with COVID-19.	3
TD Application was denied due to not meeting the income criteria. Applicant's income exceeded the limit.	0
Out of County Trip Request	0
Other	0
<b>TOTALS</b>	<b>3</b>

**ALACHUA COUNTY  
UNMET TRANSPORTATION NEEDS  
MAY\_2020**

REASON FOR TRIP DENIAL	NUMBER OF TRIP DENIALS
Client was exposed to, had symptoms or was ill with COVID-19.	0
TD Application was denied due to not meeting the income criteria. Applicant's income exceeded the limit.	0
Out of County Trip Request	0
Other	0
<b>TOTALS</b>	<b>0</b>

**ALACHUA COUNTY  
UNMET TRANSPORTATION NEEDS  
JUNE\_2020**

REASON FOR TRIP DENIAL	NUMBER OF TRIP DENIALS
Client was exposed to, had symptoms or was ill with COVID-19.	0
TD Application was denied due to not meeting the income criteria. Applicant's income exceeded the limit.	0
Out of County Trip Request	0
Other	0
<b>TOTALS</b>	<b>0</b>



**ATTENDANCE RECORD**

**ALACHUA COUNTY  
TRANSPORTATION DISADVANTAGED  
COORDINATING BOARD**

MEMBER/ORGANIZATION	NAME	09/11/19	11/13/19	2/12/20	6/3/20
Chair	Commissioner Charles Chestnut, IV	P	P	A	P
Florida Department of Transportation	Janell Damato	P	P	P	P
Alternate Member	Christina Nalsen		P	A	A
Florida Department of Children and Families	John Wisker	P	P	P	A
Alternate Member	Louella Teague	A	A	A	A
Agency for Health Care Administrtaion	Deweerce Ogden	P	P	P	P
Alternate Member	Vacant				
Florida Department of Education	Jeff Aboumrad	P	P	P	P
Alternate Member	Vacant				
Florida Department of Elder Affairs	Jeff Lee	A	P	A	P
Alternate Member	Nick Hauzer	P	P	P	A
Florida Agency for Persons with Disabilities	Helen "Renee" Cooke				
Alternate Member	Sylvia Bamburg				
Public Education	Vacant				
Alternate Member	Vacant				
Citizen Advocate	James East	P	P	P	P
Alternate Member	Vacant				
Citizen Advocate-User	Vacant				
Alternate Member	Vacant				
Elderly	Marie Small				
Alternate Member	Vacant				
Veterans	Albert H. Linden, Jr.	A	A	P	P
Alternate Member	Vacant				
Persons with Disabilities	Vacant				
Alternate Member	Vacant				
Central Florida Community Action Agency	Tiffany McKenzie	P	P	P	P
Alternate Member	Charles J. Harris	A	A	A	A
Children at Risk	Clinton Alford	P	A	A	A
Alternate Member	Morris Sherman				
Mass Transit	Jesus Gomez	A	A	A	A
Alternate Member	Mildred Crawford	P	P	P	P
Regional Workforce Board	Vacant				
Alternate Member	Vacant				
Private Transit Industry	Vacant				
Alternate Member	Vacant				

ATTENDANCE POLICY: According to Chapter I, Section III, Subsection 4 of the Coordinating Board bylaws:  
 "The Metropolitan Transportation Planning Organization shall review and consider rescinding the appointment of any voting member of the Board who fails to attend three consecutive meetings."

