

COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

Commission Business Meeting

Florida Commission for the



Transportation
Disadvantaged

Agenda

December 10, 2013

Polk County

Board of County Commission Chambers

330 West Church Street

Bartow, Florida 33830

9:00 am - until completion of business

David Darm, Chairman
Mike Willingham, Vice-Chairman
Dane Grey, Commissioner
Marion Hart, Commissioner
Mike Horan, Commissioner
Charlotte Temple, Commissioner
Bryan Vaughan, Commissioner

Conference Call Number: 888-670-3525

Conference Code: 7993168355

Item #	Agenda Item	Speaker(s)
I	Call to Order	Chairman Darm
II	Pledge of Allegiance	Chairman Darm
III	Welcome from the Chair	Chairman Darm
IV	Introduction of Commissioners/Advisors/Public	Commissioners/Advisors/Others
V	Welcome from Polk County	Paul Simmons, Manager Polk County Transit
VI	Commissioner/Advisor Reports	Commissioners/Advisors
VII	Public Comments (Comments limited to the current agenda items)	Public
Action Items		
VIII	Approval of Minutes <ul style="list-style-type: none">• August 8, 2013• October 16, 2013	Chairman Darm
IX	Proposed Rule 41-2.018	Tom Barnhart, General Counsel

Informational Items

X	2013 Annual Performance Report	Steve Holmes
XI	Unmet Need Study	Jay Goodwill, CUTR
XII	Executive Director's Report <ul style="list-style-type: none">• Legislative Budget Request for FY 2014-15• 2014 Meeting Schedule• County Updates	Steve Holmes
XIII	Commissioner/Advisor Comments	Commissioners/Advisors
XIV	Public Comment	Public
XV	Adjournment	Chairman Darm

Next Meeting – March 14, 2014 - Tallahassee

When operating under Florida's Government in the Sunshine Law, the Florida Supreme Court recognizes the importance of public participation in open meetings. The Commission provides that right of access at each public meeting and adheres to Chapter 286.011, Florida Statutes. A comment card for each speaker is required, and this limits public comment to five (5) minutes per speaker.

In accordance with the Americans with Disabilities Act (ADA), and Chapter 286.26, Florida Statutes, persons in need of special accommodation to participate in the meeting (including an agenda) shall contact our office, at least 48 hours before the meeting by email at vicki.scheffer@dot.state.fl.us or by the following listed below:

Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450
(850) 410-5703 or (800) 983-2435
(850) 410-5708 (TDD/TTY).

This meeting is subject to change upon the chairman's request.

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: December 10, 2013

AGENDA ITEM:

VIII. Approval of Minutes

BACKGROUND INFORMATION:

The Commission met on August 8, 2013 in Daytona Beach.
The Commission met on October 16, 2013 by teleconference.

ATTACHMENTS:

Minutes of the August 8, 2013 Commission Meeting.
Minutes of the October 16, 2013 Commission teleconference meeting.

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Recommend Commission approval of the August 8 and October 16, 2013 minutes.



Steve Holmes

Executive Director

Date: December 10, 2013

ACTION TAKEN AT MEETING:

MEETING SUMMARY

Commission for the Transportation Disadvantaged **Commission Business Meeting**

Hilton Daytona Beach Resort
100 North Atlantic Avenue
Daytona Beach, Florida 32118

August 8, 2013
9:00 AM

Commissioners Present	Commissioners Absent
Chairman David Darm	Vice-Chairman Willingham
Dane Grey	
Marion Hart	
Mike Horan via phone	
Charlotte Temple	
Bryan Vaughan	

Advisors Present	Advisors Absent
Mike Bolin	Buddy Cloud
Diane Harris	Ed Coven
Kent Carroll via phone	
Dennis Latta via phone	

Others Present

Steve Holmes, Karen Somerset, Tom Barnhart, Vicki Scheffer, Kim Hansen, John Irvine, Sheri Powers, Robert Craig, Terry Goodwin, Angela Cavanaugh, Elmer Melendez, Ray Anderson, Natasha Serra, Susan Hamrick, Elizabeth DeJesus, Ron Laface, Connie Conley, Diane Slaybaugh, Steve Diez, Carole Hinkley, Lisa Love, Lynn Godfrey, Johnny Limbaugh, Kevin Murdy, Mike Woods, Ed Lehman, Mike Bertele, Peggy Waters, Robert Davis, Jim Van Pelt, Heather Blanck, Cristina Tuero, Sharon Peeler, Sarah Stroh, Becki Forsell, Tim Banks, Kyle Mills, Karen Smith, Liz Stutts, Liz Peak, Gwendolyn Pra, Steve Sherrer, Gaby Serrado, Marilyn Baldwin, Amy Bradford, Teresa Fortner, Ken Harley, Debbie Byrnes, Helen Perez, Ed Griffin, Luke Lambert, Steve Ullman, Donna Hersom, Rod Wetzels, Wendy Scott, John Croom, Lou Ferri, Debbie Nelson, Elizabeth Rockwell, Boyd Thompson, Lisa Sanders, Priscila Clawges, Michele Ogilvie, Jayne Pietrowski, Corine Williams, Bill Hearndon, Erin Schepers

Call to Order

Chairman Darm called the meeting to order.

Steve Holmes called the roll. A quorum was present. He noted that Vice-Chairman Willingham had an excused absence.

Pledge of Allegiance

Chairman Darm led the Pledge of Allegiance.

Chairman Darm talked about how much he learned at the 21st Annual Best Practices and Training Workshop. He commended Commission staff for the excellent job of coordinating the event.

Introduction of Commissioners, Advisors and the Public

Commissioners and Advisors introduced themselves.

Welcome from Votran

Chairman Darm introduced Steve Sherrer, General Manager, Votran. Mr. Sherrer welcomed the Commission to Daytona Beach for the second time in three years. He echoed Chairman Darm's comments on the Workshop and especially enjoyed Lt. General Honore's keynote address. Mr. Sherrer gave a few comments regarding Votran:

- They provide independence to the dependent.
- They provided 36,000 trips the past year using TD funds.
- Their bus driver, Stewart Wood, was named Driver of the Year at the awards banquet the night before.

Commissioner/Advisor Reports

There were none.

Public Comments

There were none.

Approval of Minutes

Chairman Darm called for the approval of the May 21, 2013 minutes.

ACTION TAKEN: Commissioner Hart moved and Commissioner Vaughan seconded to approve the May 21, 2013 minutes as written. The motion carried unanimously.

Roles and Responsibilities of the Regional Planning Council

Scott Koons, Executive Director, North Central Florida Regional Planning Council, and currently serving as the Chair of the statewide Florida Regional Councils Association, Executive Director's Committee, gave an overview of the Regional Planning Councils across the State.

- There's a statewide association of 11 Regional Planning Councils.
- Their tagline is "Partnerships for the Future."
- They are all about convening, facilitating and bringing parties together to solve both local problems, and extra jurisdictional problems of more than a single county.

- The councils are associations of local governments and are formed through what is known as inter-local agreements under Chapter 163, Florida Statutes.
- Board membership consists of two-thirds local elected officials, and one-third is appointed by the Governor.
- They perform economic impact analysis of proposed projects in their regions to identify the impact on the economy in terms of secondary jobs, income, employment, and ad valorem tax generation for the local governments.
- Provide grant writing administration services to cities and counties to help them secure Federal and state infrastructure money.
- Prepare regional hazardous response plans through regional emergency planning committees made up of first responders from throughout the counties in the regions.
- Conduct extensive training in the regions for first responders, law enforcement, fire rescue & emergency medical.
- Engaged in regional transportation through strategic regional policy plans.

Mr. Koons gave an overview of the planning council's role in the Transportation Disadvantaged Program.

- The Commission designates a planning agency in each county or multi-county area. The planning agency can be a Metropolitan Planning Organization or city government, or a regional planning council.
- The planning agency appoints members to the Transportation Disadvantaged Local Coordinating Board to assist the Commission on a local level with the needs of the community.
- Every five years, the planning agency recommends to the Commission the designation of the Community Transportation Coordinator (CTC). The CTC is responsible for coordinating the transportation disadvantaged services by providing the services themselves and/or by contracting the services out to the providers in the area.
- The planning agency is responsible for preparation of the development plan section in the annual service plan. This section describes the demographics and socioeconomic characteristics, and identifies the population in need of transportation services in each of the jurisdictions. The planning agency also prepares the quality assurance section which is the criteria to be used for evaluating the CTC. The Service Plan is then recommended to the Commission for approval.

A discussion ensued on multi-jurisdictional benefits for transportation services.

Medicaid Program Update

- Mike Bolin, Agency for Health Care Administration (AHCA), stated AHCA was in the negotiation stage of the managed care contracts. The process should be completed by mid-September and he should be able to provide more information on managed care transportation at the next Commission Business Meeting in December.

- AHCA is working on transition plans for the populations that will and won't go into managed care transportation.
- The biggest transportation disadvantaged user population seems to be children that are enrolled in Prescribed Pediatric Extended Care (PPEC). However, that will not be the only transportation user population.
- AHCA staff are meeting with Commission staff and reviewing data to determine how to appropriately shift funds.

Chairman Darm asked Mr. Holmes to give an overview of the transition as it relates to the Commission's clients and providers.

- The Commission and AHCA will have to have a very good communication plan to work and talk with the local communities.
- When the transportation brokers begin to communicate with the beneficiaries, it will require a lot of work with the provider network, local coordinating boards, and advocacy organizations to ensure that the riders understand the process for scheduling transportation. It may be confusing to some at first since they have been calling a specific phone number and talking to a specific person.
- Will it be a drop dead date; at one point the Commission is providing the transportation and the next day we're not? If there is a buffer during the transition, those who are providing transportation for non-emergency medical transportation under the Commission's contract will need to get paid for that service.

A discussion ensued regarding the positive working relationship between AHCA and the Commission.

Mr. Holmes discussed whether or not fund allocations would be needed for next fiscal year because the roll-out period for the managed care contracts may or may not bridge the Commission's contract period which begins July 1.

- The full contract amount has been put in the Legislative Budget Request for FY 14/15.
- Depending on what is learned in September, a supplemental budget request may have to be submitted.

Commissioner Hart proposed that the Medicaid transition be an action item on the agenda for the December business meeting.

Mr. Holmes stated that the PPEC clients would not make the transition to managed care and the Commission needed to make a decision on whether or not to contract with AHCA to provide those services next fiscal year either at the December Business Meeting or shortly thereafter.

A discussion ensued regarding PPEC transportation.

Overview of Chapter 2013-227

Tom Barnhart, Commission General Counsel, explained that this was a new section created in Chapter 286, Florida Statutes, regarding the right to speak at a public

Commission Business Meeting

August 8, 2013

Page 4

meeting. It will become law effective October 1, 2013. Mr. Barnhart recommended that the Commission vote to allow him to file a notice of rule development so he and Commission staff can start the process to implement the statute. A discussion ensued regarding what type of language would be in the rule.

Chairman Darm asked if there was a motion to allow Mr. Barnhart to file a notice of rule development.

ACTION TAKEN: Commissioner Vaughan moved and Commissioner Grey seconded to allow Counsel to initiate the rulemaking process. The motion carried unanimously.

Executive Director's Report

Mr. Holmes suggested that the Commission have a riders' committee that would meet telephonically from time to time and report on riders' issues directly to the Commission. Commissioner Hart questioned how the participants would be selected, how it would be rotated and stated the purpose of the committee would have to be clearly defined. Mr. Bolin advised the Commission that AHCA had an advisory council. He stated that he would get specifics on how the council operates, lessons learned and share that information with the Commission. Chairman Darm asked Mr. Holmes to see if this needed to be an action item at the next business meeting.

Public Comment

Boyd Thompson, Ride Solution, CTC for Putnam County, spoke on the risks involved in transporting PPEC clients on non-emergency transportation vehicles.

Liz Peak, Jacksonville Transportation Authority, addressed the one call one click transportation resource centers which simplify access to transportation information. She stated that if the managed care organizations would coordinate with the CTC's, it would simplify the transportation transition.

Corrine Williams, CTC for St. Lucie County, thanked the Commission for the increase in funds. The County is moving toward mobility management and is looking at ways to coordinate with others.

Ed Griffin, Vice President, MV Transportation, stated that the providers are interested in providing the PPEC transportation service, but the demands need to be looked at realistically so there is adequate funding for the service.

Lisa Sanders, Medical Transportation Management, CTC for Martin County and the STP in Volusia and Collier counties, reiterated the need for adequate funding for PPEC transportation.

Ken Harley, Public Transportation Manager, Lake County, asked the Commission for help in supplementing the Medicaid waiver program. The counties lose money every year on the program and have to cut other services.

Becki Forsell, Hillsborough County advocate for the transportation disadvantaged, is concerned about the numbers being much greater for the unmet needs than what is being reported. She would like the Commission to give the advocates information that they can take to their legislators to request more funding for the coordinated transportation system.

Marilyn Baldwin, former Transportation Disadvantaged Commissioner, and now a member of the Orange, Osceola and Seminole counties transportation disadvantaged local coordinating board, supports Mr. Holmes idea to have a riders' committee. She would like to see people from across the State with varying disabilities on the committee.

Debbie Nelson, CTC for Sumter County, suggested that members on the transportation disadvantaged local coordinating boards that ride the service might be a place to start for suggestions on how the service can be improved.

Commissioner/Advisor Comments

Commissioner Grey wanted the record to reflect that the Workshop was successful. He thanked staff for doing a great job and for Mr. Holmes and Mrs. Somerset's leadership. At a previous Commission Business Meeting he had brought up that the Commission needed to set goals to meet. He stated that without goals, the Commission didn't have a direction, and without direction, the Commission essentially didn't have a purpose. He would like the Commissioners to challenge themselves to come up with goals for the Commission to meet every year.

Diane Harris reiterated the comments about Commission staff doing a good job and how great the Workshop was. She said she learned a lot.

Adjournment

Chairman Darm asked if there was a motion to adjourn the meeting.

ACTION TAKEN: Commissioner Grey moved and Commissioner Hart seconded to adjourn the meeting. The motion carried unanimously.

NEXT MEETING: December 10, in Bartow

Minutes compiled by Vicki Scheffer.

Note: This meeting has been summarized to reduce paperwork in accordance with policies of State government. If an accessible format or more information than is provided herein is needed, please contact the Commission for Transportation Disadvantaged at (850) 410-5700 or 1-800-983-2435 for assistance. A copying or printing fee may be charged to the requesting party.

MEETING SUMMARY

Commission for the Transportation Disadvantaged Commission Business Meeting

2740 Centerview Drive
Tallahassee, Florida 32399

October 16, 2013
9:00 AM

Commissioners Present	Commissioners Absent
Chairman David Darm	Marion Hart
Vice-Chairman Willingham via phone	Charlotte Temple
Dane Grey via phone	Bryan Vaughan
Mike Horan via phone	

Advisors Present	Advisors Absent
Ed Coven via phone	Buddy Cloud
Diane Harris via phone	Beth Kidder
Kent Carroll via phone	
Dennis Latta via phone	

Others Present

Steve Holmes, Karen Somerset, Sheri Powers, Cecile Del Moral, Vicki Scheffer, Floyd Webb, Dee Dee Raggins, Robert Milne filling in for Tom Barnhart via phone.

Call to Order

Chairman Darm called the meeting to order.

Steve Holmes called the roll. A quorum was not present. It was stated that Commissioner Grey was delayed by an airline flight. Chairman Darm decided to move through the agenda until a vote was needed. It was noted that Commissioners Hart, Temple and Vaughan had excused absences.

Chairman Darm thanked the subcommittee members who worked on the Shirley Conroy Rural Area Capital Assistance Grant award recommendations.

Public Comments

There were none.

Mr. Holmes asked if there were any advisors on the phone. The advisors introduced themselves.

2013 Shirley Conroy Rural Area Capital Assistance Grant Award Recommendations

Mr. Holmes gave an overview of the Shirley Conroy Grant.

- \$1.4 million Grant that the Commission receives each year from FDOT.
- Purpose is to assist rural areas with the purchase of capital equipment.
- Priority for the current grant money is for the purchase of technologies (mobile data terminals, software, etc.).

The Award Subcommittee met on October 10, 2013. Members were Vice-Chairman Willingham, Diane Harris with Dept. of Children and Families, and Erin Scheppers with FDOT. Sheri Powers, CTD staff member, coordinated receipt of the applications. This year, 26 applications were received.

Chairman Darm asked if any of the Commissioners had questions or comments. There were none.

Mr. Holmes stated that there were two changes to the Shirley Conroy Grant information that was sent to the Commissioners.

1. Baker County – The 15 wheel chair racks valued at \$2,550, to mount outside of each vehicle will not be recommended. This reduces the amount of money to be awarded to Baker County to \$5,230.
2. Orange/Osceola/Seminole Counties – The \$2,550 will be awarded to LYNX for the purchase of mobile data terminals. This increases the amount of money to be awarded to Orange/Osceola/Seminole Counties to \$32,739.

At this time, Commissioner Grey joined the teleconference and a quorum was present.

Chairman Darm asked if there was a motion to approve the 2013 Shirley Conroy Grant recommendations.

ACTION TAKEN: Commissioner Horan moved and Vice-Chairman Willingham seconded to approve the 2013 Shirley Conroy Rural Area Capital Equipment Support Grant Recommendations with the changes to Baker County and Orange/Osceola/Seminole Counties. The motion carried unanimously.

Public Comments

There were none.

Commissioner/Advisor Comments

Diane Harris commented that the Shirley Conroy Grant process went smoothly and thanked Mrs. Powers and staff for their hard work.

Adjournment

Chairman Darm asked if there was a motion to adjourn the meeting.

ACTION TAKEN: Commissioner Horan moved and Vice-Chairman Willingham seconded to adjourn the meeting. The motion carried unanimously.

NEXT MEETING: December 10, in Bartow

Minutes compiled by Vicki Scheffer.

Note: This meeting has been summarized to reduce paperwork in accordance with policies of State government. If an accessible format or more information than is provided herein is needed, please contact the Commission for Transportation Disadvantaged at (850) 410-5700 or 1-800-983-2435 for assistance. A copying or printing fee may be charged to the requesting party.

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: December 10, 2013

AGENDA ITEM:

IX. Proposed Rule 41-2.018

BACKGROUND INFORMATION:

Governor Scott approved a bill that relates to public meetings and provides an opportunity for the public to be heard by a board or commission before it takes official action. At the August 8, 2013 business meeting, the Commission voted to allow Counsel to initiate the rulemaking process to implement the statute. Tom Barnhart will provide an overview of the Commission's proposed Rule 41-2.018.

ATTACHMENTS:

- Proposed Rule 41-2.018
- Chapter 2013-227(Section 286.0114, Florida Statutes)

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Recommend Commission approve adoption of Rule 41-2.018.



Steve Holmes

Executive Director

Date: December 10, 2013

ACTION TAKEN AT MEETING:

THE FULL TEXT OF THE PROPOSED RULE IS:

41-2.018 Public Comment. The Commission for the Transportation Disadvantaged invites and encourages all members of the public to provide comment on matters or propositions before the Commission or a committee of the Commission. The opportunity to provide comment shall be subject to the following:

(1) Members of the public will be given an opportunity to provide comment on subject matters before the Commission after an agenda item is introduced at a properly noticed Commission meeting.

(2) Members of the public shall be limited to five (5) minutes to provide comment. This time shall not include time spent by the presenter responding to questions posed by Commission members, staff or Commission counsel. The chair of the Commission may extend the time to provide comment if time permits.

(3) Members of the public shall notify Commission staff in writing of his or her interest to be heard on a proposition or matter before the Commission. The notification shall identify the person or entity, indicate its support, opposition, or neutrality, and identify who will speak on behalf of a group or faction of persons.

Rulemaking Authority: 286.0114 FS.

Law Implemented: 286.0114 FS.

History -- New

CHAPTER 2013-227

Committee Substitute for
Committee Substitute for Senate Bill No. 50

An act relating to public meetings; creating s. 286.0114, F.S.; defining "board or commission"; requiring that a member of the public be given a reasonable opportunity to be heard by a board or commission before it takes official action on a proposition; providing exceptions; establishing requirements for rules or policies adopted by the board or commission; providing that compliance with the requirements of this section is deemed to have occurred under certain circumstances; providing that a circuit court has jurisdiction to issue an injunction under certain circumstances; authorizing a court to assess reasonable attorney fees in actions filed against a board or commission; providing that an action taken by a board or commission which is found in violation of this section is not void; providing that the act fulfills an important state interest; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 286.0114, Florida Statutes, is created to read:

286.0114 Public meetings; reasonable opportunity to be heard; attorney fees.—

(1) For purposes of this section, "board or commission" means a board or commission of any state agency or authority or of any agency or authority of a county, municipal corporation, or political subdivision.

(2) Members of the public shall be given a reasonable opportunity to be heard on a proposition before a board or commission. The opportunity to be heard need not occur at the same meeting at which the board or commission takes official action on the proposition if the opportunity occurs at a meeting that is during the decisionmaking process and is within reasonable proximity in time before the meeting at which the board or commission takes the official action. This section does not prohibit a board or commission from maintaining orderly conduct or proper decorum in a public meeting. The opportunity to be heard is subject to rules or policies adopted by the board or commission, as provided in subsection (4).

(3) The requirements in subsection (2) do not apply to:

(a) An official act that must be taken to deal with an emergency situation affecting the public health, welfare, or safety, if compliance with the requirements would cause an unreasonable delay in the ability of the board or commission to act;

(b) An official act involving no more than a ministerial act, including, but not limited to, approval of minutes and ceremonial proclamations;

(c) A meeting that is exempt from s. 286.011; or

(d) A meeting during which the board or commission is acting in a quasi-judicial capacity. This paragraph does not affect the right of a person to be heard as otherwise provided by law.

(4) Rules or policies of a board or commission which govern the opportunity to be heard are limited to those that:

(a) Provide guidelines regarding the amount of time an individual has to address the board or commission;

(b) Prescribe procedures for allowing representatives of groups or factions on a proposition to address the board or commission, rather than all members of such groups or factions, at meetings in which a large number of individuals wish to be heard;

(c) Prescribe procedures or forms for an individual to use in order to inform the board or commission of a desire to be heard; to indicate his or her support, opposition, or neutrality on a proposition; and to indicate his or her designation of a representative to speak for him or her or his or her group on a proposition if he or she so chooses; or

(d) Designate a specified period of time for public comment.

(5) If a board or commission adopts rules or policies in compliance with this section and follows such rules or policies when providing an opportunity for members of the public to be heard, the board or commission is deemed to be acting in compliance with this section.

(6) A circuit court has jurisdiction to issue an injunction for the purpose of enforcing this section upon the filing of an application for such injunction by a citizen of this state.

(7)(a) Whenever an action is filed against a board or commission to enforce this section, the court shall assess reasonable attorney fees against such board or commission if the court determines that the defendant to such action acted in violation of this section. The court may assess reasonable attorney fees against the individual filing such an action if the court finds that the action was filed in bad faith or was frivolous. This paragraph does not apply to a state attorney or his or her duly authorized assistants or an officer charged with enforcing this section.

(b) Whenever a board or commission appeals a court order that has found the board or commission to have violated this section, and such order is affirmed, the court shall assess reasonable attorney fees for the appeal against such board or commission.

(8) An action taken by a board or commission which is found to be in violation of this section is not void as a result of that violation.

Section 2. The Legislature finds that a proper and legitimate state purpose is served when members of the public have been given a reasonable opportunity to be heard on a proposition before a board or commission of a state agency or authority, or of an agency or authority of a county, municipal corporation, or political subdivision. Therefore, the Legislature determines and declares that this act fulfills an important state interest.

Section 3. This act shall take effect October 1, 2013.

Approved by the Governor June 28, 2013.

Filed in Office Secretary of State June 28, 2013.

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: December 10, 2013

AGENDA ITEM:

X. 2013 Annual Performance Report Update

BACKGROUND INFORMATION:

Chapter 427 charges the Commission to submit an Annual Report to the Governor, the President of the Senate, and the Speaker of the House of Representatives by January 1 of each year. This report consists of the individual county and statewide program achievements throughout the last reporting year (July – June). Community Transportation Coordinators are required to submit their reports to the Commission by September 15 each year. Commission staff are currently reviewing, verifying and analyzing the data that has been submitted by the CTCs. Staff will provide an overview of the report.

ATTACHMENTS:

None

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

For informational purposes only.



Steve Holmes

Executive Director

Date: December 10, 2013

ACTION TAKEN AT MEETING:

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: December 10, 2013

AGENDA ITEM:

XI Unmet Need Study

During the 2013 Legislative Session, Senator Gibson requested a study to quantify the true unmet need for transportation services to support individuals who are transportation disadvantaged. The Commission contracted with CUTR to conduct this study. Staff will provide an overview of the study during the meeting.

BACKGROUND INFORMATION:

ATTACHMENTS:

- Unmet and Latent Demand for Transportation Disadvantaged Services Draft Report November 2013

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

For informational purposes only.



Steve Holmes

Executive Director

Date: December 10, 2013

ACTION TAKEN AT MEETING:



CUTR

CENTER for URBAN
TRANSPORTATION
RESEARCH

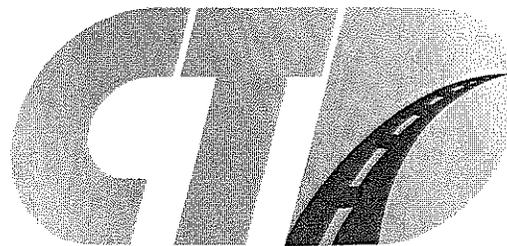
Unmet and Latent Demand for Transportation Disadvantaged Services

DRAFT REPORT

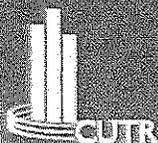
November 2013

Prepared for:

Florida Commission for the



**Transportation
Disadvantaged**



Center for Urban Transportation Research
University of South Florida
4202 E. Fowler Ave., CUT100, Tampa, FL 33620-5375

Unmet and Latent Demand for Transportation Disadvantaged Services

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Unmet and Latent Demand for Transportation Disadvantaged Services

EXECUTIVE SUMMARY

Approach

The provision of mobility options – including paratransit services – is a critical component in addressing the needs of all Florida residents and specifically our transportation disadvantaged population. With the growing population of seniors, persons with disabilities, and other transportation disadvantaged groups seeking more mobility opportunities, there is a need to accurately assess the current and future demands for mobility and to quantify the unmet travel needs of these vulnerable populations.

Attempts to quantify trip request denials has been problematic due to inconsistent definitions, recording procedures, and the inability to gauge those requests simply not being made due to previous repeated denials. The result has been a dramatic under reporting of denied transportation disadvantaged trip requests.

The Center for Urban Transportation Research (CUTR) at the University of South Florida was contracted by the Florida Commission for the Transportation Disadvantaged (CTD) to conduct research to define the unmet and latent travel and mobility needs for the Florida transportation disadvantaged population who "because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation." Current assessments and future forecasts of transportation disadvantaged mobility needs are provided and compared to existing mobility capacity at both the county and statewide level.

This project defined the unmet and latent travel demand and mobility needs for the Florida transportation disadvantaged population, and then compared current assessments and future forecasts of transportation disadvantaged mobility needs to existing service capacity at both the county and statewide level. The recommended approach and methodology were developed to permit future periodic updates of the assessments and forecasts.

The final phase of the project examined a potential methodology to incorporate the unmet demand as part of the funding allocation formula for CTD non-sponsored trip and equipment grants.

Key Findings

1. Unmet Trip Requests:

Pursuant to Chapter 427, Florida Statutes, each Community Transportation Coordinator (CTC) must submit an Annual Operating Report (AOR) by September

15th of each year. The CTD uses these reports as a mechanism to gather information needed 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 coordinated systems individually and as a whole. The CTD also uses data collected in this report to substantiate the need to seek additional funds and validate the importance of the program to members of the Florida Legislature.

One specific data item that must be reported by CTCs is the number of Unmet Trip Requests. Examination of the individual CTC Unmet Trip Requests reported for the most recent three reporting years – FY 2010, FY 2011 and FY 2012 – shows an 85 percent decrease in trip denials from FY 2010 (677,966 denials) to FY 2012 (101,536 denials), representing a reduction of 576,430 unmet trip requests.

This one AOR data item could be interpreted to indicate that the CTD program has been very successful in fulfilling the mobility needs of Florida's transportation disadvantaged residents. Such a conclusion would be inaccurate for several reasons, including:

- Closer examination of the data in Table 1 in Chapter 1 reveals that the dramatic decrease in unmet trip requests can be accounted for by one county – Miami-Dade. Follow up investigation revealed the new data are being reported correctly, while the previous data were incorrect and over-inflated.
- Additionally, based on upon the reporting of this data item by the other 66 CTCs, there appears to be inconsistency between CTCs of similar size and composition. Several CTCs did not report any unmet trip requests and other CTCs showed variation in their reporting from year to year.

Unmet (or denied) trip requests are not an accurate reflection of unmet mobility demand among Florida's transportation disadvantaged population due to the following factors:

- The accuracy of the denied trip request, as noted above, is questionable.
- A denied trip request cannot be directly translated to unmet trips since the denial could be for multiple trips (e.g., the return trip, reoccurring trips for the same purpose such as work or education).
- After being denied for the trip on several occasions, the transportation disadvantaged persons may no longer inquire about trip availability and would no longer be reflected in the trip requests.

- Due to limited funding availability, most CTC's have developed trip priorities in which only the most essential trips (i.e., medical and life sustaining) are provided.

The project team would recommend that the requirement for CTCs to report Unmet Trip Requests as part of their AOR data be examined more closely. The data reported seems to be inconsistent from CTC to CTC and often varies at the individual CTC level based on the employee collecting and reporting these statistics. Furthermore, Unmet Trip Requests do not accurately measure or reflect unmet travel demand.

Due to these inconsistencies and misinterpretation of the data, consideration to discontinue the requirement to collect this information as part of the AOR process should be deliberated.

2. **Travel Demand Estimation Methodology:**

In June 2013, the National Center for Transit Research at the USF Center for Urban Transportation Research (CUTR) published *Forecasting Paratransit Service Demand – Review and Recommendations*, a research report that assessed the current Florida and national methodologies and techniques utilized for paratransit service demand and provides a new analytical tool for forecasting the demand for TD services.

This research effort resulted in the development of a new demand estimation model that utilizes demographic and socio-economic data collected by the U.S. Census Bureau on an annual basis. This richer data source captures changing population characteristics that influence transportation demand. Additionally, the demand estimation model lends itself to updates as new data become available.

This user provided input is used to calculate current estimates of the General Transportation Disadvantaged populations, the Critical Need Transportation Disadvantaged populations, and the demand for TD trips. The approach uses General Transportation Disadvantaged populations, based upon estimates of all disabled, elderly and low-income persons, and children who are "high-risk" or "at-risk." These population groups are further refined to identify the Critical Need Transportation Disadvantaged populations, or those who due to severe physical limitations or low incomes are dependent upon others for their mobility needs.

After the Critical Need Transportation Disadvantaged population is defined, daily trip rates are applied to calculate daily and annual travel demand. This methodology uses trip rates for persons who live in households without any vehicles available extracted from the 2009 National Household Travel Survey (NHTS).

The forecasting model developed in conjunction with the *Forecasting Paratransit Service Demand – Review and Recommendations* research effort has been endorsed by the Florida CTD as the recommended demand forecasting tool for use in the development of the CTC Transportation Disadvantaged Service Plans (TDSPs).

To provide consistency with the TDSP travel demand forecasts and to utilize the latest in paratransit service demand estimates, the *Forecasting Paratransit Service Demand – Review and Recommendations* forecasting model was used to develop demand estimates for all 67 Florida counties and CTCs for this research effort.

3. **Unmet and Latent Travel Demand:**

With the estimation of the Critical Need Transportation Disadvantaged population travel demand, the final step in the process of estimating unmet or latent demand was the comparison of the travel demand calculations to the total annual trips provided by the CTCs as reported in the latest AOR.

The comparison of the total AOR reported annual trips to the estimated Critical Need Transportation Disadvantaged population travel demand provides a measure of the critical need travel demand met by each CTC and will reveal the unmet travel demand. The end product of this task was an estimate of unmet and latent travel demand and mobility needs for the Florida transportation disadvantaged population at both the county and statewide levels.

The report includes a set of tables that provide this comparison and the estimates of met and unmet Critical Need Transportation Disadvantaged population travel demand at the county and statewide level. The tables list the Critical Need Annual Trip Demand, the FY 2012 AOR Total Trips, calculates the percentage of the annual trip demand satisfied by the CTCs and the Transportation Disadvantaged system, and finally indicates the remaining or unmet travel demand as both a number and a percentage.

Statewide calculations reveal that the combined CTCs' 47,741,494 annual trips meet 40.21 percent of the estimated Critical Need Transportation Disadvantaged population travel demand in Florida, leaving 70,992,641 annual trips (or 59.79 percent) of the trip demand to be satisfied by other means or simply not provided.

The individual results vary widely by county. The Hendry County CTC meets the least of the Critical Need Transportation Disadvantaged population travel demand with only 1.13 percent, leaving 98.87 percent of the demand unmet. Two counties, Palm Beach and Miami-Dade, actually satisfy all of the Critical Need Transportation Disadvantaged population travel demand (based on the model) through the travel provided under the CTC programs.

Close to two-thirds of the counties (65.6 percent) are meeting less than 10 percent of the demand. Only six percent are meeting at least half of the projected demand.

4. **Incorporation of Unmet Travel Demand into Funding Formula:**

This final section of the report explores opportunities for the utilization of the estimate of unmet and latent travel demand and mobility needs as a factor in the CTD trip and equipment grant fund allocation formula. Based on the analysis, options for the inclusion of the unmet demand as part of the funding allocation formula are provided.

The Commission for the Transportation Disadvantaged is tasked with the responsibility to accomplish the coordination of transportation services provided to the transportation disadvantaged. The Commission administers two grant programs to assist in accomplishing their responsibilities and to provide services to the non-sponsored transportation disadvantaged citizens of the state, with the Trip and Equipment grant program being the more significant of the two

There are currently four factors utilized to distribute the annual Trip/Equipment Grant Program funding to local CTCs. Two of the factors (county area in square miles and county population) are related to "need," with the other two factors (total system passenger miles and total system vehicle miles) related to "performance."

As previously documented, there is a wide variation in the degree to which each Florida County is meeting the Critical Need Transportation Disadvantaged populations' mobility needs. The urbanized areas are more successful than their rural counterparts in satisfying these travel demand needs.

The report presents an approach to utilize the unmet trip demand estimates as a potential fifth factor that could be used in the CTD trip and equipment grant fund allocation formula allocation process as a means of directing funding to the area with the most proportional need. From a rural perspective, this factor could compensate for the use of two of the factors – population (need) and trips provided (performance) – which tend to favor the larger urbanized counties.

Employing the same logic used in the current four funding factors, the unmet trip demand must be expressed in terms to allow a comparative ranking of all CTCs. To accomplish this, the first step is to normalize the unmet travel demand estimates to account for the county population that the CTC serves. This will allow the unmet trip demand to be expressed in per capita terms.

Dividing the unmet trip demand by the total county population provides the unmet trip demand per capita per capita for each county. Totaling each county's per capita

rate will provide a base total with which to calculate each county's normalized share of the statewide total. Dividing each county's per capita unmet trip demand into the statewide total permits a relative percentage of unmet trip demand to be calculated, which could be used to allocate any "unmet trip demand" funding that may become available.

With this approach, the unmet trip demand per capita provides a fair and consistent mechanism to use unmet demand as a funding allocation factor. The policy question then becomes should unmet trip demand be used, and, if so, what alternatives exist to incorporate this fifth factor in the CTD trip and equipment grant fund allocation formula.

Options that could be explored include:

- Add Unmet Trip Demand per Capita as Fifth Factor
Change the existing allocation formula to include the unmet trip demand per capita as "equal" to the other four factors (i.e., county population, county size, annual trips and annual miles) with each of the five factors being allocated 20% of the available funding.
- Use Unmet Trip Demand per Capita to Allocate All New Funds
Maintain the existing allocation formula for the current base level of funding, but allocate all "new CTD trip and equipment grant fund allocations" by the unmet travel demand per capital. This would direct all new funding based on unmet need.
- Use Unmet Trip Demand per Capita as One Factor to Allocate New Funds
Maintain the existing allocation formula for the current base level of funding, and then allocate all "new CTD trip and equipment grant fund allocations" splitting the new funds between the current allocation formula and a new factor based on unmet trip demand per capita. This percent of new funding directed to the unmet trip demand per capita could be varied.

Summary

This research effort was successful in defining the unmet and latent travel demand and mobility needs for the Florida transportation disadvantaged population and comparing the transportation disadvantaged mobility needs to existing service capacity at both the county and statewide level.

The research concluded that the unmet travel demand estimates could be factored into the funding allocation methodology used to distribute a portion of the available funding distributed under the Non-Sponsored Trip/Equipment Grant Program.

Unmet and Latent Demand for Transportation Disadvantaged Services

The provision of mobility options – including paratransit services – is a critical component in addressing the needs of all Florida residents and specifically our transportation disadvantaged population. With the growing population of seniors, persons with disabilities, and other transportation disadvantaged groups seeking more mobility opportunities, there is a need to accurately assess the current and future demands for mobility and to quantify the unmet travel needs of these vulnerable populations.

Attempts to quantify trip request denials has been problematic due to inconsistent definitions, recording procedures, and the inability to gauge those requests simply not being made due to previous repeated denials. The result has been a dramatic under reporting of denied transportation disadvantaged trip requests.

INTRODUCTION AND APPROACH

The purpose of this research project is to quantify the unmet demand for services to support those individuals who are transportation disadvantaged.

The Center for Urban Transportation Research (CUTR) at the University of South Florida was contracted by the Florida Commission for the Transportation Disadvantaged (CTD) to conduct research to define the unmet and latent travel and mobility needs for the Florida transportation disadvantaged population who “because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.” Current assessments and future forecasts of transportation disadvantaged mobility needs are provided and compared to existing mobility capacity at both the county and statewide level.

The final phase of the project presents a methodology to incorporate unmet demand as a factor in the CTD Non-Sponsored Trip/Equipment Grant allocation formula.

The recommended approach and methodology have been developed to permit future periodic updates of the assessments and forecasts.

The research approach included the following sequential steps:

- Definition of Unmet and Latent Travel Demand and Mobility Needs: CUTR explored the current approaches to define the unmet and latent travel demand and mobility needs for the Florida transportation disadvantaged population who because of physical or mental disability, income, or age are unable to transport themselves or purchase transportation. This task included an examination of the existing processes for the CTC to collect and compile information on trip request denials.

- Analysis of Existing Approaches and Processes: CUTR prepared an analysis of the current approaches and processes that are utilized to provide estimates of the unmet mobility demand and the current allocation process used for the Trip and Equipment related grant program. The project team was directed to utilize a methodology that would estimate transportation disadvantaged travel demand at both the county and state level.
- Data and Information Assembly and Review: Working with the CTD staff, CUTR compiled the data, information, reports and other materials necessary for this analysis. CUTR reviewed, assessed and analyzed these materials to provide the background for the additional tasks.
- Estimation of General Transportation Populations, Critical Need Populations, and Daily and Annual Travel Demand of the Critical Need Population: Employing the recommended methodology, CUTR developed estimates of the general transportation populations, critical need populations, and daily and annual travel demand of the critical need population at both the county and state level.
- Estimate of Unmet and Latent Travel Demand and Mobility Needs: These estimated travel demand estimates were compared to the latest Annual Operating Report (AOR) data and used to calculate the level of critical need travel demand met by the CTCs, thus defining the unmet travel demand. The end product included in this report is an estimate of unmet and latent travel demand and mobility needs for the Florida transportation disadvantaged population at both the county and statewide levels.
- Incorporation of Unmet and Latent Travel Demand and Mobility Needs into Funding Formula: CUTR explored alternatives for the utilization of the estimate of unmet and latent travel demand and mobility needs as a factor in the CTD trip and equipment grant fund allocation formula. Based on the analysis, recommendations for the inclusion of the unmet demand as part of the funding allocation formula are provided.

REVIEW OF UNMET TRIP REQUEST DATA

Pursuant to Chapter 427, Florida Statutes, each CTC must submit an AOR by September 15th of each year.

The CTD uses this information to gather information needed 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 coordinated systems individually and as a whole. The CTD also uses data collected in the AORs to substantiate the need for additional funds.

Utilizing the individual CTC AOR reports, an Annual Performance Report for the Florida Commission for the Transportation Disadvantaged is published (for the period of July 1 through June 30th for each year) to meet the statutory requirements outlined in Section 427.013(12), Florida Statutes.

The Annual Performance Report provides an overview of the program and a summary of performance trends statewide, thereby providing the Governor, Legislature, Commission, CTCs, planning agencies, Local Coordinating Boards, State Human Service agencies, advocacy groups and others information about coordinated transportation services.

One specific data item that must be reported by CTCs is the number of Unmet Trip Requests. The following provides the instructions from the AOR Reporting Guidelines for this data input:

Number of Unmet Trip Requests

Enter the number of one-way passenger trips which were unable to be provided or arranged through the coordinated system, for any reason, including lack of capacity, vehicle availability, or lack of funding to sponsor the trip. This data is used to substantiate the need for increased TD funding at the state and local level.

Unmet Trip Requests by Type of Trip. Enter, by category, the number of each unmet trip request. Categorize by: medical, employment, education/training/daycare, nutritional, or life-sustaining/other types of trips that could not be provided.

Reason Trip was Denied. Enter, by category, the number of each reason a trip request could not be made. Categorize by: lack of funding, lack of vehicle availability, lack of driver availability or other.

Due to these inconsistencies and misinterpretation of the data, consideration to discontinue the requirement to collect this information as part of the AOR process should be deliberated.

Table 1 provides the individual CTC Unmet Trip Requests reported for the most recent three fiscal years – FY 2010, FY 2011 and FY 2012. Examination of the individual CTC Unmet Trip Requests reported for the most recent three reporting years – FY 2010, FY 2011 and FY 2012 – shows an 85 percent decrease in trip denials from FY 2010 (677,966 denials) to FY 2012 (101,536 denials), representing a reduction of 576.430 unmet trip requests.

This one AOR data item could be interpreted to indicate that the CTD program has been very successful in fulfilling the mobility needs of Florida's transportation disadvantaged residents. Such a conclusion would be inaccurate for several reasons, including:

- Closer examination of the data in Table 1 in Chapter 1 reveals that the dramatic decrease in unmet trip requests can be accounted for by one county – Miami-Dade. Follow up investigation revealed the new data are being reported correctly, while the previous data were incorrect and over-inflated.
- Additionally, based on upon the reporting of this data item by the other 66 CTCs, there appears to be inconsistency between CTCs of similar size and composition. Several CTCs did not report any unmet trip requests and other CTCs showed variation in their reporting from year to year.

Unmet (or denied) trip requests are not an accurate reflection of unmet mobility demand among Florida's transportation disadvantaged population due to the following factors:

- The accuracy of the denied trip request, as noted above, is questionable.
- A denied trip request cannot be directly translated to unmet trips since the denial could be for multiple trips (e.g., the return trip, reoccurring trips for the same purpose such as work or education).
- After being denied for the trip on several occasions, the transportation disadvantaged persons may no longer inquire about trip availability and would no longer be reflected in the trip requests.
- Due to limited funding availability, most CTC's have developed trip priorities in which only the most essential trips (i.e., medical and life sustaining) are provided.

The project team would recommend that the requirement for CTCs to report Unmet Trip Requests as part of their AOR data be examined more closely. The data reported seems to be inconsistent from CTC to CTC and often varies at the individual CTC level based on the employee collecting and reporting these statistics. Furthermore, Unmet Trip Requests do not accurately measure or reflect unmet travel demand.

Table 1
Unmet Trip Request - Three Year History

County	Fiscal Year			Change	
	FY 2010	FY 2011	FY 2012	+/-	%
Alachua	-	-	1,574	1,574	
Baker	-	-	-	-	
Bay	90	104	59	(31)	-34.44%
Bradford	24	21	19	(5)	-20.83%
Brevard	28	15	27	(1)	-3.57%
Broward	17,773	19,123	11,700	(6,073)	-34.17%
Calhoun	12	11	12	-	0.00%
Charlotte	10,604	8,557	409	(10,195)	-96.14%
Citrus	487	500	500	13	2.67%
Clay	679	240	362	(317)	-46.69%
Collier	52	56	36	(16)	-30.77%
Columbia	56	56	-	(56)	-100.00%
De Soto	408	554	380	(28)	-6.86%
Dixie	34	39	37	3	8.82%
Duval	-	-	-	-	
Escambia	1,295	1,490	1,213	(82)	-6.33%
Flagler	312	61	78	(234)	-75.00%
Franklin	-	-	-	-	
Gadsden	-	-	-	-	
Glchrist	25	31	29	4	16.00%
Glades	34	35	37	3	8.82%
Gulf	19	24	25	6	31.58%
Hamilton	42	42	-	(42)	-100.00%
Hardee	1,270	846	1,278	8	0.63%
Hendry	115	115	84	(31)	-26.96%
Hernando	4,892	5,424	2,300	(2,592)	-52.98%
Highlands	2,905	1,969	992	(1,913)	-65.85%
Hillsborough	2,784	1,216	965	(1,819)	-65.34%
Holmes	165	141	179	14	8.48%
Indian River	938	912	744	(194)	-20.68%
Jackson	-	-	-	-	
Jefferson	-	-	-	-	
Lafayette	14	14	13	(1)	-7.14%
Lake	6	179	3,111	3,105	51750.00%
Lee	4,594	4,778	5,420	826	17.98%

Table 1
Unmet Trip Request - Three Year History (continued)

County	Fiscal Year			Change	
	FY 2010	FY 2011	FY 2012	+/-	%
Leon	90	104	59	(31)	-34.44%
Levy	838	807	723	(115)	-13.72%
Liberty	12	10	9	(3)	-25.00%
Madison	-	-	-	-	
Manatee	309	240	203	(106)	-34.30%
Marion	815	1,032	899	84	10.31%
Martin	493	517	431	(62)	-12.58%
Miami-Dade	564,840	104,497	2,470	(562,370)	-99.56%
Monroe	-	-	-	-	
Nassau	205	327	366	161	78.54%
Okaloosa	583	496	470	(113)	-19.38%
Okeechobee	363	205	178	(185)	-50.96%
Orange	2,921	18,619	13,759	10,838	371.04%
Osceola	776	4,947	3,656	2,880	371.13%
Palm Beach	159	295	-	(159)	-100.00%
Pasco	1,772	64	279	(1,493)	-84.26%
Pinellas	1,328	1,399	2,134	806	60.69%
Polk	1,529	164	488	(1,041)	-68.08%
Putnam	-	-	-	-	
St. Johns	-	-	-	-	
St. Lucie	44,789	40,379	37,853	(6,936)	-15.49%
Santa Rosa	603	677	745	142	23.55%
Sarasota	12	-	-	(12)	-100.00%
Seminole	716	4,562	3,372	2,656	370.95%
Sumter	1,194	1,964	252	(942)	-78.89%
Suwannee	26	26	-	(26)	-100.00%
Taylor	-	-	-	-	
Union	3,677	482	1,350	(2,327)	-63.29%
Volusia	-	-	-	-	
Wakulla	10	-	9	(1)	-10.00%
Walton	185	184	127	(58)	-31.35%
Washington	64	90	121	57	89.06%
State Totals	677,966	228,640	101,536	(576,430)	-85.02%

Source: Florida Commission for the Transportation Disadvantaged Annual Operating Reports

TRAVEL DEMAND ESTIMATION METHODOLOGY

In June 2013, the National Center for Transit Research at the USF Center for Urban Transportation Research (CUTR) published *Forecasting Paratransit Service Demand – Review and Recommendations*, a research report that assessed the current Florida and national methodologies and techniques utilized for paratransit service demand and provided a new analytical tool for forecasting the demand for TD services. The research findings are not only applicable for the Florida CTD transportation disadvantaged services but can also be useful in analyzing fixed route complementary ADA paratransit services, and other specialized service markets.

This research effort resulted in the development of a new demand estimation model that utilizes demographic and socio-economic data collected by the U.S. Census Bureau on an annual basis. This richer data source captures changing population characteristics that influence transportation demand. Additionally, the demand estimation model lends itself to updates as new data becomes available.

This user provided input can be used to calculate current estimates of the general TD population, the critical need TD population, and the demand for TD trips. The approach uses general TD populations, based upon estimates of all disabled, elderly and low-income persons, and children who are "high-risk" or "at-risk." These population groups are further refined to identify the critical need TD populations, or those who due to severe physical limitations or low incomes are dependent upon others for their mobility needs.

After the critical need TD population is defined, daily trip rates are applied to calculate daily and annual travel demand. This methodology uses trip rates for persons who live in households without any vehicles available extracted from the 2009 National Household Travel Survey (NHTS).

The forecasting model developed in conjunction with the *Forecasting Paratransit Service Demand – Review and Recommendations* research effort has been endorsed by the Florida CTD as the recommended demand forecasting tool for use in the development of the CTC Transportation Disadvantaged Service Plans (TDSPs).

To provide consistency with the TDSP travel demand forecasts and to utilize the latest in paratransit service demand estimates, the *Forecasting Paratransit Service Demand – Review and Recommendations* forecasting model was used to develop demand estimates for all 67 Florida counties and CTCs for this research effort.

The county level data and information used for this forecast and analysis were obtained from the following sources:

- U.S. Census Bureau American Community Survey 3-Year Estimates (2009-2011)
 - Population by Age

- Population Below Poverty Level by Age
- Total Population with a Disability by Age
- Total Population with a Disability and Below Poverty Level by Age
- University of Florida Bureau of Economic and Business Research (BEBR)
 - County Population Projections
- CTD Annual Operating Reports
 - Total Trips

A map of the 67 Florida counties grouped by Florida Department of Transportation Districts can be found in Appendix A. The model output is summarized by topical area in the following sections with an overall recap of all model findings and analysis in Appendix B.

DRAFT

GENERAL DISADVANTAGED TRANSPORTATION POPULATIONS

The General Transportation Disadvantaged populations are those individuals who fall within the general transportation categories of elderly, disabled or low income. These individuals, however, may or may not meet the second criteria of being unable to transport themselves.

For this analysis, elderly has been defined as individuals 65 years of age and older. Disability refers to physical or mental limitations that may prevent a person from transporting him or herself, while income refers to the financial capacity of a person to purchase transportation. Similar relationships associated with age that limit mobility are not as apparent. Age alone should not affect a person's ability to transport him or herself. It may, however, relate to other factors that are associated with the aging process or to the demographic characteristics of the elderly population; namely, the higher incidence of disability and poverty among the elderly.

As depicted in the Venn diagram in Figure 1, these three general population groups overlap.. The three major general transportation disadvantaged groups are represented by the three primary circles, with the overlap segments between the primary groups.

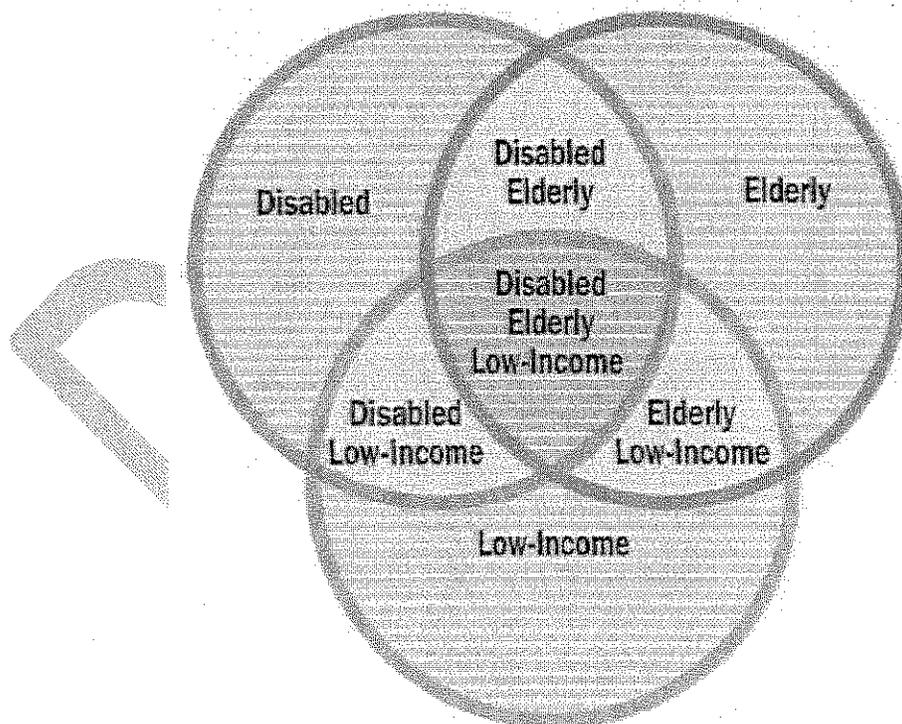


Figure 1
General Transportation Disadvantaged Population Groups

Figure 1 details the seven sub-sections of the General Transportation Disadvantaged population:

- Disabled – but not Elderly or Low Income
- Disabled and Elderly - but not Low Income
- Disabled and Low Income – but not Elderly
- Elderly – but not Disabled or Low Income
- Elderly and Low Income – but not Disabled
- Low Income – but not Disabled or Elderly
- Disabled, Elderly and Low Income

Utilizing the U.S. Census Bureau American Community Survey 3-Year Estimates, the model forecasts the General Transportation Disadvantaged populations for each county. While the model runs provide estimates for each of these sub-categories, the following tables summarize the overall General Transportation Disadvantaged population for each county. For the entire state of Florida, 36.63 percent of the total statewide population is classified as General Transportation Disadvantaged.

Table 2 lists the total population, the forecasted General Transportation Disadvantaged populations, and the percentage of the total county population. Table 2 provides this information for each county alphabetically, as well as statewide totals.

Table 3 provides this same information, but sorts the counties by percent. A wide range of diversity exists among Florida counties, with the percent of the General Transportation Disadvantaged populations ranging from a high of 63.30 percent (Sumter County) to a low of 26.41 percent (Seminole County).

**Table 2
General Transportation Disadvantaged Population – Alphabetical**

County	Total Population	General TD Population	
		#	%
Alachua	232,304	92,522	39.83%
Baker	24,996	8,298	33.20%
Bay	161,913	52,264	32.28%
Bradford	24,355	9,655	39.64%
Brevard	533,438	201,990	37.87%
Broward	1,737,499	535,650	30.83%
Calhoun	14,389	6,408	44.53%
Charlotte	157,263	78,171	49.71%
Citrus	138,320	71,734	51.86%
Clay	186,758	54,207	29.03%
Collier	319,953	139,168	43.50%
Columbia	63,587	27,658	43.50%
DeSoto	32,516	15,610	48.01%
Dixie	16,116	6,792	42.14%
Duval	841,769	272,256	32.34%
Escambia	274,176	108,236	39.48%
Flagler	94,939	40,540	42.70%
Franklin	11,531	5,108	44.30%
Gadsden	44,147	14,993	33.96%
Gilchrist	16,692	6,815	40.83%
Glades	12,394	5,746	46.36%
Gulf	15,350	6,377	41.54%
Hamilton	14,722	5,756	39.10%
Hardee	26,026	12,635	48.55%
Hendry	36,629	15,429	42.12%
Hernando	170,034	77,717	45.71%
Highlands	97,388	54,175	55.63%
Hillsborough	1,238,435	353,636	28.56%
Holmes	20,003	8,742	43.70%
Indian River	136,400	61,033	44.75%
Jackson	40,517	16,198	39.98%
Jefferson	14,549	5,654	38.86%
Lafayette	8,526	2,933	34.40%
Lake	294,428	121,023	41.10%
Lee	612,938	255,214	41.64%

Table 2
General Transportation Disadvantaged Population – Alphabetical (continued)

County	Total Population	General TD	
		#	%
Leon	260,763	98,524	37.78%
Levy	39,867	20,828	52.24%
Liberty	8,287	3,127	37.73%
Madison	18,922	7,904	41.77%
Manatee	319,062	131,210	41.12%
Marion	323,535	153,889	47.56%
Martin	143,417	65,376	45.58%
Miami-Dade	2,455,458	839,158	34.18%
Monroe	71,017	24,789	34.91%
Nassau	72,236	22,625	31.32%
Okaloosa	170,578	59,668	34.98%
Okeechobee	38,351	18,890	49.26%
Orange	1,125,263	334,359	29.71%
Osceola	267,279	86,089	32.21%
Palm Beach	1,302,731	497,044	38.15%
Pasco	458,196	183,479	40.04%
Pinellas	899,068	351,367	39.08%
Polk	588,970	238,325	40.46%
Putnam	72,389	36,360	50.23%
Santa Rosa	144,914	44,698	30.84%
Sarasota	379,839	174,304	45.89%
Seminole	418,721	110,567	26.41%
St. Johns	188,293	54,299	28.84%
St. Lucie	274,238	116,768	42.58%
Sumter	85,031	53,826	63.30%
Suwannee	40,421	17,730	43.86%
Taylor	19,799	8,573	43.30%
Union	15,504	4,818	31.08%
Volusia	451,892	201,081	44.50%
Wakulla	27,156	8,635	31.80%
Walton	52,869	20,229	38.26%
Washington	22,706	9,648	42.49%
STATE TOTALS	18,421,772	6,748,530	36.63%

Table 3
General Transportation Disadvantaged Population - Sorted By Percent

County	Total Population	General TD Population	
		#	%
Sumter	85,031	53,826	63.30%
Highlands	97,388	54,175	55.63%
Levy	39,867	20,828	52.24%
Citrus	138,320	71,734	51.86%
Putnam	72,389	36,360	50.23%
Charlotte	157,263	78,171	49.71%
Okeechobee	38,351	18,890	49.26%
Hardee	26,026	12,635	48.55%
DeSoto	32,516	15,610	48.01%
Marion	323,535	153,889	47.56%
Glades	12,394	5,746	46.36%
Sarasota	379,839	174,304	45.89%
Hernando	170,034	77,717	45.71%
Martin	143,417	65,376	45.58%
Indian River	136,400	61,033	44.75%
Calhoun	14,389	6,408	44.53%
Volusia	451,892	201,081	44.50%
Franklin	11,531	5,108	44.30%
Suwannee	40,421	17,730	43.86%
Holmes	20,003	8,742	43.70%
Collier	319,953	139,168	43.50%
Columbia	63,587	27,658	43.50%
Taylor	19,799	8,573	43.30%
Flagler	94,939	40,540	42.70%
St. Lucie	274,238	116,768	42.58%
Washington	22,706	9,648	42.49%
Dixie	16,116	6,792	42.14%
Hendry	36,629	15,429	42.12%
Madison	18,922	7,904	41.77%
Lee	612,938	255,214	41.64%
Gulf	15,350	6,377	41.54%
Manatee	319,062	131,210	41.12%
Lake	294,428	121,023	41.10%
Gilchrist	16,692	6,815	40.83%
Polk	588,970	238,325	40.46%

Table 3
General Transportation Disadvantaged Population – Sorted By Percent (continued)

County	Total Population	General TD	
		#	%
Pasco	458,196	183,479	40.04%
Jackson	40,517	16,198	39.98%
Alachua	232,304	92,522	39.83%
Bradford	24,355	9,655	39.64%
Escambia	274,176	108,236	39.48%
Hamilton	14,722	5,756	39.10%
Pinellas	899,068	351,367	39.08%
Jefferson	14,549	5,654	38.86%
Walton	52,869	20,229	38.26%
Palm Beach	1,302,731	497,044	38.15%
Brevard	533,438	201,990	37.87%
Leon	260,763	98,524	37.78%
Liberty	8,287	3,127	37.73%
Okaloosa	170,578	59,668	34.98%
Monroe	71,017	24,789	34.91%
Lafayette	8,526	2,933	34.40%
Miami-Dade	2,455,458	839,158	34.18%
Gadsden	44,147	14,993	33.96%
Baker	24,996	8,298	33.20%
Duval	841,769	272,256	32.34%
Bay	161,913	52,264	32.28%
Osceola	267,279	86,089	32.21%
Wakulla	27,156	8,635	31.80%
Nassau	72,236	22,625	31.32%
Union	15,504	4,818	31.08%
Santa Rosa	144,914	44,698	30.84%
Broward	1,737,499	535,650	30.83%
Orange	1,125,263	334,359	29.71%
Clay	186,758	54,207	29.03%
St. Johns	188,293	54,299	28.84%
Hillsborough	1,238,435	353,636	28.56%
Seminole	418,721	110,567	26.41%
STATE TOTALS	18,421,772	6,748,530	36.63%

CRITICAL NEED TRANSPORTATION POPULATIONS

The estimates of all disabled, elderly, and low-income persons, as depicted in Figure 1, are further refined to identify the critical need TD populations, or those who due to severe physical limitations or low income individuals who do not have access to an automobile or public transit are dependent upon others for their mobility needs.

To provide a focus on those with mobility needs, the next step in the modeling process was to estimate the Critical Need Transportation Disadvantaged populations, specifically the:

- Severely Disabled Population
- Low Income Population Not Disabled and Without Public Transit and Automobile Access

Since disability alone may not preclude an individual from being able to transport themselves or purchase transportation services, transportation disadvantaged persons who are disabled used in the model focuses on individuals who are included within the **Severely Disabled Population** as defined by the U.S. Census Bureau's 2010 Survey of Income and Program Participation (SIPP) estimates, a continuous series of national surveys conducted over the course of a 2½- to 4-year period with a sample size ranging from approximately 14,000 to 36,700 households.

The SIPP, through its supplemental questionnaires on adult and child functional limitations, asks questions about the ability of respondents to perform functional and participatory activities. When a respondent indicates they have difficulty performing an activity, a follow-up question is used to determine the severity of the limitation. The responses to these and other questions are used to develop three overall measures of disability: any disability, severe disability, and needs assistance.

For the demand estimation, the focus was on the "severe disability" category which includes persons with the following disabilities or limitations::

- Deaf, blind, or unable to see, hear, or have speech understood (aged 6 and older)
- Unable to perform one or more of the functional activities (aged 15 and older)
- Use a wheelchair, cane, crutches, or walker (aged 6 and older)
- Needs the assistance of another person to perform one or more of the Assistance with Activities of Daily Living
- Needs assistance of another person to perform one or more of the Instrumental Activities of Daily Living
- Has difficulty finding a job or remaining employed (aged 16 to 72)
- Has Alzheimer's disease, dementia, or senility (aged 15 and older)
- Has a developmental delay (under 6 years)
- Has an intellectual disability or developmental disability, such as autism or cerebral palsy (aged 6 and older)

- Has some other developmental condition for which received therapy or diagnostic services (aged 6 to 14)
- Has one or more selected symptoms that interfere with everyday activities: frequently depressed or anxious, trouble getting along with others, trouble concentrating, or trouble coping with stress (aged 15 and older).

The final step in the calculation of the Critical Need Transportation Disadvantaged population estimates is to account for the low income population that have access to an automobile or have access to their community's fixed route transit system.

The other component of the Critical Need Transportation Disadvantaged populations, the **Low Income Population Not Disabled** is calculated by combining two population segments – the Low Income/Elderly/Not Disabled and the Low Income/Not Elderly/Not Disabled.

This is done by factoring the Low Income/Not Disabled population as follows:

- Reduce the number by multiplying by 27.2 percent to determine the number without access to an automobile (factor was obtained from U.S. Census surveys).
- Multiply the reduced number by the percent of the county population not served by the fixed route transit service. For counties without fixed route transit service, there would be no reduction.
- The resulting figure is the Low Income/Not Disabled/Without Transit or Auto Access population. This represents low income populations that are unable to transport themselves or purchase transportation.

Table 4 alphabetically lists the total population, the forecasted Critical Need Transportation Disadvantaged populations, and the percentage of the total county population. Table 4 provides this information for each county and provides statewide totals.

Table 5 provides the same information sorted by the percentage of Severely Disabled from the highest at 5.76 percent (Highlands County) to the lowest at 1.15 percent (Holmes County). For the state of Florida, 3.12 percent of the total population is classified as Severely Disabled.

Table 6 provides the Critical Need Transportation Disadvantaged Population information sorted by the percent of Low Income/Not Disabled/Without Transit or Auto Access from the highest at 7.8 percent (Hardee County) to the lowest at 0.32 percent (Broward County). Within Florida, 0.84 percent of the total population is classified as Low Income/ Not Disabled/Without Transit or Auto Access.

**Table 4
Critical Need Transportation Disadvantaged Population - Alphabetical**

County	Total Population	Critical Need Population			
		Severely Disabled Population		Low Income - Not Disabled - No Transit/Auto Population	
		#	%	#	%
Achua	232,304	5,739	2.47%	2,092	0.90%
Baker	24,996	701	2.80%	1,015	4.06%
Bay	161,913	5,257	3.25%	4,344	2.68%
Bradford	24,355	1,096	4.50%	952	3.91%
Brevard	533,438	19,949	3.74%	2,975	0.56%
Broward	1,737,499	41,160	2.37%	5,474	0.32%
Calhoun	14,389	722	5.02%	606	4.21%
Charlotte	157,263	8,214	5.22%	4,247	2.70%
Citrus	138,320	7,316	5.29%	4,621	3.34%
Clay	186,758	4,884	2.62%	2,291	1.23%
Collier	319,953	10,387	3.25%	2,431	0.76%
Columbia	63,587	2,720	4.28%	2,634	4.14%
DeSoto	32,516	1,197	3.68%	1,579	4.86%
Dixie	16,116	855	5.31%	441	2.74%
Duval	841,769	20,872	2.48%	3,206	0.38%
Escambia	274,176	9,590	3.50%	2,294	0.84%
Flagler	94,939	3,474	3.66%	3,246	3.42%
Franklin	11,531	591	5.13%	441	3.82%
Gadsden	44,147	1,364	3.09%	1,446	3.28%
Glchrist	16,692	868	5.20%	479	2.87%
Glades	12,394	641	5.17%	446	3.60%
Gulf	15,350	786	5.12%	427	2.78%
Hamilton	14,722	756	5.14%	528	3.59%
Hardee	26,026	807	3.10%	2,029	7.80%
Hendry	36,629	1,206	3.29%	2,244	6.13%
Hernando	170,034	8,043	4.73%	2,764	1.63%
Highlands	97,388	5,613	5.76%	573	0.59%
Hillsborough	1,238,435	30,752	2.48%	5,119	0.41%
Holmes	20,003	231	1.15%	819	4.09%
Indian River	136,400	5,824	4.27%	892	0.65%
Jackson	40,517	2,070	5.11%	955	2.36%
Jefferson	14,549	735	5.05%	374	2.57%
Lafayette	8,526	421	4.94%	205	2.40%
Lake	294,428	11,136	3.78%	4,339	1.47%
Lee	612,938	20,903	3.41%	4,280	0.70%

Table 4
Critical Need Transportation Disadvantaged Population - Alphabetical (continued)

County	Total Population	Critical Need Population			
		Severely Disabled Population		Low Income - Not Disabled - No Transit/Auto Population	
		#	%	#	%
Leon	260,763	4,975	1.91%	3,787	1.45%
Levy	39,867	1,677	4.21%	226	0.57%
Liberty	8,287	407	4.91%	280	3.38%
Madison	18,922	953	5.04%	667	3.52%
Manatee	319,062	11,031	3.46%	2,212	0.69%
Marion	323,535	14,335	4.43%	3,782	1.17%
Martin	143,417	5,904	4.12%	1,547	1.08%
Miami-Dade	2,455,458	64,435	2.62%	11,091	0.45%
Monroe	71,017	2,221	3.13%	1,967	2.77%
Nassau	72,236	2,237	3.10%	1,597	2.21%
Okaloosa	170,578	5,266	3.09%	1,612	0.95%
Okeechobee	38,351	1,622	4.23%	2,274	5.93%
Orange	1,125,263	23,111	2.05%	4,383	0.39%
Osceola	267,279	7,026	2.63%	1,949	0.73%
Palm Beach	1,302,731	44,383	3.41%	4,590	0.35%
Pasco	458,196	17,234	3.76%	4,503	0.98%
Pinellas	899,068	34,101	3.79%	2,981	0.33%
Polk	588,970	19,949	3.39%	6,006	1.02%
Putnam	72,389	2,890	3.99%	2,260	3.12%
Santa Rosa	144,914	4,096	2.83%	3,638	2.51%
Sarasota	379,839	16,286	4.29%	2,057	0.54%
Seminole	418,721	9,246	2.21%	2,099	0.50%
St. Johns	188,293	4,881	2.59%	1,297	0.69%
St. Lucie	274,238	9,616	3.51%	3,424	1.25%
Sumter	85,031	4,448	5.23%	1,897	2.23%
Suwannee	40,421	1,867	4.62%	1,633	4.04%
Taylor	19,799	1,066	5.38%	657	3.32%
Union	15,504	539	3.48%	416	2.68%
Volusia	451,892	18,062	4.00%	3,553	0.79%
Wakulla	27,156	881	3.24%	509	1.87%
Walton	52,869	1,896	3.59%	1,553	2.94%
Washington	22,706	882	3.88%	958	4.22%
STATE TOTALS	18,421,772	574,403	3.12%	154,213	0.84%

Table 5
Critical Need Transportation Disadvantaged Population -
Sorted By Percent Severely Disabled

County	Total Population	Critical Need Population			
		Severely Disabled Population		Low Income - Not Disabled - No Transit/Auto Population	
		#	%	#	%
Highlands	97,388	5,613	5.76%	573	0.59%
Taylor	19,799	1,066	5.38%	657	3.32%
Dixie	16,116	855	5.31%	441	2.74%
Citrus	138,320	7,316	5.29%	4,621	3.34%
Sumter	85,031	4,448	5.23%	1,897	2.23%
Charlotte	157,263	8,214	5.22%	4,247	2.70%
Glchrist	16,692	868	5.20%	479	2.87%
Gades	12,394	641	5.17%	446	3.60%
Hamilton	14,722	756	5.14%	528	3.59%
Franklin	11,531	591	5.13%	441	3.82%
Gulf	15,350	786	5.12%	427	2.78%
Jackson	40,517	2,070	5.11%	955	2.36%
Jefferson	14,549	735	5.05%	374	2.57%
Madison	18,922	953	5.04%	667	3.52%
Calhoun	14,389	722	5.02%	606	4.21%
Lafayette	8,526	421	4.94%	205	2.40%
Liberty	8,287	407	4.91%	280	3.38%
Hernando	170,034	8,043	4.73%	2,764	1.63%
Suwannee	40,421	1,867	4.62%	1,633	4.04%
Bradford	24,355	1,096	4.50%	952	3.91%
Marion	323,535	14,335	4.43%	3,782	1.17%
Sarasota	379,839	16,286	4.29%	2,057	0.54%
Columbia	63,587	2,720	4.28%	2,634	4.14%
Indian River	136,400	5,824	4.27%	892	0.65%
Okeechobee	38,351	1,622	4.23%	2,274	5.93%
Levy	39,867	1,677	4.21%	226	0.57%
Martin	143,417	5,904	4.12%	1,547	1.08%
Volusia	451,892	18,062	4.00%	3,553	0.79%
Putnam	72,389	2,890	3.99%	2,260	3.12%
Washington	22,706	882	3.88%	958	4.22%
Pinellas	899,068	34,101	3.79%	2,981	0.33%
Lake	294,428	11,136	3.78%	4,339	1.47%
Pasco	458,196	17,234	3.76%	4,503	0.98%
Brevard	533,438	19,949	3.74%	2,975	0.56%
DeSoto	32,516	1,197	3.68%	1,579	4.86%

**Table 5
Critical Need Transportation Disadvantaged Population -
Sorted By Percent Severely Disabled (continued)**

County	Total Population	Critical Need Population			
		Severely Disabled Population		Low Income - Not Disabled - No Transit/Auto Population	
		#	%	#	%
Flagler	94,939	3,474	3.66%	3,246	3.42%
Walton	52,869	1,896	3.59%	1,553	2.94%
St. Lude	274,238	9,616	3.51%	3,424	1.25%
Escambia	274,176	9,590	3.50%	2,294	0.84%
Union	15,504	539	3.48%	416	2.68%
Manatee	319,062	11,031	3.46%	2,212	0.69%
Lee	612,938	20,903	3.41%	4,280	0.70%
Palm Beach	1,302,731	44,383	3.41%	4,590	0.35%
Polk	588,970	19,949	3.39%	6,006	1.02%
Hendry	36,629	1,206	3.29%	2,244	6.13%
Bay	161,913	5,257	3.25%	4,344	2.68%
Collier	319,953	10,387	3.25%	2,431	0.76%
Wakulla	27,156	881	3.24%	509	1.87%
Monroe	71,017	2,221	3.13%	1,967	2.77%
Hardee	26,026	807	3.10%	2,029	7.80%
Nassau	72,236	2,237	3.10%	1,597	2.21%
Gadsden	44,147	1,364	3.09%	1,446	3.28%
Okaloosa	170,578	5,266	3.09%	1,612	0.95%
Santa Rosa	144,914	4,096	2.83%	3,638	2.51%
Baker	24,996	701	2.80%	1,015	4.06%
Osceola	267,279	7,026	2.63%	1,949	0.73%
Miami-Dade	2,455,458	64,435	2.62%	11,091	0.45%
Clay	186,758	4,884	2.62%	2,291	1.23%
St. Johns	188,293	4,881	2.59%	1,297	0.69%
Hillsborough	1,238,435	30,752	2.48%	5,119	0.41%
Duval	841,769	20,872	2.48%	3,206	0.38%
Alachua	232,304	5,739	2.47%	2,092	0.90%
Broward	1,737,499	41,160	2.37%	5,474	0.32%
Seminole	418,721	9,246	2.21%	2,099	0.50%
Orange	1,125,263	23,111	2.05%	4,383	0.39%
Leon	260,763	4,975	1.91%	3,787	1.45%
Holmes	20,003	231	1.15%	819	4.09%
STATE TOTALS	18,421,772	574,403	3.12%	154,213	0.84%

Table 6
Critical Need Transportation Disadvantaged Population -
Sorted By Low Income Not Disabled No Transit Or Auto Access

County	Total Population	Critical Need Population			
		Severely Disabled Population		Low Income - Not Disabled - No Transit/Auto Population	
		#	%	#	%
Hardee	26,026	807	3.10%	2,029	7.80%
Hendry	36,629	1,206	3.29%	2,244	6.13%
Okeechobee	38,351	1,622	4.23%	2,274	5.93%
DeSoto	32,516	1,197	3.68%	1,579	4.86%
Washington	22,706	882	3.88%	958	4.22%
Calhoun	14,389	722	5.02%	606	4.21%
Columbia	63,587	2,720	4.28%	2,634	4.14%
Holmes	20,003	231	1.15%	819	4.09%
Baker	24,996	701	2.80%	1,015	4.06%
Suwannee	40,421	1,867	4.62%	1,633	4.04%
Bradford	24,355	1,096	4.50%	952	3.91%
Franklin	11,531	591	5.13%	441	3.82%
Gades	12,394	641	5.17%	446	3.60%
Hamilton	14,722	756	5.14%	528	3.59%
Madison	18,922	953	5.04%	667	3.52%
Flagler	94,939	3,474	3.66%	3,246	3.42%
Liberty	8,287	407	4.91%	280	3.38%
Citrus	138,320	7,316	5.29%	4,621	3.34%
Taylor	19,799	1,066	5.38%	657	3.32%
Gadsden	44,147	1,364	3.09%	1,446	3.28%
Putnam	72,389	2,890	3.99%	2,260	3.12%
Walton	52,869	1,896	3.59%	1,553	2.94%
Gilchrist	16,692	868	5.20%	479	2.87%
Gulf	15,350	786	5.12%	427	2.78%
Monroe	71,017	2,221	3.13%	1,967	2.77%
Dixie	16,116	855	5.31%	441	2.74%
Charlotte	157,263	8,214	5.22%	4,247	2.70%
Union	15,504	539	3.48%	416	2.68%
Bay	161,913	5,257	3.25%	4,344	2.68%
Jefferson	14,549	735	5.05%	374	2.57%
Santa Rosa	144,914	4,096	2.83%	3,638	2.51%
Lafayette	8,526	421	4.94%	205	2.40%
Jackson	40,517	2,070	5.11%	955	2.36%
Surter	85,031	4,448	5.23%	1,897	2.23%
Nassau	72,236	2,237	3.10%	1,597	2.21%

Table 6
Critical Need Transportation Disadvantaged Population -
Sorted By Low Income Not Disabled No Transit Service Or Auto Access(continued)

County	Total Population	Critical Need Population			
		Severely Disabled Population		Low Income - Not Disabled - No Transit/Auto Population	
		#	%	#	%
Wakulla	27,156	881	3.24%	509	1.87%
Hernando	170,034	8,043	4.73%	2,764	1.63%
Lake	294,428	11,136	3.78%	4,339	1.47%
Leon	260,763	4,975	1.91%	3,787	1.45%
St. Lucie	274,238	9,616	3.51%	3,424	1.25%
Clay	186,758	4,884	2.62%	2,291	1.23%
Marion	323,535	14,335	4.43%	3,782	1.17%
Martin	143,417	5,904	4.12%	1,547	1.08%
Polk	588,970	19,949	3.39%	6,006	1.02%
Pasco	458,196	17,234	3.76%	4,503	0.98%
Okaloosa	170,578	5,266	3.09%	1,612	0.95%
Alachua	232,304	5,739	2.47%	2,092	0.90%
Escambia	274,176	9,590	3.50%	2,294	0.84%
Volusia	451,892	18,062	4.00%	3,553	0.79%
Collier	319,953	10,387	3.25%	2,431	0.76%
Osceola	267,279	7,026	2.63%	1,949	0.73%
Lee	612,938	20,903	3.41%	4,280	0.70%
Manatee	319,062	11,031	3.46%	2,212	0.69%
St. Johns	188,293	4,881	2.59%	1,297	0.69%
Indian River	136,400	5,824	4.27%	892	0.65%
Highlands	97,388	5,613	5.76%	573	0.59%
Levy	39,867	1,677	4.21%	226	0.57%
Brevard	533,438	19,949	3.74%	2,975	0.56%
Sarasota	379,839	16,286	4.29%	2,057	0.54%
Seminole	418,721	9,246	2.21%	2,099	0.50%
Miami-Dade	2,455,458	64,435	2.62%	11,091	0.45%
Hillsborough	1,238,435	30,752	2.48%	5,119	0.41%
Orange	1,125,263	23,111	2.05%	4,383	0.39%
Duval	841,769	20,872	2.48%	3,206	0.38%
Palm Beach	1,302,731	44,383	3.41%	4,590	0.35%
Pinellas	899,068	34,101	3.79%	2,981	0.33%
Broward	1,737,499	41,160	2.37%	5,474	0.32%
STATE TOTALS	18,421,772	574,403	3.12%	154,213	0.84%

CRITICAL NEED DAILY AND ANNUAL TRIP DEMAND

The next step in the process is to apply travel rates to the two components of the Critical Need Transportation Disadvantaged populations to calculate the daily and annual travel demand.

Data from the most recent (2009) National Household Travel Survey (NHTS) was used for the demand methodology. Sponsored by the Federal Highway Administration, the NHTS is conducted approximately every eight years to collect in-depth information at the individual and household levels about travel patterns including, but not limited to: trip purpose, mode, vehicle availability and travel time.

For the purpose of forecasting paratransit demand, the trip rates for households with zero vehicles available are used. This is based on the assumption that the elderly, low income, and disabled who make up Florida's TD population are more likely to reside in households with zero vehicles and/or their travel demand would be similar to households with zero vehicles available versus households with vehicles and unconstrained use.

Based on the 2009 NHTS, the per capita trip rate for Florida households with zero vehicles available averaged 2.4 trips per day. Of the 2.4 trips per day, 0.389 were made on transit, 0.063 on school buses, and 0.049 on special services for people with disabilities. These three modes are subtracted from the 2.4 trips per day to arrive at the daily trip rate of 1.899 trips per day for the Low Income/Not Disabled/Without Public Transit or Auto Access. The remaining trips could be made using a variety of modes including: privately operated (but not household owned) vehicles as a passenger or driver, bicycle, walking, taxi, or other travel options.

Daily travel demand was calculated by multiplying the two components of the Critical Need Transportation Disadvantaged populations by these daily trip rates, with annual travel demand projections assuming 365 travel days per year.

Table 7 lists the total population, the forecasted Critical Need Transportation Disadvantaged population's daily and annual trip demand. Table 7 provides the information for each county alphabetically, as well as statewide travel demand totals (325,299 daily trips and 118,734,165 annual trips).

Table 8 provides the same information sorted by the percent of the forecasted Critical Need Transportation Disadvantaged population's daily and annual trip demand from highest (Miami-Dade County at 24,219 daily trips and 8,839,935 annual trips) to the lowest (Lafayette County at 410 daily trips and 149,650 annual trips).

**Table 7
Critical Need Daily and Annual Trip Demand - Alphabetical**

County	Total Population	Critical Need Daily Trip Demand	Critical Need Annual Trip Demand
		#	#
Alachua	232,304	4,254	1,552,710
Baker	24,996	1,961	715,765
Bay	161,913	8,508	3,105,420
Bradford	24,355	1,862	679,630
Brevard	533,438	6,627	2,418,855
Broward	1,737,499	12,804	4,673,460
Calhoun	14,389	1,187	433,255
Charlotte	157,263	8,468	3,090,820
Citrus	138,320	9,134	3,333,910
Clay	186,758	4,589	1,674,985
Collier	319,953	5,125	1,870,625
Columbia	63,587	5,135	1,874,275
DeSoto	32,516	3,057	1,115,805
Dixie	16,116	880	321,200
Duval	841,769	7,111	2,595,515
Escambia	274,176	4,827	1,761,855
Flagler	94,939	6,335	2,312,275
Franklin	11,531	866	316,090
Gadsden	44,147	2,850	1,040,250
Gilchrist	16,692	952	347,480
Glades	12,394	878	320,470
Gulf	15,350	850	310,250
Hamilton	14,722	1,040	379,600
Hardee	26,026	3,893	1,420,945
Hendry	36,629	4,321	1,577,165
Hernando	170,034	5,644	2,060,060
Highlands	97,388	1,363	497,495
Hillsborough	1,238,435	11,227	4,097,855
Holmes	20,003	1,566	571,590
Indian River	136,400	1,980	722,700
Jackson	40,517	1,914	698,610
Jefferson	14,549	747	272,655
Lafayette	8,526	410	149,650
Lake	294,428	8,786	3,206,890
Lee	612,938	9,152	3,340,480

**Table 7
Critical Need Daily and Annual Trip Demand – Alphabetical (continued)**

County	Total Population	Critical Need Daily Trip Demand	Critical Need Annual Trip Demand
		#	#
Leon	260,763	7,436	2,714,140
Levy	39,867	4,377	1,597,605
Liberty	8,287	552	201,480
Madison	18,922	1,314	479,610
Manatee	319,062	4,740	1,730,100
Marion	323,535	7,885	2,878,025
Martin	143,417	3,228	1,178,220
Miami-Dade	2,455,458	24,219	8,839,935
Monroe	71,017	3,843	1,402,695
Nassau	72,236	3,143	1,147,195
Okaloosa	170,578	3,318	1,211,070
Okeechobee	38,351	4,397	1,604,905
Orange	1,125,263	9,456	3,451,440
Osceola	267,279	4,046	1,476,790
Palm Beach	1,302,731	10,892	3,975,580
Pasco	458,196	9,395	3,429,175
Pinellas	899,068	7,333	2,676,545
Polk	588,970	12,383	4,519,795
Putnam	72,389	4,433	1,618,045
Santa Rosa	144,914	7,110	2,595,150
Sarasota	379,839	4,704	1,716,960
Seminole	418,721	4,439	1,620,235
St. Johns	188,293	2,703	986,595
St. Lucie	274,238	6,973	2,545,145
Sumter	85,031	3,820	1,394,300
Suwannee	40,421	3,193	1,165,445
Taylor	19,799	1,299	474,135
Union	15,504	816	297,840
Volusia	451,892	7,633	2,786,045
Wakulla	27,156	1,010	368,650
Walton	52,869	3,043	1,110,695
Washington	22,706	1,863	679,995
STATE TOTALS	18,421,772	325,299	118,734,135

Table 8
Critical Need Daily and Annual Trip Demand – Sorted By Annual Trip Demand

County	Total Population	Critical Need Daily Trip Demand	Critical Need Annual Trip Demand
		#	#
Miami-Dade	2,455,458	24,219	8,839,935
Broward	1,737,499	12,804	4,673,460
Polk	588,970	12,383	4,519,795
Hillsborough	1,238,435	11,227	4,097,855
Palm Beach	1,302,731	10,892	3,975,580
Orange	1,125,263	9,456	3,451,440
Pasco	458,196	9,395	3,429,175
Lee	612,938	9,152	3,340,480
Citrus	138,320	9,134	3,333,910
Lake	294,428	8,786	3,206,890
Bay	161,913	8,508	3,105,420
Charlotte	157,263	8,468	3,090,820
Marion	323,535	7,885	2,878,025
Volusia	451,892	7,633	2,786,045
Leon	260,763	7,436	2,714,140
Pinellas	899,068	7,333	2,676,545
Duval	841,769	7,111	2,595,515
Santa Rosa	144,914	7,110	2,595,150
St. Lucie	274,238	6,973	2,545,145
Brevard	533,438	6,627	2,418,855
Flagler	94,939	6,335	2,312,275
Hernando	170,034	5,644	2,060,060
Columbia	63,587	5,135	1,874,275
Collier	319,953	5,125	1,870,625
Escambia	274,176	4,827	1,761,855
Manatee	319,062	4,740	1,730,100
Sarasota	379,839	4,704	1,716,960
Clay	186,758	4,589	1,674,985
Seminole	418,721	4,439	1,620,235
Putnam	72,389	4,433	1,618,045
Okeechobee	38,351	4,397	1,604,905
Levy	39,867	4,377	1,597,605
Hendry	36,629	4,321	1,577,165
Alachua	232,304	4,254	1,552,710
Osceola	267,279	4,046	1,476,790

Table 8
Critical Need Daily and Annual Trip Demand – Sorted By Annual Trip Demand (continued)

County	Total Population	Critical Need Daily Trip Demand	Critical Need Annual Trip Demand
		#	#
Hardee	26,026	3,893	1,420,945
Monroe	71,017	3,843	1,402,695
Sumter	85,031	3,820	1,394,300
Okaloosa	170,578	3,318	1,211,070
Martin	143,417	3,228	1,178,220
Suwannee	40,421	3,193	1,165,445
Nassau	72,236	3,143	1,147,195
DeSoto	32,516	3,057	1,115,805
Walton	52,869	3,043	1,110,695
Gadsden	44,147	2,850	1,040,250
St. Johns	188,293	2,703	986,595
Indian River	136,400	1,980	722,700
Baker	24,996	1,961	715,765
Jackson	40,517	1,914	698,610
Washington	22,706	1,863	679,995
Bradford	24,355	1,862	679,630
Holmes	20,003	1,566	571,590
Highlands	97,388	1,363	497,495
Madison	18,922	1,314	479,610
Taylor	19,799	1,299	474,135
Calhoun	14,389	1,187	433,255
Hamilton	14,722	1,040	379,600
Wakulla	27,156	1,010	368,650
Gilchrist	16,692	952	347,480
Dixie	16,116	880	321,200
Glades	12,394	878	320,470
Franklin	11,531	866	316,090
Gulf	15,350	850	310,250
Union	15,504	816	297,840
Jefferson	14,549	747	272,655
Liberty	8,287	552	201,480
Lafayette	8,526	410	149,650
STATE TOTALS	18,421,772	325,299	118,734,135

UNMET AND LATENT TRAVEL DEMAND

After the estimation of the Critical Need Transportation Disadvantaged population travel demand, the final step in the process of estimating unmet or latent demand is to compare the travel demand calculations to the total annual trips provided by the CTCs as reported in the latest AOR. The comparison of the total AOR reported annual trips to the estimated Critical Need Transportation Disadvantaged population travel demand will provide a measure of the critical need travel demand met by the CTCs, thus revealing the unmet travel demand. The end product of this task is an estimate of unmet and latent travel demand and mobility needs for the Florida transportation disadvantaged population at both the county and statewide levels.

The next set of tables present this comparison and the estimates of met and unmet travel demand for the Critical Need Transportation Disadvantaged at the county and statewide level.

In alphabetical order by county, Table 9 lists the Critical Need Annual Trip Demand, the FY 2012 AOR Total Trips, the percentage of the annual trip demand satisfied by the CTCs and the Transportation Disadvantaged system, and the remaining or unmet travel demand as both a number and a percentage.

Statewide calculations reveal that combined, the CTC's 47,741,494 annual trips meet 40.21 percent of the estimated Critical Need Transportation Disadvantaged population travel demand, leaving 70,992,641 annual trips (or 59.79 percent) of the trip demand to be satisfied by other means or trips that are not taken.

Table 10 provides the same information sorted at the county level by the percent of the Critical Need Transportation Disadvantaged population travel demand met by the CTCs and the remaining unmet demand.

The results vary widely county by county. The Hendry County CTC meets the least of the Critical Need Transportation Disadvantaged population travel demand with only 1.13 percent, leaving 98.87 percent of the demand unmet. Two counties, Palm Beach and Miami-Dade, actually satisfy all of the Critical Need Transportation Disadvantaged population travel demand through the trips provided under the CTC programs. It should be noted that since these two counties are providing more trips than estimated in the model, their unmet demand appear as negative numbers and percentages.

**Table 9
Critical Need Trips versus AOR Total Trips - Alphabetical**

County	Critical Need Annual Trip Demand	AOR Total Trips (FY2012)	Percent Demand Satisfied	Unmet Demand	
	#	#	%	#	%
Alachua	1,552,710	187,049	12.05%	1,365,661	87.95%
Baker	715,765	17,904	2.50%	697,861	97.50%
Bay	3,105,420	193,433	6.23%	2,911,987	93.77%
Bradford	679,630	35,117	5.17%	644,513	94.83%
Brevard	2,418,855	1,045,181	43.21%	1,373,674	56.79%
Broward	4,673,460	3,630,927	77.69%	1,042,533	22.31%
Calhoun	433,255	12,079	2.79%	421,176	97.21%
Charlotte	3,090,820	116,589	3.77%	2,974,231	96.23%
Citrus	3,333,910	322,860	9.68%	3,011,050	90.32%
Clay	1,674,985	134,217	8.01%	1,540,768	91.99%
Collier	1,870,625	546,854	29.23%	1,323,771	70.77%
Columbia	1,874,275	68,140	3.64%	1,806,135	96.36%
DeSoto	1,115,805	21,306	1.91%	1,094,499	98.09%
Dixie	321,200	8,247	2.57%	312,953	97.43%
Duval	2,595,515	580,346	22.36%	2,015,169	77.64%
Escambia	1,761,855	217,979	12.37%	1,543,876	87.63%
Flagler	2,312,275	91,518	3.96%	2,220,757	96.04%
Franklin	316,090	9,235	2.92%	306,855	97.08%
Gadsden	1,040,250	103,433	9.94%	936,817	90.06%
Gilchrist	347,480	4,702	1.35%	342,778	98.65%
Glades	320,470	3,859	1.20%	316,611	98.80%
Gulf	310,250	21,502	6.93%	288,748	93.07%
Hamilton	379,600	26,190	6.90%	353,410	93.10%
Hardee	1,420,945	24,236	1.71%	1,396,709	98.29%
Hendry	1,577,165	17,821	1.13%	1,559,344	98.87%
Hernando	2,060,060	139,016	6.75%	1,921,044	93.25%
Highlands	497,495	128,274	25.78%	369,221	74.22%
Hillsborough	4,097,855	1,268,751	30.96%	2,829,104	69.04%
Holmes	571,590	34,954	6.12%	536,636	93.88%
Indian River	722,700	55,886	7.73%	666,814	92.27%
Jackson	698,610	51,322	7.35%	647,288	92.65%
Jefferson	272,655	14,119	5.18%	258,536	94.82%
Lafayette	149,650	3,593	2.40%	146,057	97.60%
Lake	3,206,890	247,877	7.73%	2,959,013	92.27%
Lee	3,340,480	110,701	3.31%	3,229,779	96.69%

**Table 9
Critical Need Trips versus AOR Total Trips – Alphabetical (continued)**

County	Critical Need Annual Trip Demand	AOR Total Trips (FY2012)	Percent Demand Satisfied	Unmet Demand	
	#	#	%	#	%
Leon	2,714,140	253,643	9.35%	2,460,497	90.65%
Levy	1,597,605	54,293	3.40%	1,543,312	96.60%
Liberty	201,480	31,164	15.47%	170,316	84.53%
Madison	479,610	20,573	4.29%	459,037	95.71%
Manatee	1,730,100	258,392	14.94%	1,471,708	85.06%
Marion	2,878,025	202,356	7.03%	2,675,669	92.97%
Martin	1,178,220	39,557	3.36%	1,138,663	96.64%
Miami-Dade	8,839,935	25,097,811	283.91%	(16,257,876)	-183.91%
Monroe	1,402,695	112,590	8.03%	1,290,105	91.97%
Nassau	1,147,195	72,553	6.32%	1,074,642	93.68%
Okaloosa	1,211,070	150,217	12.40%	1,060,853	87.60%
Okeechobee	1,604,905	41,077	2.56%	1,563,828	97.44%
Orange	3,451,440	1,720,778	49.86%	1,730,662	50.14%
Osceola	1,476,790	457,185	30.96%	1,019,605	69.04%
Palm Beach	3,975,580	4,223,798	106.24%	(248,218)	-6.24%
Pasco	3,429,175	418,272	12.20%	3,010,903	87.80%
Pinellas	2,676,545	2,076,495	77.58%	600,050	22.42%
Polk	4,519,795	506,643	11.21%	4,013,152	88.79%
Putnam	1,618,045	148,399	9.17%	1,469,646	90.83%
Santa Rosa	2,595,150	49,950	12.22%	2,278,079	87.78%
Sarasota	1,716,960	234,050	16.04%	1,441,597	83.96%
Seminole	1,620,235	421,634	26.02%	1,198,601	73.98%
St. Johns	986,595	317,071	32.14%	669,524	67.86%
St. Lucie	2,545,145	275,363	10.82%	2,269,782	89.18%
Sumter	1,394,300	98,890	7.09%	1,295,410	92.91%
Suwannee	1,165,445	22,873	1.96%	1,142,572	98.04%
Taylor	474,135	25,130	5.30%	449,005	94.70%
Union	297,840	26,858	9.02%	270,982	90.98%
Volusia	2,786,045	780,234	28.01%	2,005,811	71.99%
Wakulla	368,650	20,023	5.43%	348,627	94.57%
Walton	1,110,695	59,896	5.39%	1,050,799	94.61%
Washington	679,995	28,449	4.18%	651,546	95.82%
STATE TOTALS	118,734,135	47,741,494	40.21%	70,992,641	59.79%

Table 10
Critical Need Trips Versus AOR Total Trips - Sorted By Unmet Demand

County	Critical Need Annual Trip Demand	AOR Total Trips (FY2012)	Percent Demand Satisfied	Unmet Demand	
	#	#	%	#	%
Hendry	1,577,165	17,821	1.13%	1,559,344	98.87%
Gades	320,470	3,859	1.20%	316,611	98.80%
Gilchrist	347,480	4,702	1.35%	342,778	98.65%
Hardee	1,420,945	24,236	1.71%	1,396,709	98.29%
DeSoto	1,115,805	21,306	1.91%	1,094,499	98.09%
Santa Rosa	2,595,150	49,950	1.92%	2,577,246	99.31%
Suwannee	1,165,445	22,873	1.96%	1,142,572	98.04%
Lafayette	149,650	3,593	2.40%	146,057	97.60%
Baker	715,765	17,904	2.50%	697,861	97.50%
Okeechobee	1,604,905	41,077	2.56%	1,563,828	97.44%
Dixie	321,200	8,247	2.57%	312,953	97.43%
Calhoun	433,255	12,079	2.79%	421,176	97.21%
Franklin	316,090	9,235	2.92%	306,855	97.08%
Lee	3,340,480	110,701	3.31%	3,229,779	96.69%
Martin	1,178,220	39,557	3.36%	1,138,663	96.64%
Levy	1,597,605	54,293	3.40%	1,543,312	96.60%
Columbia	1,874,275	68,140	3.64%	1,806,135	96.36%
Charlotte	3,090,820	116,589	3.77%	2,974,231	96.23%
Flagler	2,312,275	91,518	3.96%	2,220,757	96.04%
Washington	679,995	28,449	4.18%	651,546	95.82%
Madison	479,610	20,573	4.29%	459,037	95.71%
Bradford	679,630	35,117	5.17%	644,513	94.83%
Jefferson	272,655	14,119	5.18%	258,536	94.82%
Taylor	474,135	25,130	5.30%	449,005	94.70%
Walton	1,110,695	59,896	5.39%	1,050,799	94.61%
Wakulia	368,650	20,023	5.43%	348,627	94.57%
Holmes	571,590	34,954	6.12%	536,636	93.88%
Bay	3,105,420	193,433	6.23%	2,911,987	93.77%
Nassau	1,147,195	72,553	6.32%	1,074,642	93.68%
Hernando	2,060,060	139,016	6.75%	1,921,044	93.25%
Hamilton	379,600	26,190	6.90%	353,410	93.10%
Gulf	310,250	21,502	6.93%	288,748	93.07%
Marion	2,878,025	202,356	7.03%	2,675,669	92.97%
Sumter	1,394,300	98,890	7.09%	1,295,410	92.91%
Jackson	698,610	51,322	7.35%	647,288	92.65%
Lake	3,206,890	247,877	7.73%	2,959,013	92.27%

Table 10
Critical Need Trips Versus AOR Total Trips – Sorted By Unmet Demand (continued)

County	Critical Need Annual Trip Demand	AOR Total Trips (FY2012)	Percent Demand Satisfied	Unmet Demand	
	#	#	%	#	%
Indian River	722,700	55,886	7.73%	666,814	92.27%
Clay	1,674,985	134,217	8.01%	1,540,768	91.99%
Monroe	1,402,695	112,590	8.03%	1,290,105	91.97%
Union	297,840	26,858	9.02%	270,982	90.98%
Putnam	1,618,045	148,399	9.17%	1,469,646	90.83%
Leon	2,714,140	253,643	9.35%	2,460,497	90.65%
Citrus	3,333,910	322,860	9.68%	3,011,050	90.32%
Gadsden	1,040,250	103,433	9.94%	936,817	90.06%
St. Lucie	2,545,145	275,363	10.82%	2,269,782	89.18%
Polk	4,519,795	506,643	11.21%	4,013,152	88.79%
Alachua	1,552,710	187,049	12.05%	1,365,661	87.95%
Pasco	3,429,175	418,272	12.20%	3,010,903	87.80%
Escambia	1,761,855	217,979	12.37%	1,543,876	87.63%
Okaloosa	1,211,070	150,217	12.40%	1,060,853	87.60%
Sarasota	1,716,960	234,050	13.63%	1,136,614	66.20%
Manatee	1,730,100	258,392	14.94%	1,471,708	85.06%
Liberty	201,480	31,164	15.47%	170,316	84.53%
Duval	2,595,515	580,346	22.36%	2,015,169	77.64%
Highlands	497,495	128,274	25.78%	369,221	74.22%
Seminole	1,620,235	421,634	26.02%	1,198,601	73.98%
Volusia	2,786,045	780,234	28.01%	2,005,811	71.99%
Collier	1,870,625	546,854	29.23%	1,323,771	70.77%
Osceola	1,476,790	457,185	30.96%	1,019,605	69.04%
Hillsborough	4,097,855	1,268,751	30.96%	2,829,104	69.04%
St. Johns	986,595	317,071	32.14%	669,524	67.86%
Brevard	2,418,855	1,045,181	43.21%	1,373,674	56.79%
Orange	3,451,440	1,720,778	49.86%	1,730,662	50.14%
Pinellas	2,676,545	2,076,495	77.58%	600,050	22.42%
Broward	4,673,460	3,630,927	77.69%	1,042,533	22.31%
Palm Beach	3,975,580	4,223,798	106.24%	(248,218)	-6.24%
Miami-Dade	8,839,935	25,097,811	283.91%	(16,257,876)	-183.91%
STATE TOTALS	117,156,970	47,741,494	40.75%	69,415,476	59.25%

Table 11 presents a summary of the distribution of counties satisfying different levels of the Critical Need Transportation Disadvantaged population travel demand.

Approximately two-thirds of the counties (65.6 percent) are meeting less than 10 percent of the demand, and only 4 counties (6 percent) are meeting at least half of the projected demand.

Table 11
Percent of Critical Need Demand Satisfied by County

Percent Critical Need Demand Satisfied	Number of Counties	Percent of Counties in Each Range
0-5%	21	31.3%
6-10%	23	34.3%
11-15%	7	10.4%
16-20%	1	1.5%
21-30%	6	9.0%
31-40%	3	4.5%
41-50%	2	3.0%
51-75%	2	3.0%
76-100%	2	3.0%

INCORPORATION OF UNMET TRAVEL DEMAND INTO FUNDING FORMULA

This final section explores opportunities for the utilization of the estimate of unmet and latent travel demand and mobility needs as a factor in the CTD trip and equipment grant fund allocation formula. Based on the analysis, recommendations for the inclusion of the unmet demand as part of the funding allocation formula are provided.

Non-Sponsored Trip/Equipment Grant Program Overview

The Commission for the Transportation Disadvantaged is tasked with the responsibility to accomplish the coordination of transportation services provided to the transportation disadvantaged. A Trust Fund was established by statute and is administered by the Commission for the Transportation Disadvantaged, to cover administrative expenses and to purchase transportation services not otherwise sponsored by a government agency or program. The Commission for the Transportation Disadvantaged administers two grant programs to assist in accomplishing their responsibilities and to provide services to the non-sponsored transportation disadvantaged citizens of the state.

The Non-Sponsored Trip/Equipment Grant Program provides funding for the purchase of transportation services for those persons who are otherwise not sponsored by any other federal, state or local government sponsored program. To a limited degree, the funds can be used to purchase capital equipment necessary for the provision of transportation services.

These funds are allocated to the CTCs based upon a formula that establishes a base level of funding and then allocates all additional funding based upon a comparative ranking of all CTCs in four categories that reflect needs and performance based approaches. Each factor is equally weighted and represents one fourth of the trip related grant funds that are above the base level. The first two factors are related to need, with the second two factors related to performance:

- **Needs Based**
 - The applicant's total **county area in square miles** as a percentage of the total square miles of all eligible applicants.
 - Total **county population** as a percentage of the total population of all eligible applicants.
- **Performance Based**
 - **Total system passenger trips** provided as a percentage of all eligible applicant trips reported in the certified AOR.
 - **Total system vehicle miles** traveled as a percentage of all eligible applicants vehicle miles traveled and reported in the certified AOR Report.

Alternatives for Utilization of the Estimate of Unmet and Latent Travel Demand and Mobility Needs as a Funding Allocation Factor

This section provides an approach for utilizing unmet trip demand estimates as an additional factor for use in the CTD trip and equipment grant fund allocation formula allocation.

Background

As previously documented, there is wide variation in the degree to which each Florida County is meeting the Critical Need Transportation Disadvantaged populations' mobility needs.

Generally the urbanized areas are more successful in satisfying these needs. This may be due to a number of factors, including:

- The availability of a greater number of medical, commercial and social opportunities for its transportation disadvantaged residents
- The provision of traditional fixed route public transit services
- The financial ability to invest more in social service programs, including transportation disadvantaged services

Rural counties are faced with:

- Few, if any, other public transportation options to meet the mobility needs of its residents
- The lack of medical, commercial and social opportunities for its transportation disadvantaged residents
- A dispersed population coupled with the limited destinations often result in longer trips and difficulty in multi-loading

Unmet trip demand estimates could be utilized as a fifth factor in the CTD trip and equipment grant fund allocation formula allocation process as a means of directing funding to the area with the most proportional need. From a rural perspective, this factor could compensate for the use of two of the factors – population (need) and trips provided (performance) – which tend to favor the larger urbanized counties.

Use of Unmet Trip Demand in Funding Allocation

Employing the logic used in the current four funding factors, the unmet trip demand estimates must be expressed in terms that will allow a comparative ranking of all CTCs. To accomplish this, the first step is to normalize the unmet travel demand estimates to account for the county population that the CTC serves. This will allow the unmet trip demand to be expressed in per capita terms.

Dividing the unmet trip demand by the total county population provides the unmet trip demand per capita rate for each county. Totaling each county's per capita rate will provide a base total from which to calculate each county's normalized share of the statewide total. Dividing each county's per capita unmet trip demand into the statewide total permits a relative percentage of unmet trip demand to be calculated.

The result of this process is detailed in Tables 12 and 13.

Table 12 details this process for each of the CTCs and presents the information in alphabetical order. The second to last column lists the unmet trip demand per capita. The final table column is the percent of statewide total of unmet trip demand per capita and could be used to allocate any "unmet trip demand" funding that may become available.

Table 13 presents the same information sorted by the unmet trip demand per capita and the associated percent of the statewide total.

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Table 12
Unmet Trips Demand Per Capita – Alphabetical

County	Total Population	Unmet Demand		Unmet Trips Demand Per Capita	Percent of Total Unmet Trips Demand Per Capita
		#	%	#	%
Alachua	232,304	1,365,661	87.95%	5.879	0.5641%
Baker	24,996	697,861	97.50%	27.919	2.6790%
Bay	161,913	2,911,987	93.77%	17.985	1.7257%
Bradford	24,355	644,513	94.83%	26.463	2.5393%
Brevard	533,438	1,373,674	56.79%	2.575	0.2471%
Broward	1,737,499	1,042,533	22.31%	0.600	0.0576%
Calhoun	14,389	421,176	97.21%	29.271	2.8087%
Charlotte	157,263	2,974,231	96.23%	18.912	1.8147%
Citrus	138,320	3,011,050	90.32%	21.769	2.0888%
Clay	186,758	1,540,768	91.99%	8.250	0.7916%
Collier	319,953	1,323,771	70.77%	4.137	0.3970%
Columbia	63,587	1,806,135	96.36%	28.404	2.7255%
DeSoto	32,516	1,094,499	98.09%	33.660	3.2299%
Dixie	16,116	312,953	97.43%	19.419	1.8633%
Duval	841,769	2,015,169	77.64%	2.394	0.2297%
Escambia	274,176	1,543,876	87.63%	5.631	0.5403%
Flagler	94,939	2,220,757	96.04%	23.391	2.2445%
Franklin	11,531	306,855	97.08%	26.611	2.5535%
Gadsden	44,147	936,817	90.06%	21.220	2.0362%
Gilchrist	16,692	342,778	98.65%	20.535	1.9705%
Gades	12,394	316,611	98.80%	25.546	2.4512%
Gulf	15,350	288,748	93.07%	18.811	1.8050%
Hamilton	14,722	353,410	93.10%	24.006	2.3035%
Hardee	26,026	1,396,709	98.29%	53.666	5.1495%
Hendry	36,629	1,559,344	98.87%	42.571	4.0849%
Hernando	170,034	1,921,044	93.25%	11.298	1.0841%
Highlands	97,388	369,221	74.22%	3.791	0.3638%
Hillsborough	1,238,435	2,829,104	69.04%	2.284	0.2192%
Holmes	20,003	536,636	93.88%	26.828	2.5743%
Indian River	136,400	666,814	92.27%	4.889	0.4691%
Jackson	40,517	647,288	92.65%	15.976	1.5329%
Jefferson	14,549	258,536	94.82%	17.770	1.7051%
Lafayette	8,526	146,057	97.60%	17.131	1.6438%
Lake	294,428	2,959,013	92.27%	10.050	0.9644%
Lee	612,938	3,229,779	96.69%	5.269	0.5056%

Table 12
Unmet Trips Demand Per Capita – Alphabetical (continued)

County	Total Population	Unmet Demand		Unmet Trips Demand Per Capita	Percent of Total Unmet Trips Demand Per Capita
		#	%	#	%
Leon	260,763	2,460,497	90.65%	9.436	0.9054%
Levy	39,867	1,543,312	96.60%	38.712	3.7146%
Liberty	8,287	170,316	84.53%	20.552	1.9721%
Madison	18,922	459,037	95.71%	24.259	2.3278%
Manatee	319,062	1,471,708	85.06%	4.613	0.4426%
Marion	323,535	2,675,669	92.97%	8.270	0.7936%
Martin	143,417	1,138,663	96.64%	7.940	0.7618%
Miami-Dade	2,455,458	(16,257,876)	-183.91%	0.000	0.0000%
Monroe	71,017	1,290,105	91.97%	18.166	1.7431%
Nassau	72,236	1,074,642	93.68%	14.877	1.4275%
Okaloosa	170,578	1,060,853	87.60%	6.219	0.5968%
Okeechobee	38,351	1,563,828	97.44%	40.777	3.9127%
Orange	1,125,263	1,730,662	50.14%	1.538	0.1476%
Osceola	267,279	1,019,605	69.04%	3.815	0.3660%
Palm Beach	1,302,731	(248,218)	-6.24%	0.000	0.0000%
Pasco	458,196	3,010,903	87.80%	6.571	0.6305%
Pinellas	899,068	600,050	22.42%	0.667	0.0640%
Polk	588,970	4,013,152	88.79%	6.814	0.6538%
Putnam	72,389	1,469,646	90.83%	20.302	1.9481%
Santa Rosa	144,914	2,545,200	98.08%	17.564	1.6853%
Sarasota	379,839	1,482,910	86.37%	3.904	0.3746%
Seminole	418,721	1,198,601	73.98%	2.863	0.2747%
St. Johns	188,293	669,524	67.86%	3.556	0.3412%
St. Lucie	274,238	2,269,782	89.18%	8.277	0.7942%
Sumter	85,031	1,295,410	92.91%	15.235	1.4618%
Suwannee	40,421	1,142,572	98.04%	28.267	2.7123%
Taylor	19,799	449,005	94.70%	22.678	2.1761%
Union	15,504	270,982	90.98%	17.478	1.6771%
Volusia	451,892	2,005,811	71.99%	4.439	0.4259%
Wakulla	27,156	348,627	94.57%	12.838	1.2319%
Walton	52,869	1,050,799	94.61%	19.876	1.9072%
Washington	22,706	651,546	95.82%	28.695	2.7534%
STATE TOTALS	18,421,772	70,992,641	59.79%		100.2%

**Table 13
Unmet Trips Demand Per Capita – Sorted**

County	Total Population	Unmet Demand		Unmet Trips Demand Per Capita	Percent of Total Unmet Trips Demand Per Capita
		#	%	#	%
Hardee	26,026	1,396,709	98.29%	53.666	5.1495%
Hendry	36,629	1,559,344	98.87%	42.571	4.0849%
Okeechobee	38,351	1,563,828	97.44%	40.777	3.9127%
Levy	39,867	1,543,312	96.60%	38.712	3.7146%
DeSoto	32,516	1,094,499	98.09%	33.660	3.2299%
Calhoun	14,389	421,176	97.21%	29.271	2.8087%
Washington	22,706	651,546	95.82%	28.695	2.7534%
Columbia	63,587	1,806,135	96.36%	28.404	2.7255%
Suwannee	40,421	1,142,572	98.04%	28.267	2.7123%
Baker	24,996	697,861	97.50%	27.919	2.6790%
Holmes	20,003	536,636	93.88%	26.828	2.5743%
Franklin	11,531	306,855	97.08%	26.611	2.5535%
Bradford	24,355	644,513	94.83%	26.463	2.5393%
Gadsden	12,394	316,611	98.80%	25.546	2.4512%
Madison	18,922	459,037	95.71%	24.259	2.3278%
Hamilton	14,722	353,410	93.10%	24.006	2.3035%
Flagler	94,939	2,220,757	96.04%	23.391	2.2445%
Taylor	19,799	449,005	94.70%	22.678	2.1761%
Citrus	138,320	3,011,050	90.32%	21.769	2.0888%
Gadsden	44,147	936,817	90.06%	21.220	2.0362%
Liberty	8,287	170,316	84.53%	20.552	1.9721%
Gilchrist	16,692	342,778	98.65%	20.535	1.9705%
Putnam	72,389	1,469,646	90.83%	20.302	1.9481%
Walton	52,869	1,050,799	94.61%	19.876	1.9072%
Dixie	16,116	312,953	97.43%	19.419	1.8633%
Charlotte	157,263	2,974,231	96.23%	18.912	1.8147%
Gulf	15,350	288,748	93.07%	18.811	1.8050%
Monroe	71,017	1,290,105	91.97%	18.166	1.7431%
Bay	161,913	2,911,987	93.77%	17.985	1.7257%
Jefferson	14,549	258,536	94.82%	17.770	1.7051%
Santa Rosa	144,914	2,545,200	98.08%	17.564	1.6853%
Union	15,504	270,982	90.98%	17.478	1.6771%
Lafayette	8,526	146,057	97.60%	17.131	1.6438%
Jackson	40,517	647,288	92.65%	15.976	1.5329%
Sumter	85,031	1,295,410	92.91%	15.235	1.4618%
Nassau	72,236	1,074,642	93.68%	14.877	1.4275%
Wakulla	27,156	348,627	94.57%	12.838	1.2319%

**Table 13
Unmet Trips Demand Per Capita – Sorted (continued)**

County	Total Population	Unmet Demand		Unmet Trips Demand Per Capita	Percent of Total Unmet Trips Demand Per Capita
		#	%	#	%
Hernando	170,034	1,921,044	93.25%	11.298	1.0841%
Lake	294,428	2,959,013	92.27%	10.050	0.9644%
Leon	260,763	2,460,497	90.65%	9.436	0.9054%
St. Lucie	274,238	2,269,782	89.18%	8.277	0.7942%
Marion	323,535	2,675,669	92.97%	8.270	0.7936%
Clay	186,758	1,540,768	91.99%	8.250	0.7916%
Martin	143,417	1,138,663	96.64%	7.940	0.7618%
Polk	588,970	4,013,152	88.79%	6.814	0.6538%
Pasco	458,196	3,010,903	87.80%	6.571	0.6305%
Okaloosa	170,578	1,060,853	87.60%	6.219	0.5968%
Alachua	232,304	1,365,661	87.95%	5.879	0.5641%
Escambia	274,176	1,543,876	87.63%	5.631	0.5403%
Lee	612,938	3,229,779	96.69%	5.269	0.5056%
Indian River	136,400	666,814	92.27%	4.889	0.4691%
Manatee	319,062	1,471,708	85.06%	4.613	0.4426%
Volusia	451,892	2,005,811	71.99%	4.439	0.4259%
Collier	319,953	1,323,771	70.77%	4.137	0.3970%
Sarasota	379,839	1,482,910	86.37%	3.904	0.3746%
Osceola	267,279	1,019,605	69.04%	3.815	0.3660%
Highlands	97,388	369,221	74.22%	3.791	0.3638%
St. Johns	188,293	669,524	67.86%	3.556	0.3412%
Seminole	418,721	1,198,601	73.98%	2.863	0.2747%
Brevard	533,438	1,373,674	56.79%	2.575	0.2471%
Duval	841,769	2,015,169	77.64%	2.394	0.2297%
Hillsborough	1,238,435	2,829,104	69.04%	2.284	0.2192%
Orange	1,125,263	1,730,662	50.14%	1.538	0.1476%
Pinellas	899,068	600,050	22.42%	0.667	0.0640%
Broward	1,737,499	1,042,533	22.31%	0.600	0.0576%
Miami-Dade	2,455,458	(16,257,876)	-183.91%	0.000	0.0000%
Palm Beach	1,302,731	(248,218)	-6.24%	0.000	0.0000%
STATE TOTALS	18,421,772	70,992,641	59.79%		100.0%

Possible Options for the Inclusion of the Unmet Trip Demand in the Trip/Equipment Grant Funding Allocation

As developed above, the unmet trip demand per capita method provides a fair and consistent approach to use unmet demand as a funding allocation factor. The policy question then becomes should unmet trip demand be used, and, if so, what alternatives exist to incorporate this fifth factor into the CTD trip and equipment grant fund allocation formula.

As evidenced in Table 13, the allocation of funds based on unmet trip demand per capita would benefit the small and rural counties over the urban areas. This is in part due to the availability of other mobility options such as fixed route transit systems and the greater difficulty in providing service in rural environments due to longer travel distances and limited social service availability.

Options that could be explored include:

- ***Add Unmet Trip Demand per Capita as Fifth Factor***
Modify the existing allocation formula to include the unmet trip demand per capita as "equal" to the other four factors (i.e., county population, county size, annual trips and annual miles) with each of the five factors being allocated 20% of the available funding.
- ***Use Unmet Trip Demand per Capita to Allocate All New Funds***
Maintain the existing allocation formula for the current base level of funding, but allocate all "new CTD trip and equipment grant fund allocations" by the unmet travel demand per capita. This would direct all new funding based on unmet need.
- ***Use Unmet Trip Demand per Capita as One Factor to Allocate New Funds***
Maintain the existing allocation formula for the current base level of funding, and then allocate all "new CTD trip and equipment grant fund allocations" splitting the new funds between the current allocation formula and a new factor based on unmet trip demand per capita. This percent of new funding directed to the unmet trip demand per capita could be varied.

APPENDIX A

Map of FDOT Districts by County

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APPENDIX B

Data and Forecast Summary

Appendix B – Data and Forecast Summary

County	Total Population		General TD Population		Critical Need Population				Critical Need Annual Trip Demand	Critical Need Daily Trip Demand	ACR Total Trips (FY2012)	Percent Demand Satisfied	Unmet Demand					
	#	%	Severely Disabled Population		Low Income - Not Disabled - No Transit Population		#	%					#	%	#	%	#	%
			#	%	#	%												
Alachua	232,304	39.83%	5,739	2.47%	2,092	0.90%	4,254	1,552,710	187,049	12.05%	1,365,661	87.95%						
Baker	24,096	33.20%	701	2.88%	1,015	4.06%	1,961	715,765	17,904	2.50%	697,861	97.50%						
Bay	161,913	32.28%	5,257	3.25%	4,344	2.68%	8,508	3,105,420	193,433	6.23%	2,911,987	93.77%						
Bradford	24,355	39.64%	1,096	4.50%	952	3.91%	1,862	679,630	35,117	5.17%	644,513	94.83%						
Brevard	533,438	37.87%	19,949	3.74%	2,975	0.56%	6,627	2,418,855	1,045,181	43.21%	1,373,674	56.79%						
Broward	1,737,499	30.83%	41,160	2.37%	5,474	0.32%	12,804	4,673,460	3,630,927	77.69%	1,042,533	22.31%						
Calhoun	14,389	44.53%	722	5.02%	606	4.21%	1,187	433,255	12,079	2.79%	421,176	97.21%						
Charlotte	157,263	49.71%	8,214	5.22%	4,247	2.70%	8,468	3,050,820	116,589	3.77%	2,934,231	96.23%						
Citrus	138,320	51.86%	7,316	5.29%	4,621	3.34%	9,134	3,333,910	322,860	9.68%	3,011,050	90.32%						
Clay	186,758	29.08%	4,884	2.62%	2,291	1.23%	4,589	1,674,985	134,217	8.01%	1,540,768	91.99%						
Collier	319,953	43.50%	10,387	3.25%	2,431	0.76%	5,125	1,870,625	546,854	29.23%	1,323,771	70.77%						
Columbia	63,587	43.50%	2,720	4.28%	2,634	4.14%	5,135	1,874,275	68,140	3.64%	1,806,135	96.36%						
DeSoto	32,516	48.01%	1,197	3.68%	1,579	4.86%	3,057	1,115,805	21,306	1.91%	1,094,499	98.09%						
Dixie	16,116	42.14%	855	5.31%	441	2.74%	880	321,200	8,247	2.57%	312,953	97.43%						
Duval	841,769	32.34%	20,872	2.48%	3,206	0.38%	7,111	2,595,515	580,346	22.36%	2,015,169	77.64%						
Escambia	274,176	39.48%	9,590	3.50%	2,294	0.84%	4,827	1,761,855	217,979	12.37%	1,543,876	87.63%						
Flagler	94,939	42.70%	3,474	3.66%	3,246	3.42%	6,335	2,312,275	91,518	3.96%	2,220,757	96.04%						
Franklin	11,531	44.30%	591	5.13%	441	3.82%	866	316,090	9,235	2.92%	306,855	97.08%						
Gadsden	44,147	33.96%	1,364	3.09%	1,446	3.28%	2,850	1,040,250	103,433	9.94%	936,817	90.06%						
Glenn	16,692	40.83%	868	5.20%	479	2.87%	952	347,480	4,702	1.35%	342,778	98.65%						
Glades	12,394	46.36%	641	5.17%	446	3.60%	878	320,470	3,859	1.20%	316,611	98.80%						
Gulf	15,350	41.54%	786	5.12%	427	2.78%	850	310,250	21,502	6.93%	288,748	93.07%						
Hamilton	14,722	39.10%	756	5.14%	528	3.59%	1,040	379,600	26,190	6.90%	353,410	93.10%						
Hardee	26,026	48.55%	807	3.10%	2,029	7.80%	3,893	1,420,945	24,236	1.71%	1,396,709	98.29%						
Hendry	36,629	42.12%	1,206	3.29%	2,244	6.13%	4,321	1,577,165	17,821	1.13%	1,559,344	98.87%						
Hernando	170,034	45.71%	8,043	4.73%	2,764	1.63%	5,644	2,060,080	139,016	6.75%	1,921,064	93.25%						
Highlands	97,388	55.63%	5,613	5.76%	573	0.41%	1,363	497,495	128,274	25.78%	369,221	74.22%						
Hillsborough	1,238,435	28.56%	30,752	2.48%	5,119	0.41%	11,227	4,097,855	1,268,751	30.96%	2,829,104	69.04%						
Holmes	20,003	43.70%	231	1.15%	819	4.09%	1,566	571,590	34,954	6.12%	536,636	93.88%						
Indian River	136,400	44.75%	5,824	4.27%	892	0.65%	1,980	722,700	55,886	7.73%	666,814	92.27%						
Jackson	40,517	39.98%	2,070	5.11%	955	2.36%	1,914	688,610	51,322	7.35%	647,288	92.65%						
Jefferson	14,549	38.86%	735	5.05%	374	2.57%	747	272,655	14,119	5.18%	258,536	94.82%						
Lafayette	8,526	34.40%	421	4.94%	205	2.40%	410	149,650	3,593	2.40%	146,057	97.60%						
Lake	294,428	41.10%	11,136	3.78%	4,339	1.47%	8,786	3,206,880	247,877	7.73%	2,959,013	92.27%						
Lee	612,938	41.64%	20,903	3.41%	4,280	0.70%	9,152	3,340,480	110,701	3.31%	3,229,779	96.69%						

Appendix B – Data and Forecast Summary (continued)

County	Total Population	General TD Population		Critical Need Population				Critical Need Daily Trip Demand #	Critical Need Annual Trip Demand #	AOR Total Trips (FY2012) #	Percent Demand Satisfied %	Unmet Demand #	Unmet Demand %
		#	%	Severely Disabled Population #	%	Low Income - Not Disabled - No Transit Population #	%						
Leon	260,763	98,524	37.78%	4,975	1.91%	3,787	1.45%	7,436	2,714,140	253,643	9.35%	2,460,497	90.65%
Lewy	39,867	20,828	52.24%	1,677	4.21%	226	0.57%	4,377	1,597,605	54,293	3.40%	1,543,312	96.60%
Liberty	8,287	3,127	37.73%	407	4.91%	280	3.38%	552	201,480	31,164	15.47%	170,316	84.53%
Madison	18,922	7,904	41.77%	953	5.04%	667	3.52%	1,314	479,610	20,573	4.29%	459,037	95.71%
Manatee	319,062	131,210	41.12%	11,031	3.46%	3,782	1.17%	7,885	2,878,025	258,392	14.94%	2,619,633	85.06%
Marion	323,535	153,889	47.56%	14,335	4.43%	3,782	1.17%	7,885	2,878,025	202,356	7.03%	2,675,669	92.97%
Martin	143,417	65,376	45.58%	5,904	4.12%	1,547	1.08%	3,228	1,178,220	39,557	3.36%	1,138,663	96.64%
Mani-Dade	2,455,458	839,158	34.18%	64,435	2.62%	11,091	0.45%	24,219	8,839,935	25,037,811	283.91%	(16,257,876)	-183.91%
Morroe	71,017	24,789	34.91%	2,221	3.13%	1,967	2.77%	3,843	1,402,695	112,530	8.03%	1,290,165	91.97%
Nassau	72,236	22,625	31.32%	2,237	3.10%	1,597	2.21%	3,143	1,147,195	72,553	6.32%	1,074,642	93.68%
Okaloosa	170,578	59,668	34.98%	5,266	3.09%	1,612	0.95%	3,143	1,211,070	150,217	12.40%	1,060,853	87.60%
Okeechobee	38,351	18,800	49.28%	1,622	4.23%	2,274	5.93%	4,397	1,604,905	41,077	2.56%	1,563,828	97.44%
Orange	1,125,263	334,359	29.71%	23,111	2.05%	4,388	0.39%	9,456	3,451,440	1,720,778	49.86%	1,730,662	50.14%
Osceola	267,279	86,089	32.21%	7,026	2.63%	1,949	0.73%	4,046	1,476,730	457,185	30.96%	1,019,605	69.04%
Palmd Beach	1,302,731	497,044	38.15%	44,383	3.41%	4,590	0.35%	10,892	3,975,580	4,223,798	106.24%	(248,218)	-6.24%
Pasco	458,196	183,479	40.04%	17,234	3.76%	4,503	0.96%	9,395	3,429,175	418,272	12.20%	3,010,903	87.80%
Pinellas	899,068	351,367	39.08%	34,101	3.79%	2,981	0.33%	7,383	2,676,545	2,076,495	77.58%	600,050	88.79%
Polk	588,970	238,325	40.46%	19,949	3.39%	6,006	1.02%	12,383	4,519,795	506,643	11.21%	4,013,152	88.79%
Putnam	72,389	36,360	50.23%	2,890	3.99%	2,260	3.12%	4,433	1,618,045	148,399	9.17%	1,469,646	90.83%
Santa Rosa	144,914	44,688	30.84%	4,096	2.83%	3,638	2.51%	7,110	2,595,150	49,950	12.22%	2,278,079	87.78%
Sarasota	379,889	174,304	45.89%	16,286	4.29%	2,057	0.54%	4,704	1,716,960	234,050	16.04%	1,482,910	83.96%
Seminole	418,721	110,567	26.41%	9,246	2.21%	2,099	0.50%	4,439	1,620,235	421,634	26.02%	1,198,601	73.98%
St. Johns	188,293	54,299	28.84%	4,881	2.59%	1,297	0.69%	2,703	986,595	317,071	32.14%	669,524	67.86%
St. Lucie	274,238	116,768	42.58%	9,616	3.51%	3,424	1.23%	6,973	2,545,145	275,363	10.82%	2,269,782	88.18%
Sumter	85,031	53,826	63.30%	4,448	5.23%	1,837	2.23%	3,820	1,394,300	98,890	7.03%	1,295,410	92.91%
Suwannee	40,421	17,730	43.86%	1,867	4.62%	1,633	4.04%	3,193	1,165,445	22,873	1.96%	1,142,572	98.04%
Taylor	19,799	8,573	43.30%	1,066	5.38%	657	3.32%	1,299	474,135	25,130	5.30%	449,005	94.70%
Union	15,504	4,818	31.08%	539	3.48%	416	2.68%	816	297,840	26,858	9.02%	270,982	90.98%
Volusia	451,892	201,081	44.50%	18,062	4.00%	3,553	0.79%	7,633	2,786,045	780,234	28.01%	2,005,811	71.99%
Wakulla	27,156	8,635	31.80%	881	3.24%	509	1.87%	1,010	368,650	20,023	5.43%	348,627	94.57%
Walton	52,869	20,229	38.26%	1,896	3.59%	1,533	2.94%	3,043	1,110,695	59,896	5.39%	1,050,799	94.61%
Washington	22,706	9,648	42.49%	882	3.88%	958	4.22%	1,863	679,995	28,449	4.18%	651,546	95.82%
STATE TOTALS	18,421,772	6,748,530	36.63%	574,403	3.12%	154,213	0.84%	325,299	118,734,135	47,741,494	40.21%	70,992,641	59.79%

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: December 10, 2013

AGENDA ITEM:

XII Executive Director's Report

Steve Holmes will provide the following reports to the Commission.

- Legislative Budget Request for FY 2014-15
- 2014 Commission Meeting Schedule
- County Updates

BACKGROUND INFORMATION:

ATTACHMENTS:

- Legislative Budget Request for FY 2014-15
- 2014 Commission Meeting/Event Schedule

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

For information purposes only.



Steve Holmes

Executive Director

Date: December 10, 2013

ACTION TAKEN AT MEETING:

Budget Authority Per Fiscal Year Comparison

Appropriation Categories	FY11-12	FY12-13	FY13-14	LBR 14-15
Salaries & Benefits	893,021	854,493	864,470	905,119
OPS	26,600	26,600	69,600	76,600
Expenses	358,155	358,155	383,325	437,650
OCO	10,000	10,000	10,000	10,000
Contracted Svcs.	306,530	306,530	584,530	637,050
TD grants	39,904,800	43,404,800	50,887,853	51,417,353
Medicaid Grants	65,486,126	65,486,126	61,351,633	60,718,633
Total	106,985,232	110,446,704	114,151,411	114,202,405

Comments are rendered on the second & third page when you view the document

Commission for the Transportation Disadvantaged 2014 Meeting/Event Schedule

<i>Date</i>	<i>Event</i>	<i>Location</i>
March 13	Transportation Disadvantaged Day	The Capitol Tallahassee, FL
March 14	Business Meeting	Tallahassee, FL
May 14	Business Meeting	Clearwater Beach, FL
July 29 & 30	22nd Annual TD Conference	Orlando
July 31	Business Meeting	Orlando
December 11	Business Meeting	Destin