

# COMMISSION FOR THE TRANSPORTATION DISADVANTAGED



## Business Meeting Agenda June 3, 2021 1:00 PM until Completion

*Marion Hart, Chairman  
Dr. Phillip Stevens, Vice-Chairman  
Renee Knight, Commissioner  
Christinne Rudd, Commissioner  
Dr. Robin Tellez, Commissioner  
Mike Willingham, Commissioner*

**GoToMeeting Webinar:**  
<https://global.gotomeeting.com/join/352958221>  
**Alternative Conference Call-In Number:**  
**888-585-9008; Conference Code: 837-653-349**

Item #	Agenda Item	Speaker(s)
I.	Call to Order	Chairman Marion Hart
II.	Pledge of Allegiance	Chairman Hart
III.	Introduction of Commissioners and Advisors	Commissioners and Advisors
IV.	Public Comments (Comments limited to the current agenda items)	Public
	<b>Action Items</b>	
V.	Approval of March 30, 2021 Meeting Minutes	Chairman Hart
VI.	Community Transportation Coordinator Designations:	Planning Agency Representative:
	• Brevard	Sarah Kraum, Space Coast Transportation Planning Organization
	• Calhoun • Wakulla	Kwentin Eastberg, Apalachee Regional Planning Council
	• Duval	Elizabeth De Jesus, North Florida Transportation Planning Organization
	• Hillsborough	Joshua Barber, Hillsborough County MPO

	<ul style="list-style-type: none"> <li>• Lee</li> </ul>	Brian Raimondo, Lee County MPO
	<ul style="list-style-type: none"> <li>• Pasco</li> </ul>	Tania Gorman, Pasco County MPO
	<ul style="list-style-type: none"> <li>• Taylor</li> </ul>	Jami Evans, Taylor County BOCC
VII.	FY 2021-22 Innovative Service Development Grant Recommendations	Commissioner Renee Knight
VIII.	FY 2021-22 Shirley Conroy Rural Area Capital Assistance Grant Recommendations	Commissioner Christinne Rudd
IX.	Review of CTD COVID-19 Rescue Plan	David Darm, CTD Executive Director
X.	CTD Policy on Americans with Disabilities Act (ADA) Complementary Paratransit Services	Commissioner Robin Tellez
	<ul style="list-style-type: none"> <li>• Presentation of Final Report</li> <li>• Summary of Public Workshops</li> <li>• Recommendations</li> </ul>	David Darm Jeff Barbacci & Casey Perkins, Thomas Howell Ferguson
	<b>Information Items</b>	
XI.	Executive Director Report	David Darm
XII.	Commissioner and Advisor Reports	Commissioners and Advisors
XIII.	Public Comments	Public
XIV.	Commissioner and Advisor Closing Comments	Commissioners and Advisors
XV.	Adjournment	Chairman Hart
	Next Meeting: July 27, 2021	

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. This meeting will be recorded and a summary of the discussion will be published at a future date.

Members of the public interested in speaking during the "Public Comments" segments are encouraged to complete the attached public comment card and return to David Darm prior to the meeting date at:

[David.Darm@dot.state.fl.us](mailto:David.Darm@dot.state.fl.us). The chairman will call on each speaker in the order public comment cards are received. Public comments are limited 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 email David Darm or contact our office listed below, at least 48 hours before the meeting:

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:** June 3, 2021

**AGENDA ITEM:**

IV and XIII Public Comments

**BACKGROUND INFORMATION:**

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.

The Commission facilitates two "Public Comments" segments on its agenda. For participants interested in providing public comments, the Commission requests speakers complete the attached public comment form and return to David Darm prior to the meeting date at [David.Darm@dot.state.fl.us](mailto:David.Darm@dot.state.fl.us). The chairman will call on speakers in the order public comment cards are received.

Participants planning to speak during the first public comments segment (Item IV) of the agenda must direct their remarks to agenda items only. The Commission welcomes input on any topic during the second public comments segment (Item XIV) of the agenda. Pursuant to Commission Rule 41-2.018, F.A.C., all speakers are limited to five minutes per public comment.

**ATTACHMENT:**

- Public Comment Form





Commission for the Transportation  
Disadvantaged  
**PUBLIC COMMENT FORM**

Instructions:

1. Complete comment form, including your address. PLEASE TYPE OR PRINT
2. Email comment card to [David.Darm@dot.state.fl.us](mailto:David.Darm@dot.state.fl.us)
3. The chairman will call on speakers in the order comment cards are received. Please indicate below whether you plan on participating via webinar or conference call.
4. Comments must be limited to five (5) minutes per speaker.

How will you be participating in the public workshop? Webinar\_\_\_\_Phone\_\_\_\_

Name\_\_\_\_\_

E-Mail\_\_\_\_\_

Phone\_\_\_\_\_

Address\_\_\_\_\_

City\_\_\_\_\_

Zip Code\_\_\_\_\_ County\_\_\_\_\_

Representing\_\_\_\_\_

Subject\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Support\_\_\_\_\_ Oppose\_\_\_\_\_ Neutral\_\_\_\_\_

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

V Approval of Minutes – March 30, 2021

**BACKGROUND INFORMATION:**

The Commission held its business meeting via GoToMeeting webinar and teleconference on March 3, 2021.

**ATTACHMENTS:**

Minutes of the March 30, 2021 Commission Business Meeting

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve Minutes from the March 30, 2021 Commission Business Meeting.

# MEETING SUMMARY

## Commission for the Transportation Disadvantaged Commission Business Meeting

GoToMeeting Webinar  
Conference Call Meeting  
Tallahassee, Florida 32399

December 16, 2020  
1:30 PM

<i>Commissioners Present</i>	<i>Commissioners Absent</i>
Chairman Marion Hart (via teleconference)	Mike Willingham
Vice-Chairman Dr. Phillip Stevens (via teleconference)	
Renee Knight (via teleconference)	
Christinne Rudd (via teleconference)	
Dr. Robin Tellez (via teleconference)	

<i>Advisors Present</i>	<i>Advisors Absent</i>
Liz Stutts, FDOT	Erica Floyd-Thomas, AHCA
Krysta Carter, DOEA	Dennis Latta, FDVA
	Diane Harris, DCF
	Kent Carroll, APD

### Call to Order

Chairman Hart called the meeting to order. Executive Director David Darm called the roll. A quorum was present.

### Pledge of Allegiance

Chairman Hart led the Pledge of Allegiance.

### Welcome and Introductions

Chairman Hart invited the Commissioners and Advisors to introduce themselves.

Chairman Hart informed participants that the meeting is being recorded and all feedback received, including comments within the webinar chat box, will be reflected in the Meeting Minutes.

Deborah Hall, Commission staff, provided the webinar participants a tutorial on the features of GoToMeeting.

### Public Comments

Robert Villar, representing Miami-Dade Department of Transportation and Public Works (DTPW), spoke on the Review of the CTD COVID-19 Rescue Plan. Mr. Villar thanked the Commission for implementing the plan, which allowed Miami-Dade County to draw down nearly 50 percent of its Trip & Equipment Grant allocation during the fiscal year. Mr. Villar requested the Commission delay the phasing down of the Rescue Plan until the end of the state fiscal year on June 30, 2021.

Mr. Villar also spoke on the adoption of the new Trip & Equipment Grant allocation formula. He said a lot of discussion has surrounded access to the Americans with Disabilities Act (ADA) complementary paratransit services. Mr. Villar stated the new methodology does not allow CTCs to count ADA paratransit trips within the formula. He encouraged the Commission to revisit this issue and consider including ADA trips as part of the TD eligibility.

Ross Silvers, representing Pinellas Suncoast Transit Authority (PSTA), echoed Mr. Villar's comments concerning the Rescue Plan, which has also benefited PSTA during the pandemic. For the remaining allocation amounts that were not drawn down under the Rescue Plan, Mr. Silvers requested the Commission allow CTCs to carry forward these funds into the next state fiscal year, which would be approximately \$1.6 million for Pinellas County. These funds were not able to be spent on bus passes for TD eligible riders due to PSTA providing fare-free fixed route services. He anticipated PSTA will reinstate its fares for fixed route services beginning in June 2021. Mr. Silvers said that PSTA should be able to exceed the allocated amount with invoiced trips for the next fiscal year, which could be supported with the additional funds carried over from the previous year.

Mr. Silvers also echoed Mr. Villar's comments on the Commission's policy on ADA paratransit services. He wanted to see a local solution, where the CTC works with the Local Coordinating Board (LCB) and Designated Official Planning Agency to ensure ADA eligible passengers have TD trips as well.

Lisa Bacot, representing Florida Public Transportation Association (FPTA), thanked the Commission for participating in the virtual legislative awareness day on March 29, 2021. She also echoed Mr. Villar's and Mr. Silver's comments on delaying the phase down of the Rescue Plan until the end of the state fiscal year. She said 21 systems that are represented by FPTA are projecting a total of \$9.4 million in leftover/unspent funds from the Trip & Equipment Grant due to the service impacts of the pandemic.

### **Approval of December 16, 2020 Meeting Minutes**

Chairman Hart asked for a motion to approve the minutes from the December 16, 2020 Commission Business Meeting:

**ACTION TAKEN:** Vice-Chairman Stevens moved, and Commissioner Rudd seconded the motion, to approve the minutes. The motion carried unanimously.

### **Community Transportation Coordinator (CTC) Designations**

Chairman Hart stated the Commission has twelve CTC designations for today's agenda, including two regional systems. He recognized representatives from the Designated Official Planning Agency for each of the counties to present their recommendations for the CTC of their respective designated service area.

Margo Moehring, representing the Northeast Florida Regional Planning Council (NEFRPC), presented the following recommendations: Baker County Council on Aging to serve as the CTC for Baker County; Ride Solutions, Inc., to serve as the CTC for Putnam County; and St. Johns County Council on Aging to serve as the CTC for St. Johns County. Ms. Moehring provided a summary of the procurement process facilitated by NEFRPC for the three CTC designations. All three entities currently serve as the CTC for their respective counties.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Baker County:

**ACTION TAKEN:** Vice-Chairman Stevens moved, and Commissioner Knight seconded the motion, to approve Baker County Council on Aging, as the CTC for Baker County. The motion carried unanimously.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Putnam County:

**ACTION TAKEN:** Commissioner Tellez moved, and Vice-Chairman Stevens seconded the motion, to approve Ride Solutions, Inc., as the CTC for Putnam County. The motion carried unanimously.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for St. Johns County:

**ACTION TAKEN:** Commissioner Knight moved, and Commissioner Rudd seconded the motion, to approve St. Johns County Council on Aging, as the CTC for St. Johns County. The motion carried unanimously.

Lynn Godfrey, representing North Central Florida Regional Planning Council (NCFRPC), presented the recommendation for Suwannee Valley Transit Authority to serve as the CTC for the multi-county service area of Columbia, Hamilton, and Suwannee Counties. As Suwannee Valley Transit Authority is a governmental entity that is serving as the current CTC, NCFRPC did not facilitate a procurement process for the designation of Columbia, Hamilton and Suwannee Counties.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Columbia, Hamilton, and Suwannee Counties:

**ACTION TAKEN:** Vice-Chairman Stevens moved, and Commissioner Knight seconded the motion, to approve Suwannee Valley Transit Authority as the CTC for Columbia, Hamilton, and Suwannee Counties. The motion carried unanimously.

Ms. Godfrey presented the recommendation for Suwannee River Economic Council to serve as the CTC for the individual county service areas of Dixie, Gilchrist and Union County. Ms. Godfrey provided a summary of the procurement process facilitated by NCFRPC for the CTC designations of each of the three counties. Suwannee River Economic Council is the current CTC of each individual county.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Dixie County:

**ACTION TAKEN:** Commissioner Knight moved, and Commissioner Rudd seconded the motion, to approve Suwannee River Economic Council as the CTC for Dixie County. The motion carried unanimously.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Gilchrist County:

**ACTION TAKEN:** Commissioner Tellez moved, and Vice-Chairman Stevens seconded the motion, to approve Suwannee River Economic Council as the CTC for Gilchrist County. The motion carried unanimously.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Union County:

**ACTION TAKEN:** Commissioner Knight moved, and Commissioner Tellez seconded the motion, to approve Suwannee River Economic Council as the CTC for Union County. The motion carried unanimously.

Wendy Scott, representing the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO), presented the recommendation for the Charlotte County Board of County Commissioners (BOCC) to serve as the CTC for Charlotte County. As Charlotte County BOCC is a governmental entity that is serving as the current CTC, Ms. Scott stated the MPO did not facilitate a procurement process for the designation of Charlotte County.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Charlotte County:

**ACTION TAKEN:** Vice-Chairman Stevens moved, and Commissioner Rudd seconded the motion, to approve Charlotte County BOCC as the CTC for Charlotte County. The motion carried unanimously.

Marybeth Soderstrom, representing Heartland Regional Transportation Planning Organization (HRTPO), presented the recommendation for the CTC designation of the multi-county service area of DeSoto, Hardee, Highlands, and Okeechobee Counties. HRTPO facilitated a procurement process and received two respondents for the CTC role: MTM Transit and MV Contract Transportation. Ms. Soderstrom summarized the process facilitated by the selection committee to review and score proposals from both respondents. Ms. Soderstrom stated HRTPO recommends MTM Transit as the CTC designation for the multi-county service area.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for DeSoto, Hardee, Highlands, and Okeechobee Counties:

**ACTION TAKEN:** Vice-Chairman Stevens moved, and Commissioner Rudd seconded the motion, to approve MTM Transit as the CTC for DeSoto, Hardee, Highlands, and Okeechobee Counties. The motion carried unanimously.

Corinne Tucker, representing Sarasota-Manatee MPO, presented the recommendation for Manatee County BOCC to serve as the CTC for Manatee County. As Manatee County BOCC is a governmental entity that is serving as the current CTC, Ms. Tucker stated the MPO did not facilitate a procurement process for the designation of Manatee County.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Manatee County:

**ACTION TAKEN:** Commissioner Tellez moved, and Vice-Chairman Stevens seconded the motion, to approve Manatee County BOCC as the CTC for Manatee County. The motion carried unanimously.

Jeannine Gaslonde, representing Miami-Dade TPO, presented the recommendation for Miami-Dade DTPW to serve as the CTC for Miami-Dade County. As Miami-Dade DTPW is a governmental entity that is serving as the current CTC, Ms. Gaslonde stated the TPO did not facilitate a procurement process for the designation of Miami-Dade County.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Miami-Dade County:

**ACTION TAKEN:** Commissioner Knight moved, and Commissioner Tellez seconded the motion, to approve Miami-Dade DTPW as the CTC for Miami-Dade County. The motion carried unanimously.

Julia Davis, representing Polk TPO, presented the recommendation for the Lakeland Area Mass Transit District (d/b/a Citrus Connection) to serve as the CTC for Polk County. As Citrus Connection is a governmental entity that is serving as the current CTC, Ms. Davis stated the TPO did not facilitate a procurement process for the designation of Polk County.

Chairman Hart asked for a motion to approve the recommendation to award the CTC designation for Polk County:

**ACTION TAKEN:** Vice-Chairman Stevens moved, and Commissioner Tellez seconded the motion, to approve Citrus Connection as the CTC for Polk County. The motion carried unanimously.

#### **Planning Agency Designation for Duval County**

Elizabeth de Jesus, representing the North Florida TPO, presented the recommendation to transfer its responsibilities as the Designated Official Planning Agency of Duval County to Northeast Florida Regional Planning Council (NEFRPC), effective July 1, 2021.

Chairman Hart asked for a motion to approve the recommendation to transfer the planning agency designation role for Duval County:

**ACTION TAKEN:** Commissioner Knight moved, and Commissioner Rudd seconded the motion, to approve NEFRPC as the Designated Official Planning Agency for Duval County, effective July 1, 2021. The motion carried unanimously.

#### **Election of Vice-Chairperson**

Chairman Hart asked for nominations for the Vice-Chair of the Commission. Commissioner Tellez nominated Phil Stevens to continue to serve as the Vice-Chair. No other nominations were presented.

Chairman Hart asked Vice-Chairman Stevens if he would be willing to continue to serve in this role. Vice-Chairman Stevens said yes and appreciated the opportunity. Chairman Hart asked for a motion to approve the nomination:

**ACTION TAKEN:** Commissioner Tellez moved, and Commissioner Knight seconded the motion, to elect Phil Stevens as the Vice-Chairman of the Commission for one year. The motion carried unanimously.

#### **Review of the CTD COVID-19 Rescue Plan**

David Darm, Commission Executive Director, presented an overview of the COVID-19 Rescue Plan that was implemented by the Commission beginning in March 2020. The purpose of the plan was to

mitigate some of the corresponding financial losses incurred by CTCs due to the significant decrease in delivering TD services, which are reimbursed under the Trip & Equipment (T&E) Grant program. The “rescue” amount is based on the percentage of the difference in TD revenue reported on a CTC’s monthly invoice compared to its monthly T&E Grant allocation. The plan was not just designed to provide relief funding but also to incentivize CTCs to continue providing essential TD services throughout the duration of the pandemic. Mr. Darm emphasized this goal – incentivizing the continuation of services – is important to keep in mind as the Commission considers phasing down the rescue funding.

Mr. Darm explained the rescue plan functions similarly to tax brackets: the higher the percentage of loss a CTC reports, the higher the amount of rescue funding is provided within that range (i.e., bracket) of loss. The rescue plan was structured to increase the percentage of the rescue funding applied up to a certain threshold of loss, then gradually decrease the percentage of the rescue funding – similarly shaped like a bell curve. Mr. Darm stated the “bell curve” is intended to provide the right incentives for systems to continue providing services under the grant program. The Rescue Plan has not been adjusted since it was implemented. Currently, a CTC that invoices the Commission for \$0 will receive 47 percent of its monthly allocation in rescue funding.

As the state continues to increase access to the COVID-19 vaccine, Mr. Darm recommended the Commission begin a phase down of the rescue plan. He stated that most of the CTCs receive relief funding through the federal CARES Act and will be recipients of the new stimulus passed by Congress, so there is still relief funding being distributed to the coordinated transportation disadvantaged system. Mr. Darm presented two options for the Commission to consider reducing rescue funding for the next quarter (April-June 2021):

OPTION 1 – The Commission can lower all rescue amounts across each “percent loss threshold.” This would impact all CTCs that receive rescue funding, regardless of the percent of loss of their allocations.

OPTION 2 – The Commission can lower the rescue amounts applied to the highest “percent loss thresholds” (i.e., 80-100%). This would impact the counties that are invoicing for less than 30% of their total allocations.

Casey Perkins, representing Thomas Howell Ferguson, presented the analyses of rescue funding and phase down options, which were provided in the Commission Meeting Packet (p. 65-67).<sup>1</sup> The first table provided a summary of the rescue funding amounts distributed between March and December 2020. This table captured 43 service areas, comparing their monthly allocation to the amount of rescue funding they received each month. At the bottom of the table, the analysis summarized the total amount of rescue funding provided each month and the percentage of the total allocations. Mr. Perkins demonstrated how the rescue funding levels fluctuated up and down during the nine-month period; however, the amounts/percentages reflected in the first table were weighted – meaning, the outlier counties skew the data. For example, he highlighted how Miami-Dade, which has over half a million in its monthly allocation, has a more significant weight in the total compared to a county like Liberty, which only has about \$20,000 in its monthly allocation.

The second table provided the percentage of each county’s allocation consisting of rescue funding during the same nine-month period. For example, Alachua County received 7.1 percent of its monthly allocation in rescue funding in March 2020 (\$3,872.85 in rescue funding, divided by \$54,235 of its monthly allocation). At the bottom of this table, the percentages were averaged all equally to adjust

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<sup>1</sup> The Commission Meeting Packet can be accessed here:

[https://ctd.fdot.gov/docs/MeetingPackages/2021Meetings/20210330\\_CTD%20BusinessMtgPkgFinal.pdf](https://ctd.fdot.gov/docs/MeetingPackages/2021Meetings/20210330_CTD%20BusinessMtgPkgFinal.pdf)



for the outliers. With this adjustment, the table illustrated the average rescue funding has been below 20 percent since May 2020. Mr. Perkins stated the second table demonstrates that most of the counties have not been relying as heavily on the rescue funding as they were during the first three months of the pandemic. He noted that there was a variety of big and small counties, where some relied heavily on rescue funding while others did not. Mr. Perkins stated the federal relief funding contributed to this phenomenon, where some systems had to alter their service models to receive the funding.

The third and final table provided an overview of the current rescue plan compared to the two “phase down” options presented by Mr. Darm. Mr. Perkins said Option 1 provides a reduction across the board, where all rescue amounts are lowered by 10 percent under each percentile loss bracket. Option 2 reduces the rescue amounts within the highest three percentile loss brackets by a total of 30 percent. Under Option 2, Mr. Perkins said the counties that are billing \$0 would experience a reduction in rescue funding, but counties that are reporting less than a 70 percent loss would not experience a decrease in rescue funding (as of April 2021). He said the benefit of Option 2 is to maximize the incentives for CTCs to deliver services for the first 20-30 percent of their allocation. The bottom of the table provided a line graph of the total cumulative level of rescue funding for each 10 percent level of loss. Under both Options 1 and 2, the CTC that bills for \$0 would get 37 percent of its allocation in rescue funding (compared to 47 percent under the current plan).

Chairman Hart asked if Commissioners had any questions of Mr. Darm or Mr. Perkins. Commissioner Tellez asked if Option 2 resembled a bell curve. Mr. Perkins said Option 1 is more in keeping with the bell curve, while Option 2 specifically focuses on the highest percentile thresholds (i.e., the right side of the curve). He reiterated the intent of Option 2 is to incentivize the first 20 percent that could be served.

Chairman Hart asked for a motion on one of the options presented to begin phasing down the Rescue Plan:

**ACTION TAKEN:** Commissioner Tellez moved, and Commissioner Rudd seconded the motion, to approve OPTION 2 to phase down the COVID-19 Rescue Plan, effective April 1, 2021. The motion carried unanimously.

Chairman Hart said this concluded the action items for today’s agenda. The remaining items are for information and discussion purposes only.

### **Rule Adoption Update – New Trip & Equipment Grant Allocation Formula**

David Darm provided an update on the changes to Rule 41-2, FAC, that were adopted by the Commission in October 2020 to implement a new funding formula within the T&E Grant program. He said the State of Florida approved the rule changes in March 2021. The changes will take effect July 1, 2021.

Mr. Darm explained that the new formula will have a “phase in” approach for the first year of implementation, where the base variable will be weighted at 80 percent, to allow systems to transition into the new funding methodology. Mr. Darm stated the Commission will provide allocation projections based on what is proposed in the House and Senate, which will eventually become the General Appropriations Act for Fiscal Year 2021-22. In response to one of the public comments that was made pertaining to the performance data, Mr. Darm clarified that the Commission intends to use the T&E Grant invoice data from FY 2018-19 – NOT FY19-20 or 20-21 – in response to the service impacts of COVID-19.

## **CTD Workshops on ADA Complementary Paratransit Services**

Chairman Hart thanked Commissioner Tellez, the CTD staff, and all the partners that have been involved in facilitating the process to address this policy issue. He said this topic will lead to a future action item, but it is only being presented today as an update. He recognized Commissioner Tellez to provide the update on the public workshops.

Commissioner Tellez provided a background on the issue. The U.S. Americans with Disabilities Act (ADA) affords individuals with disabilities who live within a community that has a fixed bus route access to public transportation through what is called “complementary paratransit services.” Transit entities are required to provide these services to eligible individuals to access any destination within  $\frac{3}{4}$  of a mile of a fixed route. The Commission administers the Transportation Disadvantaged Trust Fund (TDTF), which is used to purchase transportation services for eligible individuals to access activities that are not otherwise funded or provided by any other agency, known as “non-sponsored services.” Individuals are eligible to receive “non-sponsored” services if they demonstrate to the CTC:

- 1) They are “transportation disadvantaged” due to age, disability or income status;
- 2) Have no other agency or program to purchase their trips, such as Medicaid “sponsored” trips to medical appointments; and
- 3) Have no other means of transportation available, including the ability to access public transit services in their community.

The Commission determined ADA complementary paratransit services are not eligible for reimbursement under the TDTF based on the “non-sponsored” eligibility criteria, established by the Commission in 1997. Some CTC-transit systems have requested the Commission reconsider this position. In response to these requests, the Commission is conducting a study of services impacted by this policy and facilitating public workshops to gather feedback from various stakeholders to determine whether to maintain or revise its current policies related to ADA paratransit services.

Commissioner Tellez said the Commission held its first workshop on February 25, 2021, where David Darm presented an overview of the policies governing the TDTF and why the Commission determined ADA paratransit services ineligible for reimbursement based on these policies. The Commission invited members of the public to provide their input on the information presented. Based on the initial feedback received, she said more time is needed to gather information to better understand this issue, particularly how both state and federal funding has been coordinated to support paratransit trips to the TD population. The Commission is gathering additional data and will hold a second public workshop in May.

Commissioner Tellez said the study will conclude with a final report, which will be compiled by Thomas Howell Ferguson and presented no later than June 30, 2021. The report will include a summary of all feedback received in workshops and findings from the research conducted by the Commission. Commissioner Tellez anticipated the report will include recommendations for the Commission to take action at a future business meeting.

## **Executive Director Report**

Mr. Darm provided an update on the 2021 Legislative Session. He said the House and Senate are considering some difficult decisions related to the revenue shortfalls due to COVID-19. The Commission is also monitoring its revenue projections for the Trust Fund as well as its cash balance. As of March 30, 2021, the House and Senate have presented their initial budget proposals, which are now being considered by their respective appropriations committees. Both chambers are proposing approximately \$65 million to the Commission’s grants and aids category, with a slight difference in the total appropriation between the House and Senate proposals. Mr. Darm said these proposals would include about \$51.1 million to be distributed through the T&E Grant program. He said they would use

this estimate to project allocations, but it could change depending on the outcome of the General Appropriations Act. Mr. Darm also noted that both proposals include funding for a pilot project in the Orlando area to serve individuals with intellectual or developmental disabilities (IDD).

Mr. Darm also provided an update on the status of the Multi-Use Corridors of Regional Economic Significance (M-CORES) program. The program includes \$10 million in recurring revenue for the Commission to award competitive grants through its Innovative Service Development (ISD) Grant program. Mr. Darm said Senate Bill (SB) 100 proposes repealing the M-CORES program, which would include a repeal of the funding for the Commission's ISD Grant program. As of March 31, 2021, SB 100 passed the full Senate chamber, but has not yet been heard in any House committee. If it passes the House and is approved by the Governor, Mr. Darm said the Commission would not award funding for the ISD grant projects.

Mr. Darm provided the following additional updates:

- The Commission and Florida Public Transportation Association (FPTA) hosted their annual Legislative Awareness Day on March 29, 2021. He said this was the first time that the event was held virtually. He said it was a very productive meeting, including great presentations from FDOT, American Public Transportation Association, and Community Transportation Association of America. He thanked everyone who participated in the event and recognized the CTD and FPTA teams for their hard work in coordinating the event.
- The Commission announced its application process for the ISD Grant program in March, with a deadline for submission on May 3, 2021. Until the status of the M-CORES program is determined (i.e., the final outcome of SB 100), Mr. Darm stated the Commission is moving forward with its applications process for FY 21-22. This year, the Commission has partnered with USF-Center for Urban Transportation Research (CUTR) to assist in facilitating this process and providing technical assistance to grant applicants. He encouraged applicants to submit their proposals early for an opportunity to receive feedback and make additional revisions to their application.
- The deadline to apply for the Shirley Conroy Rural Area Capital Assistance Grant program is on April 9.
- The Commission is working with Thomas Howell Ferguson to develop a new invoice template for the T&E Grant program, effective July 1, 2021. The Commission will be hosting an informational webinar in April to introduce stakeholders to the new template.

Chairman Hart asked Mr. Darm about the other impacts of SB 100 on the M-CORES program. Mr. Darm could not speak on the other provisions of SB 100 (beyond its impact on the Commission's funding). Chairman Hart asked about the IDD pilot project: does it go to the agency (providing the service) or to the Commission? Mr. Darm said it appears the funding would go to the Commission to administer the pilot. He believed it was a non-recurring project. As of March 30, 2021, the Senate is proposing \$1.5 million, and the House is proposing \$750,000. Mr. Darm believed the Commission would have to procure an entity to provide the services, if approved.

### **Commissioner and Advisor Reports**

There were no reports provided by Commissioners and Advisors.

### **Public Comments**

Robert Villar, representing Miami-Dade DTPW, commented within the GoToMeeting Chat Box, in response to the discussion of the phase down of the COVID-19 Rescue Plan. He stated invoicing does not equal services being provided. Many agencies are still providing service but unable to bill.

### **Closing Remarks and Adjournment**

Chairman Hart said the next Commission Business Meeting will be June 3, 2021. He asked for a motion to adjourn the meeting.

**ACTION TAKEN:** Vice-Chairman Stevens moved, and Commissioner Knight seconded the motion, to adjourn. The motion carried unanimously.

*Minutes compiled by David Darm.*

*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:** June 3, 2021

**AGENDA ITEM:**

VI Community Transportation Coordinator Designation – Brevard County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC). Space Coast Transportation Planning Organization is the DOPA for Brevard County. The Brevard County Board of County Commissioners is currently the CTC providing TD services to the citizens of Brevard County.

Pursuant to Chapter 287, Florida Statutes, the Brevard County Board of County Commissioners, as a governmental entity, is able and willing to continue to provide transportation services. At its May 13, 2021 Board Meeting, the Planning Agency signed a resolution requesting the CTC approve the Brevard County Board of County Commissioners as the designated CTC for Brevard County.

**ATTACHMENTS:**

- Space Coast Transportation Planning Organization Resolution 21-19
- Brevard County Board of County Commissioners Letter

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve Space Coast Transportation Planning Organization's recommendation and designate the Brevard County Board of County Commissioners as the CTC for Brevard County, for the period beginning July 1, 2021 to June 30, 2026.



BOARD OF COUNTY COMMISSIONERS

May 4, 2021

Andrea Young, Chair  
Space Coast Transportation Planning Organization  
2725 Judge Fran Jamieson Way  
Viera, FL 32940

Dear Chair Young:

The Brevard County Board of County Commissioners doing business as Space Coast Area Transit has expressed the desire to continue as the Community Transportation Coordinator for Brevard County.

Pursuant to Chapter 287, Florida Statutes, Brevard County Board of County Commissioners is able and willing to continue to provide transportation services and act as the Community Transportation Coordinator in Brevard County. As the designated public transportation provider in Brevard County, Brevard County Board of County Commissioners has been able to coordinate and capitalize on opportunities to improve Transportation Disadvantaged service in the following manner:

- Coordinating Transportation Disadvantaged service demand with its fixed service to provide greater transportation options at lower costs.
- Provide service and funding to programs that serve the transportation needs of individuals with disabilities and seniors.
- Utilize Federal Capital funds to purchase vehicles through its vanpool program to provide low cost lease of equipment to Human Service Agencies providing Transportation Disadvantaged service.
- Coordinating with the Florida Department of Transportation and transit agencies in District 5, to provide and oversee Federal funding for Enhanced Mobility of Seniors & Individuals with Disabilities.
- Provided over 40 years of safe, efficient and effective Transportation Disadvantaged service.
- Coordinating Planning efforts for various Florida Department of Transportation, Federal Transit Administration and Florida Commission for the Transportation Disadvantaged programs.

Therefore, it is recommended that Brevard County Board of Commissioners, as the most appropriate organization, continue as the Community Transportation Coordinator for Brevard County, Florida.

Sincerely,

Rita Pritchett  
Chair  
Brevard County Board of County Commissioners



**RESOLUTION # 21-19**

**Designation of Community Transportation Coordinator**

**A RESOLUTION, Recommending Brevard County Board of County Commissioners Continue as the Community Transportation Coordinator for Brevard County**

WHEREAS, the Space Coast Transportation Planning Organization is the designated and constituted body responsible for the urban transportation planning and programming process for the Palm Bay-Melbourne and Titusville Urbanized Areas; and

WHEREAS, the Space Coast Transportation Planning Organization serves as the Designated Official Planning Agency for the Commission for the Transportation Disadvantaged in Brevard County, Florida; and

WHEREAS, the Space Coast Transportation Planning Organization is responsible to recommend a Community Transportation Coordinator in Brevard County; and

WHEREAS, the Brevard County Board of County Commissioners expressed the desire to continue as the Community Transportation Coordinator.

NOW THEREFORE, BE IT RESOLVED by the Space Coast Transportation Planning Organization supports the continued designation of the Brevard County Board of County Commissioners as the Community Transportation Coordinator in Brevard County, Florida.

Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 13<sup>th</sup> day of May, 2021.

Certificate

The undersigned duly qualified as Chair of the Space Coast Transportation Planning Organization Governing Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Space Coast Transportation Planning Organization Governing Board.



By:   
Andrea Young  
Space Coast TPO Governing Board Chair

By:   
Robert Jordan  
Space Coast TPO Governing Board Secretary

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
Commission Business Meeting

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VI Community Transportation Coordinator Designation – Calhoun County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC) for a designated service area. The Apalachee Regional Planning Council (ARPC) is the DOPA for Calhoun County. Calhoun County Senior Citizens Association, Inc., (Calhoun Transit) is the CTC and is currently providing transportation services to the citizens of Calhoun County.

The ARPC began its procurement process on March 1, 2021, by advertising for Request for Qualifications from Interested Parties. The ARPC sought letters of interest and qualifications through a local newspaper, the Florida Administrative Weekly, the Commission for the Transportation Disadvantaged Commission's statewide email list, and the ARPC's web site. Only one response was received by a qualified organization, the existing CTC.

ARPC staff determined that the proposal complied with the requirements of Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code and recommended to the ARPC Board and as such is recommending for Calhoun County Senior Citizens Association, Inc. (Calhoun Transit) should continue as the Calhoun County Community Transportation Coordinator.

At its May 20, 2021, meeting, the ARPC Board of Directors approved the recommendation that Calhoun County Senior Citizens Association, Inc., (Calhoun Transit), continue as the designated CTC for Calhoun County. This designation shall be effective July 1, 2021, through June 30, 2026.

**ATTACHMENTS:**

- Recommendation Letter from Executive Director, ARPC
- Resolution 2021-04

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve the Apalachee Regional Planning Council's recommendation to designate Calhoun County Senior Citizens Association, Inc (Calhoun Transit) as the CTC for Calhoun County for the period of July 1, 2021, to June 30, 2026.





# APALACHEE REGIONAL PLANNING COUNCIL

Local Partnerships. Regional Impact.

May 20, 2021

David Darm, Executive Director  
Commission for the Transportation Disadvantaged  
605 Suwannee Street, MS-49  
Tallahassee, Florida 32399-0450

**Re: Calhoun County Community Transportation Coordinator Recommendation**

Dear Mr. Darm:

The Apalachee Regional Planning Council (ARPC) adopted the enclosed resolution recommending that Calhoun County Senior Citizens Association, Inc., d.b.a. Calhoun County Transit, continue serving as the Calhoun County Community Transportation Disadvantaged Coordinator and be designated by the FL Commission for the Transportation Disadvantaged (CTD) effective July 1, 2021, for a five-year appointment. Minutes of the ARPC meeting will be forwarded to you as soon as they are prepared. Calhoun County Senior Citizens Association, Inc., d.b.a. Calhoun County Transit, is currently the designated CTC for Calhoun County. The current contract will expire June 30, 2021.

The ARPC issued a request for interest and qualifications (RFQ) on March 1, 2021, through legal ads in the Florida Administrative Register and the local newspaper. Announcements for RFQ's were also distributed through the CTD email list serve and published on the ARPC website. Letters of Interest and Qualifications were due March 15, 2021. The ARPC received one response, Calhoun County Senior Citizens Association, Inc., d.b.a. Calhoun County Transit. After a review by the ARPC staff, it was determined that the applicant had the experience, qualifications, integrity, and reliability to continue performing as the CTC. ARPC staff determined that the proposal complied with the requirements of Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code. The ARPC staff recommendation to the ARPC was that Calhoun County Senior Citizens Association, Inc., d.b.a. Calhoun County Transit should continue as the Calhoun County Community Transportation Coordinator. The ARPC adopted the ARPC staff review committee's recommendation by resolution.

The ARPC respectfully requests that this item be placed on the June 3, 2021 CTD meeting agenda for designation of the Calhoun County CTC.

If you have any questions or need any additional information, please do not hesitate to contact Kwentin Eastberg, ARPC TD Program Coordinator at the number listed below.

Sincerely,

Chris Rietow  
Executive Director

cc: Calhoun County Transportation Disadvantaged Coordinating Board  
Enclosures: Adopted Resolution  
Support Documents



# APALACHEE REGIONAL PLANNING COUNCIL

Local Partnerships. Regional Impact.

## RESOLUTION NO. 21 – 04

**A RESOLUTION OF THE APALACHEE REGIONAL PLANNING COUNCIL  
RECOMMENDING A COMMUNITY TRANSPORTATION COORDINATOR  
FOR CALHOUN COUNTY TO THE  
FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED**

**WHEREAS**, the Apalachee Regional Planning Council is the designated official planning agency for the Transportation Disadvantaged program in Calhoun County; and

**WHEREAS**, as part of their statutory duty must recommend to the Florida Commission for the Transportation Disadvantaged a Community Transportation Coordinator; and

**WHEREAS**, the Apalachee Regional Planning Council has considered the need to supply services under this program that best meet the demand in a cost-effective and cost-efficient manner; and

**WHEREAS**, the existing Memorandum of Agreement between the Florida Commission for the Transportation Disadvantaged and the current Community Transportation Coordinator expires on June 30, 2021; and

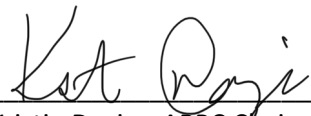
**WHEREAS**, Calhoun County Senior Citizens Association, Inc., d.b.a. Calhoun County Transit has proven itself to be a highly effective Community Transportation Coordinator for the past thirty-five years; and

**WHEREAS**, Calhoun County Senior Citizens Association, Inc., d.b.a. Calhoun County Transit is knowledgeable of the available resources, demands, and needs of the transportation disadvantaged; and

**NOW THEREFORE BE IT RESOLVED** that the Apalachee Regional Planning Council recommends to the Florida Commission for the Transportation Disadvantaged that the Calhoun County Senior Citizens Association, Inc., d.b.a. Calhoun County Transit be retained as the Community Transportation Coordinator in Calhoun County for a five-year period beginning July 1, 2021 through June 30, 2026.

*Duly adopted by the Apalachee Regional Planning Council Board of Directors  
on this 20<sup>th</sup> day of May, 2021.*

SIGNED:

  
\_\_\_\_\_  
Kristin Dozier, ARPC Chair

ATTEST:

  
\_\_\_\_\_  
Chris Rietow, Executive Director

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VI Community Transportation Coordinator Designation – Wakulla County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC). The Apalachee Regional Planning Council (ARPC) is the DOPA for Wakulla County. Wakulla County Senior Citizens Council, Inc. is currently the designated CTC for Wakulla County and is providing non-sponsored transportation services to the citizens of Wakulla County.

The ARPC began its procurement process on March 1, 2021, by advertising for Request for Qualifications from Interested Parties. The ARPC sought letters of interest and qualifications through a local newspaper, the Florida Administrative Weekly, the Commission for the Transportation Disadvantaged Commission's statewide email list, and the ARPC's web site. There were two respondents, Wakulla County Senior Citizens Council, Inc (Wakulla Transportation) and Big Bend Transit, Inc. Both entities were determined to be eligible therefore an RFP was conducted per the requirements of Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code.

At its May 20, 2021 meeting, the ARPC approved to recommend that Wakulla County Senior Citizens Council, Inc., continue as the designated CTC for Wakulla County based on the results from the selection committee scoring. This designation shall be effective July 1, 2021, through June 30, 2026.

**ATTACHMENTS:**

- Recommendation Letter from Executive Director, ARPC
- ARPC resolution 2021-05

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve the ARPC's recommendation and designate Wakulla County Senior Citizens Council, Inc. as the Community Transportation Coordinator for Wakulla County for the period beginning July 1, 2021 to June 30, 2026.



# APALACHEE REGIONAL PLANNING COUNCIL

Local Partnerships. Regional Impact.

May 20, 2021

David Darm, Executive Director  
Commission for the Transportation Disadvantaged  
605 Suwannee Street, MS-49  
Tallahassee, Florida 32399-0450

**Re: Wakulla County Community Transportation Coordinator Recommendation**

Dear Mr. Darm:

The Apalachee Regional Planning Council (ARPC) adopted the enclosed resolution recommending that Wakulla Senior Center, d.b.a. Wakulla Transportation, continue serving as the Wakulla County Community Transportation Disadvantaged Coordinator and be designated by the FL Commission for the Transportation Disadvantaged (CTD) effective July 1, 2021, for a five-year appointment. Minutes of the ARPC meeting will be forwarded to you as soon as they are prepared. Wakulla Senior Center, d.b.a. Wakulla Transportation, is currently the designated CTC for Wakulla County. The current contract will expire June 30, 2021.

The ARPC issued a request for interest and qualifications (RFQ) on March 1, 2021, through legal ads in the Florida Administrative Register and the local newspaper. Announcements for RFQ's were also distributed through the CTD email list serve and published on the ARPC website. Letters of Interest and Qualifications were due March 15, 2021. The ARPC received two responses, Wakulla Senior Center, d.b.a. Wakulla Transportation, and Big Bend Transit, Inc. Both entities were determined to be eligible, and an RFP was conducted per the requirements of Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code. Based on the results from the selection committee scoring to the response from the RFP, staff recommended to the ARPC board that Wakulla Senior Center, d.b.a. Wakulla Transportation should continue as the Wakulla County Community Transportation Coordinator. The ARPC board adopted the ARPC staff review committee's recommendation by resolution.

The ARPC respectfully requests that this item be placed on the June 3, 2021 CTD meeting agenda for designation of the Wakulla County CTC.

If you have any questions or need any additional information, please do not hesitate to contact Kwentin Eastberg, ARPC TD Program Coordinator at the number listed below.

Sincerely,

Chris Rietow  
Executive Director

cc: Wakulla County Transportation Disadvantaged Coordinating Board  
Enclosures: Adopted Resolution  
Support Documents



# APALACHEE REGIONAL PLANNING COUNCIL

Local Partnerships. Regional Impact.

## RESOLUTION NO. 21 – 05

**A RESOLUTION OF THE APALACHEE REGIONAL PLANNING COUNCIL  
RECOMMENDING A COMMUNITY TRANSPORTATION COORDINATOR  
FOR WAKULLA COUNTY TO THE  
FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED**

**WHEREAS**, the Apalachee Regional Planning Council is the designated official planning agency for the Transportation Disadvantaged program in Wakulla County; and

**WHEREAS**, as part of their statutory duty must recommend to the Florida Commission for the Transportation Disadvantaged a Community Transportation Coordinator; and

**WHEREAS**, the Apalachee Regional Planning Council has considered the need to supply services under this program that best meet the demand in a cost-effective and cost-efficient manner; and

**WHEREAS**, the existing Memorandum of Agreement between the Florida Commission for the Transportation Disadvantaged and the current Community Transportation Coordinator expires on June 30, 2021; and


**WHEREAS**, Wakulla Senior Center., d.b.a. Wakulla Transportation has proven itself to be a highly effective Community Transportation Coordinator for the past five years; and

**WHEREAS**, Wakulla Senior Center., d.b.a. Wakulla Transportation is knowledgeable of the available resources, demands, and needs of the transportation disadvantaged; and

**NOW THEREFORE BE IT RESOLVED** that the Apalachee Regional Planning Council recommends to the Florida Commission for the Transportation Disadvantaged that the Wakulla Senior Center., d.b.a. Wakulla Transportation be retained as the Community Transportation Coordinator in Wakulla County for a five-year period beginning July 1, 2021 through June 30, 2026.

*Duly adopted by the Apalachee Regional Planning Council Board of Directors  
on this 20<sup>th</sup> day of May, 2021.*

SIGNED:

  
\_\_\_\_\_  
Kristin Dozier, ARPC Chair

ATTEST:

  
\_\_\_\_\_  
Chris Rietow, Executive Director

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VI Community Transportation Coordinator Designation – Duval County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC). The North Florida Transportation Planning Organization is the DOPA for Duval County. The Jacksonville Transportation Authority (JTA) is currently the appointed CTC for Duval County and is providing TD services to the citizens of Duval County.

Pursuant to Chapter 287, Florida Statutes, JTA, as a governmental entity, is able and willing to continue to provide transportation services. The North Florida TPO met on March 4, 2021 and voted to recommend JTA be re-appointed as the Community Transportation Coordinator for Duval County for the period July 1, 2021 through June 30, 2026.

**ATTACHMENTS:**

- April 9, 2021, letter from North Florida TPO
- North Florida TPO Resolution #2021-3
- JTA's letter expressing its interest in continuing as the CTC

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve the North Florida Transportation Planning Organization's recommendation and designate Jacksonville Transportation Authority as the Community Transportation Coordinator for Duval County for the period beginning July 1, 2021 to June 30, 2026.





April 9, 2021

Mr. David Darm, Executive Director  
Commission for the Transportation Disadvantaged  
605 Suwannee Street  
Tallahassee, Florida 32399-0450

Re: Duval County Community Transportation Coordinator - Planning Agency Recommendation

Dear Mr. Darm:

As the Executive Director for North Florida TPO, let me convey to you with this letter the enclosed Resolution concerning the North Florida TPO's recommendation for community transportation coordinator for the Duval County designated service area.

You will note that the North Florida TPO issued no competitive Request for Proposals for the community transportation coordinator. After extensive research and assessment by our staff, and after support from the Duval County Transportation Disadvantaged Coordinating Board at its March 4, 2021 meeting, the North Florida TPO voted to recommend JTA Connexion's re-designation as the CTC for Duval County.

By this letter, let me assure you that the members and staff of the North Florida TPO carefully considered all the factors appropriate to the recommendation of the CTC found in Chapter 287 and 427, Florida Statutes, and in particular, the criteria set forth in Rule 41-2.010(4), FLA. ADMIN. CODE. Using these criteria, and comparing the JTA Connexion efforts as the CTC to the Duval County Transportation Disadvantaged Coordinating Board's recent evaluation, we believe that JTA Connexion continues to be the best candidate for community transportation coordinator for Duval County.

Therefore, on behalf of the North Florida TPO, I would ask first that you approve the North Florida TPO's choice, pursuant to section 287.057, Florida Statutes, to forgo competitive procurement since JTA Connexion is a government agency. Second, we ask the Commission to confirm our recommendation of JTA Connexion as the community transportation coordinator for Duval County at the Commission's next board meeting.

Please let us know how we at the North Florida TPO may continue to assist in this selection process.

Sincerely yours,

A handwritten signature in blue ink that reads "Jeff Sheffield".

Jeff Sheffield  
Executive Director

cc: Samuel Newby, North Florida TPO Chairman  
Randy DeFoor, Duval County LCB Chair  
Nathaniel Ford, Chief Executive Officer JTA  
Mark Wood, Paratransit Manager, JTA Connexion  
Elizabeth Payne, CEO, NEFRC



**RESOLUTION 2021-3**  
**SUPPORTING THE JACKSONVILLE TRANSPORTATION AUTHORITY TO CONTINUE**  
**AS THE DUVAL COUNTY COMMUNITY TRANSPORTATION COORDINATOR**

**WHEREAS** for the past 20 years the Jacksonville Transportation Authority (JTA) has been serving as the Duval County Community Transportation Coordinator (CTC) and has developed and implemented new programs enhancing accessible public transportation for the transportation disadvantaged; and

**WHEREAS** the JTA has increased the household income requirement from 125% to 150% to ensure underserved TD individuals can utilize transportation services; and

**WHEREAS** the JTA updated its Transportation Disadvantaged Life Sustaining (TDLS) policy to ensure individuals utilizing this transportation model are converted to full TD or ADA sponsorship within six months; and

**WHEREAS** the JTA created a Transportation Disadvantaged Veteran Services (TDVS) program to provide temporary transportation services for TD veterans within the Northeast Florida region.

**NOW, THEREFORE, BE IT RESOLVED** that the North Florida Transportation Planning Organization supports the Jacksonville Transportation Authority to continue as the Duval County CTC and recommends that the Memorandum of Agreement (MOA) with the Florida Commission for the Transportation Disadvantaged be executed.

Adopted by the North Florida TPO, in regular meeting assembled in the City of Jacksonville, the 8<sup>th</sup> day of April, 2021.

**ATTEST:**

A handwritten signature in black ink, appearing to read "Sam Newby", written over a horizontal line.

The Honorable Samuel Newby, Chairman

A handwritten signature in blue ink, appearing to read "Jeff Sheffield", written over a horizontal line.

Jeff Sheffield, Executive Director





**JACKSONVILLE  
TRANSPORTATION  
AUTHORITY**

**Board of Directors**

Ari Jolly  
*Chair*

Debbie Buckland  
*Vice-Chair*

G. Ray Driver, Jr.  
*Secretary*

Nicole Padgett  
*Treasurer*

Kevin J. Holzendorf  
*Immediate Past Chair*

Isaiah Rumlin  
*Board Member*

Greg Evans  
*Board Member*

**Chief Executive Officer**

Nathaniel P. Ford Sr.

March 22, 2021

Mr. Jeff Sheffield  
Executive Director  
980 North Jefferson Street  
Jacksonville, FL 32209

Re: CTC Memorandum of Agreement

Dear Mr. Sheffield:

The JTA has received your letter dated March 5, 2021 regarding the Memorandum of Agreement (MOA) between the JTA and the Florida Commission for the Transportation Disadvantaged (TD) to continue to operate as the Duval County's Community Transportation Coordinator (CTC). At this time, JTA wishes to express its interest in continuing as the CTC for Duval County.

JTA has developed and implemented new programs enhancing accessible public transportation for the transportation disadvantaged during the past twenty years as the Duval County CTC. Below are some recent accomplishments achieved during JTA's service as the CTC:

- Increased the household income requirement from 125% to 150% to ensure underserved TD individuals are able to utilize transportation services.
- Updated the Transportation Disadvantaged Life sustaining (TDLS) policy to ensure individuals utilizing this transportation model are converted to full TD or ADA sponsorship within six months.
- Created a Transportation Disadvantaged Veteran Services (TDVS) program to provide temporary transportation services for TD Veterans within the Northeast Florida region.

Please be advised that the JTA appreciates the opportunity to continue as the Community Transportation Coordinator for Duval County. JTA accepts the North Florida Transportation Planning Organization recommendation and is in agreement to move forward with the preparations of the Memorandum of Agreement.

Sincerely,

Nathaniel P. Ford Sr.  
Chief Executive Officer

**Administration**  
Jacksonville Regional  
Transportation Center  
at LaVilla  
100 LaVilla Center Drive  
Jacksonville, FL 32204

**Operations**  
P.O. Drawer "0"  
100 N. Myrtle Avenue  
Jacksonville, FL 32203

Main (904) 630-3181  
Fax (904) 630-3166  
[www.jtafla.com](http://www.jtafla.com)

c: The Honorable Sam Newby, North Florida TPO Chair  
The Honorable Randy DeFoor, Duval County TD Board Chair  
Bonnie Todd, Chief Operating Officer JTA  
Phillip St. Pierre, Chief Alternative and Operations Support Officer JTA

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VI. Community Transportation Coordinator Designation – Hillsborough County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC) for a designated service area. Hillsborough County Metropolitan Planning Organization (MPO) is the DOPA for Hillsborough County. Hillsborough County Board of County Commissioners is currently the CTC providing non-sponsored transportation disadvantaged services to the citizens of Hillsborough County.

Pursuant to Chapter 287, Florida Statutes, Hillsborough County Board of County Commissioners, as a governmental entity, is willing and able to continue to provide transportation services. Hillsborough County Board of County Commissioners has been the CTC for many years and has effectively demonstrated their ability to provide safe and efficient transportation services. The Hillsborough County MPO met on April 14, 2021, and voted to recommend Hillsborough County Board of County Commissioners be designated as the CTC for Hillsborough County.

**ATTACHMENTS:**

- April 29, 2021, Hillsborough County MPO Recommendation Letter
- Hillsborough County MPO Resolution #2021-1
- January 4, 2021, Hillsborough County BOCC letter requesting to be designated the CTC

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve Hillsborough County MPO's recommendation and designate Hillsborough County Board of County Commissioners as the CTC for Hillsborough County, for the period beginning July 1, 2021 to June 30, 2026.



# Hillsborough MPO

## Metropolitan Planning for Transportation

Commissioner Harry Cohen  
Hillsborough County  
MPO Chair

Commissioner Pat Kemp  
Hillsborough County  
MPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Joseph Citro  
City of Tampa

Councilman John Dingfelder  
City of Tampa

Derek Doughty  
Planning Commission

Joe Lopano  
Hillsborough County  
Aviation Authority

Mayor Rick A. Lott  
City of Plant City

Councilman Guido Maniscalco  
City of Tampa

Commissioner Gwen Myers  
Hillsborough County

Commissioner  
Kimberly Overman  
Hillsborough County

Mayor Andrew Ross  
City of Temple Terrace

Commissioner  
Mariella Smith  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Joseph Waggoner  
Expressway Authority

Melanie Williams  
HART

Beth Alden, AICP  
Executive Director

April 29, 2021

David Darm, Executive Director  
Florida Commission for the Transportation Disadvantaged  
605 Suwannee Street, MS-49  
Tallahassee, FL 32399

RE: Designation of the Hillsborough County Community Transportation Coordinator

Dear Mr. Darm:

The Hillsborough County Metropolitan Planning Organization (MPO) and the Hillsborough Transportation Disadvantaged Coordinating Board (TDCB) are pleased to submit the recommendation that the Hillsborough County Board of County Commissioners be designated as the Community Transportation Coordinator (CTC), and the Sunshine Line as the operator, for an additional 5 years.

The Hillsborough County Transportation Disadvantaged Coordinating Board recommended that the Hillsborough County Board of County Commissioners continue as the Community Transportation Coordinator with the Sunshine Line as the operator at the February Meeting and forwarded this recommendation to the MPO Board. The Hillsborough Metropolitan Planning Organization made the same recommendation at their April meeting. The MPO and TDCB believe that this recommendation is in the best interest of the transportation disadvantaged in Hillsborough County.

The resolution by the MPO Board, findings of fact, and other supporting documentation including Hillsborough County's Letter of Intent and meeting minutes from the TDCB and MPO Meetings.

Please do not hesitate to contact Joshua Barber at (813) 576-2313 or [BarberJ@plancom.org](mailto:BarberJ@plancom.org) if you have any questions on the recommended Community Transportation Coordinator designation.

Sincerely,

Beth Alden, AICP  
Executive Director



**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

**MPO RESOLUTION 2021-1**

**A RESOLUTION OF THE HILLSBOROUGH COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
COMMUNITY TRANSPORTATION COORDINATOR DESIGNATION**

**WHEREAS**, Florida Statute Chapter 41-2 establishes the Florida Commission for the Transportation Disadvantaged (Florida CTD) with the assigned responsibility to accomplish the coordination of transportation services provided to the transportation disadvantaged and

**WHEREAS**, the statute also establishes local coordinating boards to advise on implementing the transportation disadvantaged program in designated service areas. These boards are tasked with recommending to the Florida CTD an entity to serve as Community Transportation Coordinator (CTC) for the local area, and to enter into a contract with the Florida CTD to receive funds and provide services. In Hillsborough County, the county government has served as the CTC for 30 years, providing services as the "Sunshine Line" and

**WHEREAS**, the statute also establishes the role of the Metropolitan Planning Organization as the designated official planning agency to assist the local coordinating board with this task. Every five years, the CTC designation is reviewed by the local coordinating board and the MPO, and a recommendation is made to the Florida CTD. Hillsborough County's CTC designation is due for renewal in June 2021; and

**WHEREAS**, the Transportation Disadvantaged Coordinating Board approved the "Process for the CTC Designation", which finds it is in the best interest of the transportation disadvantaged to renew the designation of the Hillsborough County Board of County Commissioners as the CTC, allowing the Sunshine Line to continue to provide services.

**NOW, THEREFORE, BE IT RESOLVED** that the Hillsborough County Metropolitan Planning Organization duly assembled in regular session this 14th day of April, 2021, approved renewal of the designation of the Hillsborough County Board of County Commissioners as the CTC, and submits this to the CTD for final designation.

4/22/2021

Date

DocuSigned by:

*Cheryl Wilkening*

Cheryl Wilkening, MPO Secretary

DocuSigned by:

*Commissioner Harry Cohen*

559865B984B84E8...

Commissioner Harry Cohen, MPO Chair

DocuSigned by:

*Cameron Clark*

Cameron Clark, MPO Attorney



**Hillsborough  
County Florida**

**COUNTY ADMINISTRATOR**

**Bonnie M. Wise**

PO Box 1110, Tampa, FL 33601-1110  
(813) 276-2843 | Fax: (813) 272-5248

January 4, 2021

Beth Alden  
Executive Director  
Metropolitan Planning Organization  
P.O. Box 1110  
Tampa, FL 33601

Dear Ms. Alden:

As you are aware, Hillsborough County Board of County Commissioners is currently the designated Community Transportation Coordinator (CTC) for Hillsborough County and has been since 1990. The current Memorandum of Agreement with the Florida Commission for Transportation Disadvantaged (CTD) designating Hillsborough County as the CTC will expire June 30, 2021.

In accordance with the Florida Commission for the Transportation Disadvantaged's request, this letter confirms Hillsborough County's desire to continue in the role of CTC. This is in the best interest of the transportation disadvantaged population of Hillsborough County to ensure continued dedication of service and resources for this important service. This letter of intent is subject to the County negotiating an acceptable Memorandum of Agreement or extension of the current agreement with the Florida Commission for the Transportation Disadvantaged.

Should you have any questions or need additional information please contact Scott Clark, Director, Sunshine Line, 276-8140.

Sincerely,

Bonnie M. Wise  
County Administrator

cc: Joshua Barber, Community Planner II, MPO  
Carl Harness, Chief Human Services Administrator  
Scott Clark, Director, Sunshine Line

**BOARD OF COUNTY  
COMMISSIONERS**

Harry Cohen  
Ken Hagan  
Pat Kemp

Gwendolyn "Gwen" Myers  
Kimberly Overman  
Mariella Smith  
Stacy R. White

**COUNTY ADMINISTRATOR**

Bonnie M. Wise

**COUNTY ATTORNEY**

Christine M. Beck

**INTERNAL AUDITOR**

Peggy Caskey

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VI Community Transportation Coordinator Designation – Lee County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC). Lee County Metropolitan Planning Organization (MPO) is the DOPA for Lee County. Lee County Board of County Commissioners/LeeTran (BOCC) is currently the emergency appointed CTC for Lee County.

Pursuant to Chapter 287, Florida Statutes, Lee County Board of County Commissioners, as a governmental entity, is willing and able to provide transportation services. Lee County BOCC/LeeTran has been the emergency CTC since February 2020 and has effectively demonstrated their ability to provide safe and efficient transportation services.

On May 14, 2021, the Lee County MPO unanimously approved Lee BOCC/LeeTran to continue as the Community Transportation Coordinator for Lee County (Resolution- #44-2020).

**ATTACHMENTS:**

- Recommendation letter from the Lee County MPO
- Lee County MPO Resolution #21-06

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve Lee County MPO's recommendation and designate Lee BOCC/LeeTran, as the Community Transportation Coordinator for Lee County for the period beginning July 1, 2021 to June 30, 2026.



P.O. Box 150045, Cape Coral, Florida 33915 • (239) 330-2241 • [www.leempo.com](http://www.leempo.com)

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May 20, 2021

Mr. John Irvine  
Florida Commission for the Transportation Disadvantaged  
605 Suwannee Street, MS 49  
Tallahassee, FL 32399

**RE: Lee County MPO Board Recommendation for Community Transportation Coordinator (CTC)**

On May 14, 2021, the Lee County MPO Board unanimously approved recommending Lee County Transit (LeeTran) be designated the Community Transportation Coordinator for the next five years. **Attached** is a signed resolution recommending this action to the Florida Commission for the Transportation Disadvantaged. This recommendation is consistent with the LCB that also recommended that LeeTran serve as the CTC at their meeting held on May 5, 2021.

Please feel free to contact me at 239-330-2241 or [dscott@leempo.com](mailto:dscott@leempo.com) if you have any questions regarding the CTC designation recommendation.

Sincerely,

Donald Scott  
Lee County MPO Executive Director

cc: Karen Somerset

Attachment: Resolution 21-06



## RESOLUTION 21-06

**A RESOLUTION OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION RECOMMENDING LEE COUNTY TRANSIT SERVE AS THE COMMUNITY TRANSPORTATION COORDINATOR FOR LEE COUNTY FROM JULY 1, 2021 THROUGH JUNE 30, 2026**

*Whereas*, the Lee County Metropolitan Planning Organization makes a recommendation to the Florida Commission for the Transportation Disadvantaged on the designation of a Community Transportation Coordinator to serve the Transportation Disadvantaged in Lee County; and

Whereas, Lee County Transit is currently serving as the Community Transportation Coordinator under emergency provisions and has done so since Good Wheels abruptly closed its operation in February of 2020; and

Whereas, Lee County Transit did a terrific job of taking over the responsibilities of providing trips for the Transportation Disadvantaged program with very short notice and has done an excellent job serving the riders over the last year:

*NOW THEREFORE, BE IT RESOLVED by the Lee County Metropolitan Planning Organization, Florida:*


That the Lee County MPO Board recommends to the Florida Commission for the Transportation Disadvantaged that Lee County Transit be designated the Community Transportation Coordinator for Lee County for the next five years.

DULY PASSED AND ADOPTED this 14<sup>th</sup> day of May 2021.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION



Councilwoman Teresa Watkins Brown, Lee County MPO Vice Chair



Derek Rooney, MPO Attorney

ATTEST:





**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VI Community Transportation Coordinator Designation – Pasco County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC) for a designated service area. Pasco County Metropolitan Planning Organization (MPO) is the DOPA for Pasco County. Pasco County Board of County Commissioners is currently the CTC providing non-sponsored transportation disadvantaged services to the citizens of Pasco County.

Pursuant to Chapter 287, Florida Statutes, Pasco County Board of County Commissioners, as a governmental entity, is willing and able to continue to provide transportation services. Pasco County Board of County Commissioners has been the CTC for many years and has effectively demonstrated their ability to provide safe and efficient transportation services. The Pasco County MPO met on April 8, 2021, and voted to approve recommending Pasco County Board of County Commissioners be designed the CTC for Pasco County.

**ATTACHMENTS:**

- April 8, 2021, Pasco County MPO Recommendation Letter
- Pasco County MPO Resolution #21-153
- March 9, 2021, Pasco County BOCC letter and Resolution #21-127 requesting to be designated the CTC

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve Pasco County MPO's recommendation and designate Pasco County Board of County Commissioners as the CTC for Pasco County, for the period beginning July 1, 2021 to June 30, 2026.



## PASCO COUNTY

### METROPOLITAN PLANNING ORGANIZATION

8731 Citizens Drive • New Port Richey • Florida 34654

Telephone: (727) 847-8140 Fax: (727) 847-8113

E-mail: [www.pascompo.net](http://www.pascompo.net)

*"Bringing Opportunities Home"*

April 8, 2021

Mr. David Darm  
Executive Director  
Florida Commission for the Transportation Disadvantaged  
605 Suwannee Street, MS-49  
Tallahassee, FL 32399

RE: RECOMMENDATION FOR THE PASCO COMMUNITY TRANSPORTATION COORDINATOR (CTC)

Dear Mr. Darm,

Pasco County Metropolitan Planning Organization, the Designated Official Planning Agency (DOPA), is pleased to recommend that the Pasco County Board of County Commissioners, Pasco County Public Transportation (PCPT) be re-designated as the CTC for Pasco County. In conjunction with the recommendation, PCPT has expressed interest in continuing in the role of Community Transportation Coordinator. This request was reflected in their letter dated March 9, 2021 (copy attached).

During the MPO Board meeting on April 8, 2021, the Pasco Metropolitan Planning Organization (MPO) recommended that the Community Transportation Coordinator (CTC) for Pasco County designated service area continue to be Pasco County Public Transportation (PCPT). This recommendation represents the MPO's assessment that a continuation of PCPT's role as Pasco County's CTC is in the best interest of Pasco County's transportation disadvantaged citizens, this organization (MPO), and the general public.

Since PCPT is a government agency, it is not subject to the competitive procurement requirements outlined in Chapter 287, Florida Statutes, the MPO did not issue a competitive procurement for the CTC. The Pasco MPO, in conjunction with the Pasco County Transportation Disadvantaged Local Coordinating Board, evaluated PCPT's performance as the CTC and determined that PCPT continues to fulfill the duties of the CTC in a highly effective and efficient manner.

Throughout this process, the MPO considered all the factors appropriate to the recommendation of the CTC found in Chapters 287 and 427, Florida Statutes, and Rule 41-2.2.010, Florida Administrative Code. Therefore, it is requested the Florida Commission for the Transportation Disadvantaged confirm PCPT as the CTC for Pasco County at its next business meeting.

Please let me know if the Pasco County MPO may be of further assistance in this selection process.

Sincerely,

*Carl Mikyska*  
Carl Mikyska, Executive Director  
Metropolitan Planning Organization  
Pasco County

**BY THE PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION**

**A RESOLUTION BY THE PASCO COUNTY, FLORIDA, METROPOLITAN PLANNING ORGANIZATION RECOMMENDING THAT THE PASCO COUNTY BOARD OF COUNTY COMMISSIONERS CONTINUE TO SERVE AS THE COMMUNITY TRANSPORTATION COORDINATOR**

---

**WHEREAS**, the Pasco County Board of County Commissioners (BCC) is the designated body responsible for overseeing and coordinating transportation efforts in the county for the transportation disadvantaged; and

**WHEREAS**, the BCC, the current Community Transportation Coordinator (CTC) accomplishes this effort through the guidance of the Pasco County Transportation Disadvantaged Local Coordination Board (TDLCB); and

**WHEREAS**, the BCC, has a Memorandum of Agreement (MOA) with the State Commission for the Transportation Disadvantaged (CTD) to serve as the CTC; and

**WHEREAS**, the Memorandum of Agreement (MOA) with expire on June 30, 2021; and

**WHEREAS**, Chapter 427, Florida Statutes, and Rule No. 41-2, Florida Administrative Code (FAC), require that the Metropolitan Planning Organization (MPO) recommend a CTC to the State CTD; and

**WHEREAS**, the MPO has continually recommended retaining the BCC as the current CTC, which has demonstrated a continued commitment to improvement; and

**WHEREAS**, in accordance with Rule No. 41-2 FAC, the MPO finds that it is the best interest of the transportation disadvantaged to select the BCC as the CTC.

**NOW, THEREFORE, BE IT RESOLVED** that the Pasco County Metropolitan Planning Organization Board recommends to the State CTD that the BCC continue to serve as the CTC for Pasco County. This resolution shall take effect immediately upon its approval

**DONE AND RESOLVED** this 8<sup>th</sup> day of April 2021.



ATTEST:

*Allie Knapp d.c.*

\_\_\_\_\_  
NIKKI ALVAREZ-SOWLES, ESQ.  
CLERK & COMPTROLLER

MPO BOARD  
OF PASCO COUNTY, FLORIDA

A handwritten signature in black ink, appearing to read "Lance Smith".

LANCE SMITH, CHAIRMAN



Ron Oakley, District 1  
Mike Moore, District 2  
Kathryn Starkey, District 3  
Christina Fitzpatrick, District 4  
Jack Mariano, District 5

March 9, 2021

Mr. David Darm, Executive Director  
Commission for the Transportation Disadvantaged  
605 Suwannee Street, MS-49  
Tallahassee, Florida 32399-0450

Dear Mr. Darm:

The Pasco County Board of County Commissioners has served as the Community Transportation Coordinator (CTC) since October 1990. During this time, the Board assigned the responsibility of administering and managing transportation disadvantaged service to Pasco County Public Transportation (PCPT). Over this period, PCPT has provided transportation services to Pasco County citizens in an effective and cost-efficient manner.

Based on this information, the Board recommends to the Florida Commission for the Transportation Disadvantaged that the Board continue as the CTC for Pasco County. PCPT will remain responsible for the delivery of services.

Should you have any questions, please contact Kurt Scheible at (727) 834-3200.

Sincerely,

Ronald E. Oakley, Chairman  
Pasco County Board of County Commissioners

**BOARD OF COUNTY COMMISSIONERS**

☐ 352.521.4111 | Historic Pasco County Courthouse | 37918 Meridian Avenue | Dade City, FL 33525  
☐ 727.847.2411 | West Pasco Government Center | 8731 Citizens Drive | New Port Richey, FL 34654

A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF PASCO COUNTY, FLORIDA, AUTHORIZING CONTINUATION OF ITS ROLE AS THE COMMUNITY TRANSPORTATION COORDINATOR AND FOR THE PASCO COUNTY PUBLIC TRANSPORTATION DEPARTMENT TO CONTINUE SERVING AS THE COMMUNITY TRANSPORTATION COORDINATOR REPRESENTATIVE FOR PASCO COUNTY, UNDER THE PROGRAMS OF THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED.

WHEREAS, the Board of County Commissioners of Pasco County, Florida (BCC) has entered into a Memorandum of Agreement with the Florida Commission for the Transportation Disadvantaged (FCTD) to serve as the Community Transportation Coordinator (CTC) for Pasco County as authorized by Chapter 427, Florida Statutes, and Rule No. 41-2, Florida Administrative Code; and;

WHEREAS, the Memorandum of Agreement expires on June 30, 2021;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pasco County, Florida that:

1. The BCC desires to continue serving as the CTC for Pasco County.
2. The Pasco County Public Transportation Department is authorized to continue serving as the CTC representative for the BCC under any new, extended, or revised Memorandum of Agreement with the FCTD.
3. The Honorable Ronald E. Oakley, Chairman, is authorized to execute any new, extended or revised Memorandum of Agreement or contracts with the FCTD, on behalf of the BCC after approval by the BCC.
4. The Pasco County Administrator, or designee, is authorized to sign any and all assurances, certifications and other documents that may be required in connection with any new, extended or revised Memorandum of Agreement.

DONE AND RESOLVED this 9<sup>th</sup> day of March, 2021.



BOARD OF COUNTY COMMISSIONERS OF PASCO COUNTY, FLORIDA

By: Nikki Alvarez-Sowles

NIKKI ALVAREZ- SOWLES, ESQ  
CLERK & COMPTROLLER

By: Ronald E. Oakley

RONALD E. OAKLEY, CHAIRMAN

APPROVED  
IN SESSION  
MAR 09 2021  
PASCO COUNTY  
BCC

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VI Community Transportation Coordinator Designation – Taylor County

**BACKGROUND INFORMATION:**

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC) for a designated service area. The Taylor County Board of County Commissioners (BOCC) is the DOPA for Taylor County. Big Bend Transit, Inc., is currently the CTC providing non-sponsored transportation disadvantaged services to the citizens of Taylor County.

The Taylor County BOCC advertised a Request for Proposals on April 15, 2021. One proposal was received from Big Bend Transit, Inc. The proposal was reviewed by the Bid Committee and determined to be responsive. Based on the evaluation of the proposal, experience, and previous evaluations of Big Bend Transit, the Bid Committee determined that Big Bend Transit was qualified to serve as the CTC for Taylor County.

The Bid Committee's recommendation was presented to the Taylor County BOCC on May 25, 2021, where they adopted a Resolution recommending Big Bend Transit, Inc., as the CTC for Taylor County effective July 1, 2021 through June 30, 2026.

**ATTACHMENTS:**

- Taylor County BOCC's Recommendation Letter dated May 26, 2021.
- Taylor County BOCC Resolution adopted May 25, 2021.

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Approve Taylor County BOCC's recommendation and designate Big Bend Transit, Inc., as the CTC for Taylor County, for the period beginning July 1, 2021 to June 30, 2026.





# TAYLOR COUNTY BOARD OF COUNTY COMMISSIONERS

GARY KNOWLES, Clerk of Court  
Post Office Box 620  
Perry, Florida 32348  
(850) 838-3506 Phone  
(850) 838-3549 Fax

LAWANDA PEMBERTON, County Administrator  
201 East Green Street  
Perry, Florida 32347  
(850) 838-3500, extension 7 Phone  
(850) 838-3501 Fax

CONRAD C. BISHOP, JR., County Attorney  
Post Office Box 167  
Perry, Florida 32348  
(850) 584-6113 Phone  
(850) 584-2433 Fax

May 26, 2021

Mr. David Darm, Executive Director  
Florida Commission for the Transportation Disadvantaged  
605 Suwannee Street, MS49  
Tallahassee, Florida 32399

RE: Taylor County  
Community Transportation Coordinator

Dear Mr. Darm,

Taylor County issued an RFP on April 15, 2021 for Community Transportation Coordinator services. The RFP was advertised in the Tallahassee Democrat, the Florida Administrative Register, the local newspaper, and on the County website. A public meeting to answer questions and provide information on the RFP was held on April 27, 2021.

The County received one response to the RFP from Big Bend Transit, Inc. A Bid Committee comprised of the County Administrator, the Planning Grant Manager, the Grants Writer, and an LCB member reviewed the submitted proposal. Based on the evaluation of the proposal and past experience and evaluations of BBT, the Bid Committee determined that BBT was qualified to serve as the CTC for Taylor County. This recommendation was forwarded to the Local Coordinating Board for the Transportation Disadvantaged and the Memorandum of Agreement with BBT was approved by Roll Call Vote on May 20, 2021 at the quarterly meeting.

Upon receiving recommendations from both the Bid Committee and the LCB, the Board of County Commissioners also voted to recommend that Big Bend Transit, Inc. serve as the CTC.

I have attached the LCB executed MOA and BOCC executed Resolution for Big Bend Transit, Inc. to serve as the CTC for Taylor County.

Please let me know if you need any further information on this matter.

Respectfully,

A handwritten signature in cursive script that reads "Jami Evans".

Jami Evans  
Planning Grant Manager





# TAYLOR COUNTY BOARD OF COUNTY COMMISSIONERS

GARY KNOWLES, Clerk of Court  
Post Office Box 620  
Perry, Florida 32348  
(850) 838-3506 Phone  
(850) 838-3549 Fax

LAWANDA PEMBERTON, County Administrator  
201 East Green Street  
Perry, Florida 32347  
(850) 838-3500, extension 7 Phone  
(850) 838-3501 Fax

CONRAD C. BISHOP, JR., County Attorney  
Post Office Box 167  
Perry, Florida 32348  
(850) 584-6113 Phone  
(850) 584-2433 Fax

Upon motion of Commissioner Feagle with second by Commissioner English and a vote of 5-0 the Board of Taylor County Board of County Commissioners, adopt the following resolution:

### RESOLUTION

**A RESOLUTION** OF THE TAYLOR COUNTY BOARD OF COMMISSIONERS, HEREINAFTER BOARD. HEREBY APPROVES THE SELECTION OF BIG BEND TRANSIT, INC. AS THE COMMUNITY TRANSPORTATION COORDINATOR FOR TAYLOR COUNTY WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED.

**WHEREAS**, THIS BOARD IS THE DESIGNATED OFFICIAL PLANNING AGENCY AND HAS THE AUTHORITY TO RECOMMEND THE SELECTION OF THE COMMUNITY TRANSPORTATION COORDINATOR FOR APPROVAL BY THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED. THE BOARD HAS FOLLOWED ALL PROCEDURES FOR SELECTION AS PER THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED GUIDELINES AND CHAPTER 427 FLORIDA STATUTES AND RULE 41-2, FAC.

### THEREFORE BE IT RESOLVED:

1. THE BOARD RECOMMENDS THE DESIGNATION OF BIG BEND TRANSIT, INC. AS THE COMMUNITY TRANSPORTATION COORDINATOR.
2. THE BOARD AUTHORIZES THOMAS DEMPS TO FILE AND EXECUTE ANY CONTRACTS OR DOCUMENTS ASSOCIATED WITH THE SELECTION OF THE COMMUNITY TRANSPORTATION COORDINATOR ON BEHALF OF THE TAYLOR COUNTY BOARD OF COUNTY COMMISSIONERS WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED.



**DONE AND ORDERED** IN REGULAR SESSION AT PERRY, FLORIDA THIS 25<sup>th</sup> DAY OF May 2021, A.D.

Board of County Commissioners  
Taylor County, Florida

Attest: Gary Knowles  
Gary Knowles, Clerk

By: Thomas Demps  
Thomas Demps, Chairman

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
Commission Business Meeting

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VII Fiscal Year 2021-22 Innovative Service Development Grant Recommendations

**BACKGROUND**

During the 2019 Florida Legislative Session, the Legislature appropriated \$10 million in recurring funding to the Transportation Disadvantaged Trust Fund through the passage of Senate Bill (SB) 7068, which created the Multi-Use Corridors of Regional Economic Significance (M-CORES) Program. The funding is administered through the Innovative Service Development (ISD) Grant program in Rule 41-2.014(2)(c), F.A.C.

The Commission awards the funding through competitive grants to Community Transportation Coordinators (CTCs) and Transportation Network Companies (TNCs) for innovative transportation service projects that accomplish at least one of the following goals:<sup>1</sup>

1. Increase a transportation disadvantaged person's access to and departure from job training, employment, health care, and other life-sustaining services;
2. Enhance regional connectivity and cross-county mobility; or,
3. Reduce the difficulty in connecting transportation disadvantaged persons to a transportation hub and from the hub to their final destination.

For Fiscal Year (FY) 2020-21, the Commission awarded a total of \$5.2 million for eighteen ISD Grant projects. The Commission will receive a final report on each project from the grant recipient by August 2021.

**STATUS OF M-CORES PROGRAM**

During the 2021 Legislative Session, the Legislature passed SB 100, which repeals the M-CORES program, including the recurring funding to the Commission's ISD Grant program.<sup>2</sup> As of May 25, 2021, SB 100 has not yet been officially presented to Governor Ron DeSantis. Once this occurs, the Governor will have 15 days to take action (either approve or veto the bill) following the date it is presented.<sup>3</sup> If SB 100 is approved, the Commission will ***not*** award funding for the Innovative Service Development Grant program for FY 2021-22.

Until final action is taken by the Governor, the Commission is facilitating its application and review process for the ISD Grant program. The recommendations for grant awards included within this packet are contingent on the M-CORES program remaining in effect for FY21-22.

<sup>1</sup> Section 338.2278(8)(e), Florida Statutes

<sup>2</sup> An analysis of the enrolled bill can be found at:

<https://www.myfloridahouse.gov/Sections/Documents/loaddoc.aspx?FileName=s0100z2.APC.DOCX&DocumentType=Analysis&BillNumber=0100&Session=2021>

<sup>3</sup> Article III, Section 8 of the Florida Constitution

## **TECHNICAL ASSISTANCE**

This year, the Commission contracted with the University of South Florida-Center for Urban Transportation Research (CUTR) to provide technical assistance for both the Commission, in facilitating the application and review process, and grant applicants, in developing proposals that meet the legislative intent of the program. CUTR facilitated a Technical Advisory Group (TAG), which consisted of representatives of CTD, the Florida Department of Transportation (FDOT), Department of Elder Affairs (DOEA), and Agency for Persons with Disabilities (APD). The TAG met on a monthly basis and provided feedback to CUTR on the design and implementation of this year's grant application process. The technical assistance included:

- Interviews with grant applicants or recipients and a thorough review of the applications and invoice data of current and past year projects.
- Assistance for CTD staff in developing the grant application packet for FY 2021-22.
- An informational webinar on March 11, 2021, for grant applicants to learn about the expectations of the program and strategies to consider in designing proposals for this grant cycle.
- An opportunity for applicants to submit proposals early and receive feedback and requests for additional information from CUTR and CTD staff.

CUTR also facilitated the review subcommittee process (discussed below) and will be providing a final report for the Commission to consider future improvements to the program.

## **GRANT APPLICATIONS FOR FY 2021-22**

On March 9, 2021, the Commission announced its ISD Grant Application packet for FY 2021-22, with a deadline of May 3, 2021. The Commission received:

- A total of sixteen applications, requesting approximately \$7.2 million.
- Fifteen of the applications propose similar or expanded projects that were approved by CTD in FY20-21.
- Thirteen applications were submitted by CTCs and three applications were submitted by TNCs.
- Three applications requested funding for a multi-year project.
- Seven applications were submitted early and received feedback from CTD/CUTR staff.

In addition to the applications received for FY21-22, Pinellas Suncoast Transit Authority (PSTA) has one multi-year project, "Direct Connect," which was approved by the Commission in FY20-21 and is requesting \$248,787 for its second year of implementation.

The ISD Grant Subcommittee met via webinar on May 17, 2021. In attendance were Commissioner Renee Knight (Subcommittee Chair); Agency Advisors Gabrielle Matthews (FDOT), Krysta Carter (DOEA), and Kent Carroll (APD). Commission staff David Darm, Karen Somerset, Cecile Del Moral, Kyle Mills, Dan Zeruto, John Irvine, and Sheri Powers also participated in the meeting. CUTR staff present included Martin Catala, Jennifer Flynn, Victoria Perk, Mark Mistretta, Ann Joslin, and Austin Sipiora.

CUTR led the discussion by presenting an overview of each proposed project. The subcommittee reviewed all proposed project requests and evaluated each application with a scoring rubric. The subcommittee recommends funding all sixteen projects and PSTA's Direct Connect project for its second year, totaling \$7,427,777, as reflected in the attached summary spreadsheet. However, the subcommittee recommends only approving the applications by Jacksonville Transit Authority (JTA) and PSTA (Late Shift) on a one-year basis.

**ATTACHMENTS:**

- ISD Grant Review Summary FY2021-22

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Recommend the Commission approve \$7.4 million for ISD Grant projects, contingent on the availability of funding through the M-CORES program, for Fiscal Year 2021-22.

## 2021-22 Innovative Service Development Grant Applications

### Summary for Commission Meeting - June 3, 2021

#	Service Area	Applicant Name	Org Type	Project Description	Total Project Cost (100%)	Requested TD Funding (90%)	Committee Comments	Recommended TD Funding (90%) for FY2021-22
1	Alachua	MV Contract Transportation, Inc.	CTC	Continue to provide a transportation option for TD individuals in rural areas (transport students from rural areas to Santa Fe Community College).	\$54,173	\$48,756	Recommend funding, renewal of 2020-21 project with new route to Waldo.	\$48,756
2	Bradford	Suwanee River Economic Council, Inc.	CTC	Continue to provide and expand on-demand, same day trips for job training, employment, education, nutrition, and health services to TD eligible in Bradford County.	\$49,491	\$44,542	Recommend funding, renewal of 2020-21 project.	\$44,542
3	Duval (Baker, Clay, St. Johns, Nassau, & Putnum)	JTA	CTC	Continue to partner with the Patriot Service Group to improve mobility for veterans in Northeast Florida by offering an on-demand, door-to-door service. This project is designed to directly address "transit gaps" formed when public services are either unsuitable, unobtainable, or unavailable for veterans who are ambulatory and non-ambulatory.	\$156,459	\$140,813	Recommend funding for 1 year, need clarification as amount requested did not match the attached budget.	\$140,813
4	Escambia, Santa Rosa, Okaloosa, Walton	i-Enable, Inc.	TNC	Continue to provide door-to-door service to the I/DD community but expand to the greater TD community and new service areas (Okaloosa & Walton).	\$2,333,800	\$2,100,420	Recommend funding, renewal of 2020-21 project with major expansion in service area and client pool justifying the higher funding request. Highly detailed and data rich application.	\$2,100,420

5	Flagler	Flagler County BOCC	CTC	Continue to provide a dedicated dialysis transportation service.	\$407,298	\$366,568	Recommend funding, renewal of 2020-21 project.	\$366,568
6	Hernando	Mid-Florida Community Services, Inc.	CTC	Continue to provide service to rural areas 5 days per week, offering service earlier in the morning. Continue Veterans Reduced Fare Program. Transport to fixed route connector points. Provide employment and educational transportation with expanded hours.	\$266,652	\$239,987	Recommend funding, renewal of 2020-21 project.	\$239,987
7	Hernando, Hillsborough, Manatee, Pasco, and Pinellas	UZURV Holdings, Inc.	TNC	UZURV, in partnership with TBARTA, will continue to provide cross-county trips and trips during evenings and weekends outside of normal CTC service hours to eligible transportation disadvantaged persons residing in the Tampa Bay area.	\$2,785,099 YR1 - \$1,285,432 YR2 - \$1,499,667	\$2,506,690 YR1 - \$1,156,889 YR2 - \$1,349,701	Recommend funding for 2 years. Provided several letters of support and did a great job with marketing. 2nd year funding is contingent upon evaluation/project performance.	\$1,156,889
8	Hillsborough	Hillsborough County BOCC	CTC	Continue to expand new weekend and after hours door to door transportation. Expand to Sundays and/or evenings based on demand and resources.	\$246,760	\$222,084	Recommend funding, renewal of 2020-21 project.	\$222,084
9	Hillsborough & Pinellas	i-Enable, Inc.	TNC	Provide door-to-door service to the I/DD community and the greater TD community in Hillsborough & Pinellas Counties.	\$526,762	\$474,085	Recommend funding, new project. Highly detailed and data rich application.	\$474,085
10	Lafayette	Suwanee River Economic Council, Inc.	CTC	Continue to expand transportation to TD for job training, employment, and educational opportunities to neighboring counties (Taylor)	\$72,119	\$64,907	Recommend funding, renewal of 2020-21 project. Application included measureable goals, letters of support, and details on eligibility. Increase of funding request is warranted based on service area.	\$64,907

11	Martin	Senior Resource Association, Inc.	CTC	Continue to increase TD passengers' access to the only two dialysis treatment centers in the county, and increase the quality of service by guaranteeing short (45 minutes maximum), non-shared ride trips, to and from the centers.	\$210,000	\$189,000	Recommend funding, renewal of 2020-21 project. Solid application and provided more detail than last year.	\$189,000
12	Orange, Osceola, Seminole	LYNX	CTC	LYNX will continue to provides trips for medical and dialysis trips by leveraging TD taxi/TNC. There are now 45 dialysis centers, 10 cancer centers, and 122 medical facilities to be served.	\$716,820	\$645,138	Recommend funding, renewal of 2020-21 project.	\$645,138
13	Pinellas	PSTA (TD Late Shift)	CTC	Continue and expand the TD Late Shift program, which transports TD bus riders to and from work during late night/early morning hours when buses aren't running, to new users including students taking evening classes. The project also continues the Urgent TD program which provides a limited number of same day trips for medical trips that are unexpected and therefore can't be pre-scheduled.	\$1,975,011 YR1 - \$525,890 YR2 - \$648,942 YR3 - \$800,179	\$1,777,510 YR1 - \$473,301 YR2 - \$584,048 YR3 - \$720,161	Recommend funding for 1 year.	\$473,301
14	St. Lucie	St. Lucie BOCC Dialysis	CTC	Continue to provide a dedicated dialysis transportation service.	\$225,000	\$202,500	Recommend funding, renewal of 2020-21 project. Invoice rates have been high indicating service has been highly utilized, increase of funded request warranted.	\$202,500

15	St. Lucie	St. Lucie BOCC Direct Connect	CTC	Continue to provide mobility options for TD clients in early morning, evening and weekends	\$400,000	\$360,000	Recommend funding, renewal of 2020-21 project. Invoice rates have been high indicating service has been highly utilized, increase of funded request warranted.	\$360,000
16	St. Lucie	St. Lucie BOCC Advantage Ride	CTC	Continue to provide service to the I/DD community and expand the program to include individuals with mental health conditions and other neurological conditions and provide travel training	\$500,000	\$450,000	Recommend funding, renewal of 2020-21 project. Looking to expand client pool so increase of funded request warranted.	\$450,000

Total Project Funds Requested	\$7,976,656	\$7,178,990	Total MCORES funding	\$10,000,000
			Funds previously approved for PSTA's 2nd year of Direct Connect	\$248,787

<b>FY21/22 Available Funds</b>	<b>\$9,751,213</b>
<b>Amount recommended for Approval (Yr 1 - 2021-22)</b>	<b>\$7,178,990</b>



**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

VIII Fiscal Year 2021-22 Shirley Conroy Rural Area Capital Assistance Grant Recommendations

**BACKGROUND**

The Florida Department of Transportation (FDOT) authorizes a transfer of \$1.4 million to the Transportation Disadvantaged Trust Fund in its 5-year work program. The purpose of the allocation is to assist rural areas with the purchase of capital equipment.

The Fiscal Year 2021-22 Grant Application packages were emailed to eligible applicants on March 4, 2021, with a deadline of April 9, 2021. Twelve applications were submitted, requesting a total of \$1.3 million in grant funding.

The Shirley Conroy Rural Area Capital Assistance Program Grant Subcommittee met on April 29, 2021, via webinar. In attendance were Commissioner Christinne Rudd (Subcommittee Chair), Agency Advisors Erin Schepers and Tony Brandin (FDOT), Kent Carroll (APD), and Diane Harris (DCF). CTD staff David Darm, Sheri Powers, Kyle Mills, and Cecile Del Moral also participated in the meeting. The subcommittee reviewed all capital equipment requests and the award recommendations are attached.

**ATTACHMENTS:**

- Fiscal Year 2021-22 Shirley Conroy Rural Area Capital Assistance Grant Award Recommendations

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Recommend the Commission approve the grant award recommendations by the Shirley Conroy Rural Area Capital Assistance Grant Subcommittee.

2020-21 Shirley Conroy Rural Area Capital Assistance Program Grant Summary								
County(ies)	Applicant Name	Agency Type / % Rural Population (2010 Census)	Capital Equipment Requested (Prioritized as listed)	Total Project Cost (100%)	TD Dollar Amount (90% or 100% REDI)	Required Match (10% or 0% REDI)	Committee Recommendations	Recommended Funding Amount
Alachua	MV Contract Transportation, Inc.	For Profit 21.2%	1) Heavy Duty Alignment Drive on Lift (18,000 lb capacity) includes freight and installation \$22,576.98 - Replacement 2) Electric Stationary Air Compressor - \$4,634.99 - Replacement 3) Refrigerant Recovery, Recycling and Recharging Machine \$4,963 - Replacement 4) Lincoln Electric Easy MIG 180 Flux-Cored/MIG Welder - Transformer, 230 v, 30-180 amp output - \$739.99 - New 5) High Performance Wheel Alignment System - Includes freight. - \$18,869.65 - New	\$51,784.61	\$46,606.15	\$5,178.46	Fund as requested	\$46,606.15
Baker	Baker County Council on Aging, Inc.	Non-Profit 59.5%	One 23' cutaway vehicle with lift and safety equipment - addition to fleet. Requests waiver of match.	\$89,487.43	\$89,487.43	\$0.00	Fund as requested.	\$89,487.00
Columbia/ Hamilton/ Suwannee	Suwannee Valley Transit Authority	Government 69.3%	1) One 23' cutaway vehicle with lift and safety equipment - \$91,482 2) One 22' minibus with lift and safety equipment - \$71,338 Replacement vehicles Requests waiver of match	\$162,820.00	\$162,820.00	\$0.00	Fund as requested.	\$162,820.00
Dixie	Suwannee River Economic Council, Inc.	Non-Profit 77%	1) 23' cutaway vehicle with lift and safety equipment Replacement vehicle Requests waiver of match	\$74,862.00	\$74,862.00	\$0.00	Fund as requested.	\$74,862.00

2020-21 Shirley Conroy Rural Area Capital Assistance Program Grant Summary								
County(ies)	Applicant Name	Agency Type / % Rural Population (2010 Census)	Capital Equipment Requested (Prioritized as listed)	Total Project Cost (100%)	TD Dollar Amount (90% or 100% REDI)	Required Match (10% or 0% REDI)	Committee Recommendations	Recommended Funding Amount
Flagler	Flagler County BOCC	Government 10.3%	Computer-based, fully interactive bus driver training simulator.  Request waiver of match	\$178,800.00	\$178,800.00	\$0.00	Do not fund.  Applaud Flagler County for pursuing a high-tech training program for their drivers in an effort to ensure safety. However, at this time, this funding is not the best approach for this type of technology. Recommend pursuing other capital grants as well as strategies to share resources to neighboring transportation agencies. Might be considered more cost effective if available for use by other agencies. Also, recommend contacting CUTR for additional driver training	\$0.00
Gulf	Gulf County Association for Retarded Citizens, Inc.	Non-Profit 77.1%	1) One 22' cutaway vehicle with lift and safety equipment - \$83,777. 2) One 18' ambulatory minibus with safety equipment \$55,846. Replacement vehicles Requests waiver of match	\$139,623.00	\$139,623.00	\$0.00	Fund as requested.	\$139,623.00
Hendry/Glades	Hendry County Board of County Commissioners	Government 46%	1) Two low-floor minivans at \$53,891 each (\$107,782). 2) Two 22' minibus with lift and safety equipment at \$72,169 each (\$144,338) Replacement vehicles Requests waiver of match	\$252,120.00	\$252,120.00	\$0.00	Fund two low-floor minivans and one minibus.	\$179,951.00
Holmes and Washington	Tri-County Community Council, Inc.	Non-Profit 82%	Two low-floor minivans with pullout lift \$51,732 each. Replacement vehicles Requests waiver of match	\$103,464.00	\$103,464.00	\$0.00	Fund as requested	\$103,464.00

2020-21 Shirley Conroy Rural Area Capital Assistance Program Grant Summary								
County(ies)	Applicant Name	Agency Type / % Rural Population (2010 Census)	Capital Equipment Requested (Prioritized as listed)	Total Project Cost (100%)	TD Dollar Amount (90% or 100% REDI)	Required Match (10% or 0% REDI)	Committee Recommendations	Recommended Funding Amount
Jackson	Jackson County Transportation	Non-Profit 75.4%	One sport utility vehicle (SUV). Replacement vehicle Requests waiver of match	\$31,702.00	\$31,702.00	\$0.00	Fund as requested.	\$31,702.00
Levy	Levy County Board of County Commissioners	Government 92.0%	One 23' cutaway vehicle with lift and safety equipment Replacement vehicle Requests waiver of match	\$91,515.00	\$91,515.00	\$0.00	Fund as requested.	\$91,515.00
Liberty	Liberty County Board of County Commissioners	Government 100%	One minivan. Replacement vehicle Requests waiver of match.	\$25,745.00	\$25,745.00	\$0.00	Do not fund. Vehicle being replaced has not met its useful life.	\$0.00
Okaloosa	Okaloosa County Board of County Commissioners	Government 12.1%	Two 22' minibus with lift and safety equipment Replacement vehicles	\$150,084.00	\$150,084.00	\$15,008.00	Fund as requested	\$135,076.00
<b>Total Funds Requested/ Recommended</b>					<b>\$1,346,828.58</b>			<b>\$1,055,106.15</b>
<b>Available Funding =</b>					<b>\$1,400,000.00</b>		<b>Remaining</b>	<b>\$344,893.85</b>



It is recommended the Commission continue to phase down the rescue plan into the next state fiscal year. The attached “phase down” schedule proposes a timeline for the Commission to completely phase out the rescue plan by January 1, 2022. The Commission can choose to adjust rescue amounts if service levels lower again or reinstate the rescue plan in response to a future pandemic or major disaster.

**ATTACHMENTS:**

- CTD: Monthly Allocations and Rescue Plan Funds for Counties that Invoiced March 2020 - April 2021
- Rescue Plan Funds as % of Allocation: County-by-County
- Proposed “Phase Down” Schedule for Fiscal Year 2021-22.

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

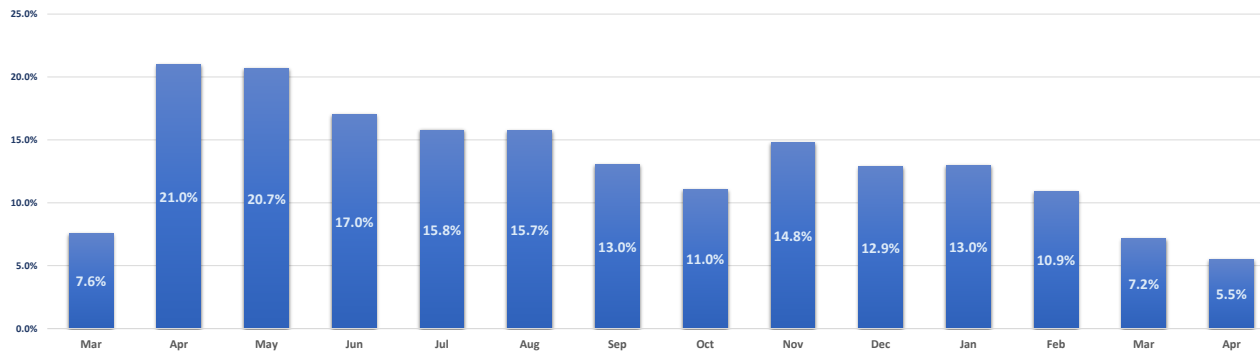
Recommend the Commission approve proposed phase down schedule for Fiscal Year 2021-22, with a goal of phasing out the rescue plan by January 1, 2022.

County/Counties	Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec		Jan		Feb		Mar		Apr			
	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue	Allocation	Rescue		
<b>Alachua</b>	\$ 54,235.00	\$ 3,872.85	\$ 54,235.00	\$ 10,935.17	\$ 54,235.00	\$ 8,794.78	\$ 54,235.00	\$ 8,559.83	\$ 54,235.00	\$ 6,792.92	\$ 54,235.00	\$ 10,030.32	\$ 54,235.00	\$ 10,509.97	\$ 54,235.00	\$ 4,353.33	\$ 54,235.00	\$ 8,439.33	\$ 54,235.00	\$ 6,603.90	\$ 54,235.00	\$ 7,214.72	\$ 54,235.00	\$ 7,545.13	\$ 54,235.00	\$ 3,593.18	\$ 54,235.00	\$ 3,035.57		
<b>Baker</b>	\$ 24,180.00	\$ 1,843.08	\$ 24,180.00	\$ 6,423.01	\$ 24,180.00	\$ 4,911.21	\$ 24,180.00	\$ 2,543.36	\$ 24,180.00	\$ 4,676.68	\$ 21,590.00	\$ 433.01	\$ 21,590.00	\$ 1,474.02	\$ 21,590.00	\$ -	\$ 21,590.00	\$ 416.37	\$ 21,590.00	\$ 1,569.27	\$ 21,590.00	\$ 1,569.27	\$ 21,590.00	\$ 177.59	\$ 21,590.00	\$ -	\$ 21,590.00	\$ 285.02		
<b>Bay</b>	\$ 38,640.00	\$ -	\$ 38,640.00	\$ -	\$ 38,640.00	\$ -	\$ 38,640.00	\$ -	\$ 38,640.00	\$ 6,811.15	\$ 38,663.00	\$ 6,692.41	\$ 38,640.00	\$ 9,368.66	\$ 38,640.00	\$ 9,702.81	\$ 38,640.00	\$ 3,944.43	\$ 38,640.00	\$ 6,830.69	\$ 38,640.00	\$ 3,549.07	\$ 38,640.00	\$ 4,401.71	\$ 38,640.00	\$ 3,336.10	\$ -	\$ -	\$ -	
<b>Broward</b>	\$ 382,787.00	\$ -	\$ 382,787.00	\$ -	\$ 382,787.00	\$ -	\$ 382,787.00	\$ -	\$ 382,787.00	\$ 127,711.12	\$ 383,253.00	\$ 127,711.12	\$ 382,787.00	\$ 121,696.75	\$ 382,787.00	\$ 120,745.70	\$ 382,787.00	\$ 126,242.78	\$ 382,787.00	\$ 121,085.12	\$ 382,787.00	\$ 121,875.26	\$ 382,787.00	\$ 127,852.78	\$ 382,787.00	\$ 112,810.81	\$ -	\$ -	\$ -	
<b>Calhoun</b>	\$ 17,151.00	\$ 2,912.06	\$ 17,151.00	\$ 5,452.10	\$ 17,151.00	\$ 5,007.89	\$ 17,151.00	\$ 3,022.50	\$ 17,151.00	\$ 4,016.41	\$ 15,997.00	\$ 2,869.46	\$ 15,997.00	\$ 2,043.13	\$ 15,997.00	\$ 2,346.90	\$ 15,997.00	\$ 2,996.24	\$ 15,997.00	\$ 3,458.18	\$ 15,997.00	\$ 2,885.79	\$ 15,997.00	\$ 1,274.40	\$ 15,997.00	\$ 1,943.45	\$ -	\$ -	\$ -	
<b>Charlotte</b>	\$ 45,178.00	\$ 261.15	\$ 45,178.00	\$ 13,043.11	\$ 45,178.00	\$ 11,601.65	\$ 45,178.00	\$ 7,744.51	\$ 45,178.00	\$ 1,730.10	\$ 40,162.00	\$ 1,391.88	\$ 40,142.00	\$ 1,935.22	\$ 40,142.00	\$ 1,812.88	\$ 40,142.00	\$ 6,764.51	\$ 40,142.00	\$ 6,392.70	\$ 40,142.00	\$ 8,302.48	\$ 40,142.00	\$ 8,832.47	\$ 40,142.00	\$ 5,515.44	\$ -	\$ -	\$ -	
<b>Citrus</b>	\$ 55,088.00	\$ 14,053.39	\$ 55,088.00	\$ 22,661.92	\$ 55,088.00	\$ 20,479.42	\$ 55,088.00	\$ 16,470.54	\$ 55,088.00	\$ 16,470.54	\$ 44,963.00	\$ 8,561.47	\$ 44,925.00	\$ 9,989.15	\$ 44,925.00	\$ 5,572.83	\$ 44,925.00	\$ 6,705.70	\$ 44,925.00	\$ 5,905.08	\$ 44,925.00	\$ 7,611.42	\$ 44,925.00	\$ 7,761.42	\$ 44,925.00	\$ 5,227.13	\$ 44,925.00	\$ 7,002.11		
<b>Columbia Hamilton Suwannee</b>	\$ 64,414.00	\$ 7,547.88	\$ 64,414.00	\$ 11,297.71	\$ 64,414.00	\$ 17,007.94	\$ 64,414.00	\$ 13,661.30	\$ 64,414.00	\$ 13,661.30	\$ 63,989.00	\$ 13,409.36	\$ 63,975.00	\$ 15,154.07	\$ 63,975.00	\$ 11,035.57	\$ 63,975.00	\$ 18,004.17	\$ 63,975.00	\$ 18,784.69	\$ 63,975.00	\$ 20,104.93	\$ 63,975.00	\$ 17,180.96	\$ 63,975.00	\$ 14,594.37	\$ -	\$ -	\$ -	
<b>DuSoto Highlands Hardee Okeechobee</b>	\$ 99,493.00	\$ -	\$ 99,493.00	\$ -	\$ 99,493.00	\$ 3,658.80	\$ 99,493.00	\$ 20,598.26	\$ 99,493.00	\$ 19,911.00	\$ 12,015.31	\$ 99,168.00	\$ 21,259.92	\$ 99,168.00	\$ 16,513.99	\$ 99,168.00	\$ 9,787.59	\$ 99,168.00	\$ 2,364.91	\$ 99,168.00	\$ 14,828.14	\$ 99,168.00	\$ 20,341.99	\$ 99,168.00	\$ 22,673.38	\$ 99,168.00	\$ 5,337.36	\$ -	\$ -	
<b>Flagler</b>	\$ 43,873.00	\$ -	\$ 43,873.00	\$ -	\$ 43,873.00	\$ -	\$ 43,873.00	\$ -	\$ 43,873.00	\$ -	\$ 34,846.00	\$ 11,501.62	\$ 34,756.00	\$ 10,124.04	\$ 34,756.00	\$ 7,515.60	\$ 34,756.00	\$ 5,840.26	\$ 34,756.00	\$ 7,160.69	\$ 34,756.00	\$ 5,492.35	\$ 34,756.00	\$ 4,725.07	\$ 34,756.00	\$ 2,085.23	\$ 37,756.00	\$ 2,868.52		
<b>Franklin</b>	\$ 15,594.00	\$ 2,155.40	\$ 15,594.00	\$ 2,983.07	\$ 15,594.00	\$ 2,973.41	\$ 15,594.00	\$ 2,248.39	\$ 15,594.00	\$ 2,322.86	\$ 15,528.00	\$ 2,322.86	\$ 15,528.00	\$ 6,428.76	\$ 15,528.00	\$ 1,633.52	\$ 15,528.00	\$ 1,359.55	\$ 15,528.00	\$ 2,180.62	\$ 15,528.00	\$ 2,467.24	\$ 15,528.00	\$ 4,927.47	\$ -	\$ -	\$ -	\$ -		
<b>Glades Hendry</b>	\$ 39,571.00	\$ 10,319.45	\$ 39,571.00	\$ 11,613.97	\$ 39,571.00	\$ 11,864.79	\$ 39,571.00	\$ 11,576.73	\$ 39,571.00	\$ 6,011.17	\$ 32,573.00	\$ 6,011.17	\$ 32,566.00	\$ 6,430.99	\$ 32,566.00	\$ 6,618.07	\$ 32,566.00	\$ 24,172.05	\$ 32,566.00	\$ 24,566.31	\$ 32,566.00	\$ 24,645.46	\$ 32,566.00	\$ 12,443.96	\$ 32,566.00	\$ 12,400.99	\$ 49,377.00	\$ 11,706.34		
<b>Gulf</b>	\$ 19,363.00	\$ 1,348.73	\$ 19,363.00	\$ 4,861.30	\$ 19,363.00	\$ 4,827.00	\$ 19,363.00	\$ 5,030.23	\$ 19,363.00	\$ 2,354.79	\$ 18,205.00	\$ 3,930.93	\$ 18,205.00	\$ 3,861.62	\$ 18,205.00	\$ 2,378.84	\$ 18,205.00	\$ 3,177.57	\$ 18,205.00	\$ 1,856.27	\$ 18,205.00	\$ 3,098.90	\$ 18,205.00	\$ 1,282.97	\$ 18,205.00	\$ -	\$ -	\$ -		
<b>Hernando</b>	\$ 48,514.00	\$ 2,752.01	\$ 48,514.00	\$ 20,666.04	\$ 48,514.00	\$ 20,666.04	\$ 48,514.00	\$ 16,157.44	\$ 48,514.00	\$ 15,698.05	\$ 40,859.00	\$ 15,698.05	\$ 40,831.00	\$ 12,471.88	\$ 40,831.00	\$ 9,610.01	\$ 40,831.00	\$ 8,790.29	\$ 40,831.00	\$ 11,247.19	\$ 40,831.00	\$ 10,452.27	\$ 40,831.00	\$ 10,417.68	\$ 40,831.00	\$ 7,187.92	\$ 40,831.00	\$ 8,938.82		
<b>Holmes Washington</b>	\$ 44,784.00	\$ 5,691.31	\$ 44,784.00	\$ 18,472.61	\$ 44,784.00	\$ 13,466.31	\$ 44,784.00	\$ 13,372.72	\$ 44,784.00	\$ 9,424.93	\$ 41,728.00	\$ 7,282.46	\$ 41,728.00	\$ 6,642.41	\$ 41,728.00	\$ 3,958.46	\$ 41,728.00	\$ 6,543.74	\$ 41,728.00	\$ 3,322.98	\$ 41,728.00	\$ 4,348.61	\$ 41,728.00	\$ 1,943.45	\$ -	\$ -	\$ -	\$ -		
<b>Indian River</b>	\$ 37,513.00	\$ 2,705.36	\$ 37,513.00	\$ 15,076.59	\$ 37,513.00	\$ 9,667.26	\$ 37,513.00	\$ 5,633.49	\$ 37,513.00	\$ 3,806.00	\$ 2,293.63	\$ 34,778.00	\$ -	\$ 34,778.00	\$ -	\$ 34,778.00	\$ -	\$ 34,778.00	\$ -	\$ 34,778.00	\$ -	\$ 34,778.00	\$ -	\$ 34,778.00	\$ -	\$ -	\$ -	\$ 34,778.00	\$ -	
<b>Jackson</b>	\$ 36,876.00	\$ 432.99	\$ 36,876.00	\$ 10,405.78	\$ 36,876.00	\$ 7,066.51	\$ 36,876.00	\$ 2,683.74	\$ 36,876.00	\$ 913.62	\$ 36,911.00	\$ 913.62	\$ 36,876.00	\$ 3,360.16	\$ 36,876.00	\$ 845.18	\$ 36,876.00	\$ 1,669.58	\$ 36,876.00	\$ 1,272.93	\$ 36,876.00	\$ 1,576.43	\$ 36,876.00	\$ 686.09	\$ 36,876.00	\$ 1,282.44	\$ 36,876.00	\$ -	\$ -	
<b>Jefferson</b>	\$ 18,494.00	\$ -	\$ 18,494.00	\$ -	\$ 18,494.00	\$ -	\$ 18,494.00	\$ -	\$ 18,494.00	\$ 473.35	\$ 17,970.00	\$ 1,032.80	\$ 17,970.00	\$ -	\$ 17,970.00	\$ -	\$ 17,970.00	\$ 198.38	\$ 17,970.00	\$ -	\$ 17,970.00	\$ -	\$ 17,970.00	\$ -	\$ 17,970.00	\$ -	\$ -	\$ -	\$ -	
<b>Lake</b>	\$ 69,723.00	\$ 290.79	\$ 69,723.00	\$ 6,139.20	\$ 69,723.00	\$ 3,968.47	\$ 69,723.00	\$ 3,136.08	\$ 69,723.00	\$ 2,109.76	\$ 65,566.00	\$ 2,109.76	\$ 65,453.00	\$ 1,282.67	\$ 65,453.00	\$ 988.48	\$ 65,453.00	\$ -	\$ 65,453.00	\$ 2,529.98	\$ 65,453.00	\$ 1,498.64	\$ 65,453.00	\$ 2,902.93	\$ 65,453.00	\$ 4,388.78	\$ 65,453.00	\$ 1,944.30	\$ 65,453.00	\$ 3,658.26
<b>Lee</b>	\$ 101,350.00	\$ 19,985.69	\$ 101,350.00	\$ 20,019.64	\$ 101,350.00	\$ 26,956.73	\$ 101,350.00	\$ 27,498.23	\$ 106,885.00	\$ 33,092.47	\$ 106,194.00	\$ 32,153.33	\$ 106,194.00	\$ 34,915.98	\$ 106,194.00	\$ 32,195.13	\$ 106,194.00	\$ 31,530.58	\$ 106,194.00	\$ 27,473.00	\$ 106,194.00	\$ 29,528.00	\$ 106,194.00	\$ 32,435.32	\$ 106,194.00	\$ 26,439.50	\$ -	\$ -	\$ -	
<b>Levy</b>	\$ 34,484.00	\$ 1,910.15	\$ 34,484.00	\$ 6,482.17	\$ 34,484.00	\$ 4,681.55	\$ 34,484.00	\$ 2,547.27	\$ 34,515.00	\$ 2,529.27	\$ 34,484.00	\$ 1,586.83	\$ 34,484.00	\$ 4,229.80	\$ 34,484.00	\$ 4,230.55	\$ 34,484.00	\$ 3,711.51	\$ 34,484.00	\$ 5,048.76	\$ 34,484.00	\$ 5,048.76	\$ 34,484.00	\$ 5,634.90	\$ 34,484.00	\$ 3,147.90	\$ 34,484.00	\$ 4,827.25		
<b>Liberty</b>	\$ 22,329.00	\$ 4,708.10	\$ 22,329.00	\$ 8,079.80	\$ 22,329.00	\$ 8,107.01	\$ 22,329.00	\$ 5,148.35	\$ 22,333.00	\$ 5,699.11	\$ 22,329.00	\$ 5,536.10	\$ 22,329.00	\$ 6,231.51	\$ 22,329.00	\$ 4,522.62	\$ 22,329.00	\$ 2,244.98	\$ 22,329.00	\$ 2,284.14	\$ 22,329.00	\$ 5,840.03	\$ 22,329.00	\$ 3,517.90	\$ -	\$ -	\$ -	\$ -		
<b>Madison</b>	\$ 19,836.00	\$ -	\$ 19,836.00	\$ -	\$ 19,836.00	\$ 614.24	\$ 19,836.00	\$ 732.29	\$ 19,845.00	\$ 1,189.94	\$ 19,836.00	\$ -	\$ 19,836.00	\$ 92.93	\$ 19,836.00	\$ 210.13	\$ 19,836.00	\$ 1,842.68	\$ 19,836.00	\$ 626.93	\$ 19,836.00	\$ 344.47	\$ 19,836.00	\$ 355.31	\$ 19,836.00	\$ -	\$ -	\$ -	\$ -	
<b>Manatee</b>	\$ 54,355.00	\$ -	\$ 54,355.00	\$ 8,524.74	\$ 54,355.00	\$ 12,021.36	\$ 54,355.00	\$ 11,256.07	\$ 62,451.50	\$ 14,426.55	\$ 62,330.00	\$ 13,116.44	\$ 62,330.00	\$ 12,601.12	\$ 55,061.00	\$ 7,013.68	\$ 55,061.00	\$ 10,910.13	\$ 55,061.00	\$ -	\$ 55,061.00	\$ -	\$ 55,061.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Marion</b>	\$ 71,174.00	\$ -	\$ 71,174.00	\$ -	\$ 71,174.00	\$ -	\$ 71,174.00	\$ -	\$ 71,174.00	\$ 439.66	\$ 71,174.00	\$ 1,185.33	\$ 71,174.00	\$ 396.05	\$ 71,174.00	\$ 939.41	\$ 71,174.00	\$ 5,107.99	\$ 71,174.00	\$ 3,476.33	\$ 71,174.00	\$ -	\$ 71,174.00	\$ 5,525.42	\$ -	\$ -	\$ -	\$ -		
<b>Martin</b>	\$ 36,328.00	\$ 6,802.83	\$ 36,328.00	\$ 14,292.63	\$ 36,328.00	\$ 13,166.00	\$ 36,328.00	\$ 12,259.40	\$ 32,503.00	\$ 10,516.38	\$ 32,452.00	\$ 6,486.71	\$ 32,452.00	\$ 2,719.88	\$ 32,452.00	\$ 455.75	\$ 32,452.00	\$ 2,270.39	\$ 32,452.00	\$ 415.89	\$ 32,452.00	\$ 1,184.81	\$ 32,452.00	\$ 1,184.81	\$ 32,452.00	\$ 122.76	\$ 32,452.00	\$ 2,287.86	\$ -	
<b>MiamiDade</b>	\$ 579,290.00	\$ 8,845.53	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 580,628.00	\$ 272,895.16	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ 579,290.00	\$ 272,266.30	\$ -	\$ -	\$ -	
<b>Monroe</b>	\$ 30,918.00	\$ 1,436.33	\$ 30,918.00	\$ 10,743.60	\$ 30,918.00	\$ 8,283.77	\$ 30,918.00	\$ 3,445.55	\$ 30,918.00	\$ 3,431.58	\$ 30,918.00																			

Rescue Plan Funds as % of Allocation: County-by-County

County/Counties	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Alachua	7.1%	20.2%	16.2%	15.8%	12.5%	18.5%	19.4%	8.0%	15.6%	12.2%	13.3%	13.9%	6.6%	5.6%
Baker	7.6%	26.6%	20.3%	10.5%	2.2%	2.0%	6.8%	0.0%	1.9%	7.3%	0.0%	0.8%	0.0%	1.3%
Bay	0.0%	0.0%	0.0%	1.8%	17.3%	24.2%	25.1%	10.2%	17.7%	9.2%	11.4%	8.6%		
Broward	0.0%	0.0%	0.0%	0.0%	33.3%	34.0%	31.8%	31.5%	33.0%	31.6%	31.8%	33.4%	29.5%	
Calhoun	17.0%	31.8%	29.2%	17.6%	23.6%	13.4%	12.0%	13.8%	17.7%	20.4%	17.0%	7.5%	0.0%	0.0%
Charlotte	0.6%	28.9%	25.7%	17.1%	4.3%	5.0%	4.8%	4.5%	16.9%	15.9%	20.7%	22.0%	13.7%	
Citrus	25.5%	41.1%	37.2%	29.9%	19.3%	22.2%	12.4%	14.9%	15.0%	13.1%	16.9%	17.3%	11.6%	15.6%
Columbia Hamilton Suwannee	11.7%	33.1%	26.4%	21.2%	21.0%	23.7%	17.2%	19.4%	28.1%	29.4%	31.4%	26.9%	22.8%	
DeSoto Highlands Hardee Okeechobee	0.0%	0.0%	3.7%	20.7%	12.1%	21.4%	16.7%	9.9%	22.6%	15.0%	20.5%	22.9%	5.4%	
Flagler	0.0%	0.0%	0.0%	0.0%	33.0%	29.1%	21.6%	16.8%	20.6%	22.6%	15.8%	13.6%	6.0%	7.6%
Franklin	13.8%	19.1%	19.1%	14.4%	15.2%	22.4%	10.7%	8.9%	14.2%	11.0%	16.1%	3.2%		
Glades Hendry	26.1%	29.3%	30.0%	29.3%	18.5%	19.6%	19.7%	36.5%	37.1%	37.2%	25.2%	25.1%	23.7%	
Gulf	7.0%	25.1%	24.9%	26.0%	12.9%	21.6%	12.2%	13.1%	17.5%	10.2%	17.0%	7.0%		0.0%
Hernando	0.0%	5.7%	42.6%	33.3%	38.4%	30.5%	23.5%	21.5%	33.6%	27.5%	25.6%	25.5%	17.6%	21.9%
Holmes Washington	12.7%	41.2%	30.1%	29.9%	22.6%	17.5%	15.9%	9.5%	15.9%	8.0%	10.4%	4.7%		
Indian River	7.2%	40.2%	25.8%	15.0%	6.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Jackson	1.2%	28.2%	19.2%	7.3%	2.5%	9.1%	2.3%	4.5%	3.5%	4.3%	1.9%	3.5%	0.0%	
Jefferson	0.0%	0.0%	0.0%	0.0%	2.6%	5.7%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%		
Lake	0.4%	8.8%	5.7%	4.5%	3.2%	2.0%	1.5%	0.0%	3.9%	2.3%	4.4%	6.7%	3.0%	5.6%
Lee	19.7%	19.8%	26.6%	27.1%	31.0%	32.1%	32.9%	30.3%	29.7%	25.9%	27.8%	30.5%	24.9%	
Levy	5.5%	18.8%	13.6%	7.4%	7.3%	4.6%	12.3%	14.0%	12.3%	10.8%	14.6%	16.3%	9.1%	14.0%
Liberty	21.1%	36.2%	36.3%	23.1%	25.5%	24.8%	27.9%	20.3%	10.1%	10.2%	26.2%	15.8%		
Madison	0.0%	0.0%	3.1%	3.7%	6.0%	0.0%	0.5%	1.1%	9.3%	3.2%	1.7%	1.8%	0.0%	
Manatee	0.0%	15.7%	22.1%	20.7%	23.1%	21.0%	20.2%	12.7%	21.1%	19.8%				
Marion	0.0%	0.0%	0.0%	0.0%	0.6%	1.7%	0.6%	1.3%	7.2%	4.9%	7.8%			
Martin	18.7%	39.3%	36.2%	33.7%	32.4%	20.0%	8.4%	1.4%	7.0%	1.3%	3.7%	0.4%	7.0%	
MiamiDade	1.5%	47.0%	47.0%	47.0%	47.0%	47.0%	47.0%	47.0%	47.0%	47.0%	47.0%			
Monroe	4.6%	34.7%	26.8%	11.1%	11.1%	1.9%	6.0%	18.0%	8.9%	8.4%	7.9%	3.7%	1.6%	
Nassau	0.0%	27.1%	25.5%	20.4%	15.8%	13.5%	9.1%	5.1%	11.6%	10.8%	9.4%	14.9%	0.0%	
Orange Osceola Seminole	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%
Palm Beach	11.9%	39.2%	37.0%	32.1%	24.9%	18.0%	11.4%	4.4%	11.7%	9.7%				
Pasco	0.0%	0.9%	21.4%	21.5%		36.8%	15.1%	15.3%	26.4%	28.6%	24.8%	20.9%		
Polk	12.4%	25.2%	20.0%	12.9%	11.4%	17.4%	14.2%	12.2%	11.4%	12.2%	12.0%	14.7%	9.3%	
Putnam	0.0%	0.0%	0.0%	0.0%	2.1%	7.5%	9.0%	3.6%	3.3%	0.0%	0.0%	4.9%	0.0%	0.0%
St Johns	0.0%	9.7%	2.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Santa Rosa	1.1%	31.2%	16.6%	6.2%	6.7%	6.9%	12.1%	11.0%	14.3%	9.3%	7.1%	6.7%	1.1%	
Sarasota	33.6%	45.2%	42.9%	37.5%	35.2%	25.8%	21.7%	16.3%	22.3%	21.8%	22.6%	20.1%	13.7%	
Sumter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Taylor	0.0%	0.0%	22.0%	22.9%	14.2%	11.4%	1.2%	0.0%	1.9%	1.3%	0.0%	0.0%		
Union	23.2%	43.8%	40.1%	35.3%										
Volusia	18.4%	43.8%	39.7%	36.9%	34.2%	35.6%	20.0%	13.6%	21.9%	22.1%	2.5%	1.2%	0.8%	0.0%
Wakulla	0.0%	1.9%	19.2%	12.9%	2.9%	1.7%	1.0%	0.8%	6.6%	1.4%	5.0%	4.9%	0.0%	
Walton	15.5%	45.1%	34.9%	23.4%	14.4%	10.1%	14.3%	12.4%	20.5%	16.5%	20.3%	15.8%	7.8%	
<b>AVERAGE LEVEL OF RESCUE (UNWEIGHTED)</b>	<b>7.6%</b>	<b>21.0%</b>	<b>20.7%</b>	<b>17.0%</b>	<b>15.8%</b>	<b>15.7%</b>	<b>13.0%</b>	<b>11.0%</b>	<b>14.8%</b>	<b>12.9%</b>	<b>13.0%</b>	<b>10.9%</b>	<b>7.2%</b>	<b>5.5%</b>

RESCUE PLANS FUNDS AS % OF ALLOCATION: AVERAGE FOR ALL SELECTED COUNTIES (UNWEIGHTED)





CURRENT vs OPTION 1 vs OPTION 2: COUNTY WITH 100% LOSS

CTD RESCUE PLAN FOR TRIP & EQUIPMENT GRANT PROGRAM IN RESPONSE TO DECLINE IN TRIPS



LOSS THRESHOLD/BRACKET	10.0%	20.0%	30.0%	40.0%	50.0%	60.0%	70.0%	80.0%	90.0%	100.0%
CURRENT RESCUE LEVEL	20.0%	40.0%	50.0%	60.0%	65.0%	65.0%	60.0%	10.0%	0.0%	0.0%
OPTION 1 RESCUE LEVEL	10.0%	30.0%	40.0%	50.0%	55.0%	55.0%	50.0%	0.0%	0.0%	0.0%
OPTION 2 RESCUE LEVEL	20.0%	40.0%	50.0%	60.0%	65.0%	55.0%	0.0%	0.0%	0.0%	0.0%

COUNTY	ENTER MONTHLY ALLOCATION	ENTER MONTHLY INVOICE AMOUNT	DIFFERENCE (C - B)	RESCUE FOR 0-10% LOSS	RESCUE FOR 10-20% LOSS	RESCUE FOR 20-30% LOSS	RESCUE FOR 30-40% LOSS	RESCUE FOR 40-50% LOSS	RESCUE FOR 50-60% LOSS	RESCUE FOR 60-70% LOSS	RESCUE FOR 70-80% LOSS	RESCUE FOR 80-90% LOSS	RESCUE FOR 90-100% LOSS	TOTAL RESCUE (SUM: E through N)	TOTAL PAYMENT (C + O)
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
CURRENT	\$ 1,000,000.00	\$ -	\$ (1,000,000.00)	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00	\$ 60,000.00	\$ 65,000.00	\$ 65,000.00	\$ 60,000.00	\$ 10,000.00	\$ -	\$ -	\$ 370,000.00	\$ 370,000.00
OPTION 1	\$ 1,000,000.00	\$ -	\$ (1,000,000.00)	\$ 10,000.00	\$ 30,000.00	\$ 40,000.00	\$ 50,000.00	\$ 55,000.00	\$ 55,000.00	\$ 50,000.00	\$ -	\$ -	\$ -	\$ 290,000.00	\$ 290,000.00
OPTION 2	\$ 1,000,000.00	\$ -	\$ (1,000,000.00)	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00	\$ 60,000.00	\$ 65,000.00	\$ 55,000.00	\$ -	\$ -	\$ -	\$ -	\$ 290,000.00	\$ 290,000.00

For a county that invoices nothing, or \$0 worth of TD services, the current rescue plan provides them with up to 37% of their allocation. For a county such as this, **there is no difference** between Option 1 and Option 2 because they are receiving the full level of rescue funds under all loss thresholds (or brackets). In other words, where the level of rescue funding is reduced does not matter for this type of county. Under both Options 1 and 2, the county would receive 29% of their allocation.

CURRENT vs OPTION 1 vs OPTION 2: COUNTY WITH 50% LOSS

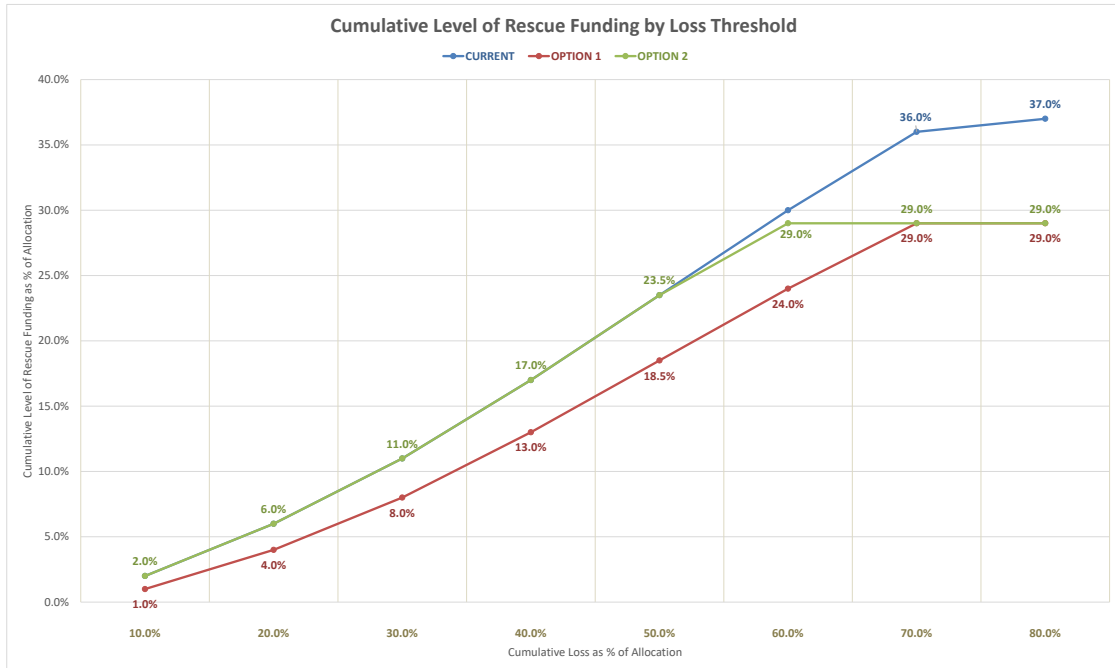
CTD RESCUE PLAN FOR TRIP & EQUIPMENT GRANT PROGRAM IN RESPONSE TO DECLINE IN TRIPS



LOSS THRESHOLD/BRACKET	10.0%	20.0%	30.0%	40.0%	50.0%	60.0%	70.0%	80.0%	90.0%	100.0%
CURRENT RESCUE LEVEL	20.0%	40.0%	50.0%	60.0%	65.0%	65.0%	60.0%	10.0%	0.0%	0.0%
OPTION 1 RESCUE LEVEL	10.0%	30.0%	40.0%	50.0%	55.0%	55.0%	50.0%	0.0%	0.0%	0.0%
OPTION 2 RESCUE LEVEL	20.0%	40.0%	50.0%	60.0%	65.0%	55.0%	0.0%	0.0%	0.0%	0.0%

COUNTY	ENTER MONTHLY ALLOCATION	ENTER MONTHLY INVOICE AMOUNT	DIFFERENCE (C - B)	RESCUE FOR 0-10% LOSS	RESCUE FOR 10-20% LOSS	RESCUE FOR 20-30% LOSS	RESCUE FOR 30-40% LOSS	RESCUE FOR 40-50% LOSS	RESCUE FOR 50-60% LOSS	RESCUE FOR 60-70% LOSS	RESCUE FOR 70-80% LOSS	RESCUE FOR 80-90% LOSS	RESCUE FOR 90-100% LOSS	TOTAL RESCUE (SUM: E through N)	TOTAL PAYMENT (C + O)
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
CURRENT	\$ 1,000,000.00	\$ 500,000.00	\$ (500,000.00)	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00	\$ 60,000.00	\$ 65,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 235,000.00	\$ 735,000.00
OPTION 1	\$ 1,000,000.00	\$ 500,000.00	\$ (500,000.00)	\$ 10,000.00	\$ 30,000.00	\$ 40,000.00	\$ 50,000.00	\$ 55,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185,000.00	\$ 685,000.00
OPTION 2	\$ 1,000,000.00	\$ 500,000.00	\$ (500,000.00)	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00	\$ 60,000.00	\$ 65,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 235,000.00	\$ 735,000.00

For a county that invoices an amount worth half of its allocation, the current rescue plan provides them with up to 23.5% of their allocation in rescue funds. For a county such as this, **there is a difference** between Option 1 and Option 2 because they are receiving rescue funds under only some of the loss thresholds (or brackets). In other words, where the level of rescue funding is reduced does matter for this type of county. In fact, under Option 2 the county would still receive 23.5% of their allocation in rescue funds.



**State of Florida**  
**Commission for the Transportation Disadvantaged**  
Commission Business Meeting

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

X CTD Policy on Americans with Disabilities Act Complementary Paratransit Services

**BACKGROUND:**

The U.S. Americans with Disabilities (ADA) is a comprehensive civil rights law that affords individuals with disabilities the right to access all areas of public life, including public transportation. The ADA requires<sup>1</sup> transit entities that operate fixed route bus services to provide “complementary paratransit” services to individuals with disabilities who live within ¾ miles of a fixed route and cannot access the route itself due to their disability.

The Commission administers the Transportation Disadvantaged Trust Fund (TDTF) pursuant to Section 427.0159, F.S., and Rule 41-2.013, F.A.C. Majority of TDTF monies are used to purchase transportation services for TD eligible individuals to access activities that are not otherwise funded or provided by any other agency. These are defined as “non-sponsored transportation disadvantaged services,” which “are not sponsored or subsidized by any funding source other than the Transportation Disadvantaged Trust Fund” (s. 427.011(12), F.S.).

Community Transportation Coordinators (CTCs) that operate a fixed route are required to provide ADA complementary paratransit *in addition* to the non-sponsored transportation services purchased under the TDTF.

**CTD POLICY ON ADA PARATRANSIT SERVICES:**

For an individual who is determined dual eligible for TD non-sponsored and ADA paratransit services, CTD authorizes the CTC’s use of TDTF dollars to:

- Purchase paratransit trips not covered under the ADA, including origins and destinations outside the fixed route corridors or during days/times outside the service hours of the fixed route; and
- Subsidize the rider’s fare for an ADA paratransit trip, if the individual demonstrates a financial hardship that inhibits his or her ability to access these services.

Notwithstanding these exceptions, CTD determined ADA complementary paratransit services ineligible for reimbursement under the TDTF.

**PUBLIC WORKSHOPS:**

Beginning in 2016, CTD notified certain CTCs through their quality assurance reviews that TDTF dollars shall not be used to supplant ADA paratransit services provided to dual eligible riders. In response to these findings, the Florida Public Transportation Association (FPTA) and some CTCs contested this policy, citing that this was not a formal decision adopted by the Commission board. FPTA provided several written letters and public testimonies requesting the Commission rescind this policy and allow CTCs to invoice TDTF non-sponsored trips for ADA eligible individuals within the fixed route corridor.

<sup>11</sup> See 49 CFR 37.131 at: <https://www.law.cornell.edu/cfr/text/49/37.131>.

In response to these requests, CTD facilitated two public workshops and conducted a thorough review of the policies governing TDTF non-sponsored services to determine whether its policy should be maintained or revised to comply with Chapter 427. CTD contracted with Thomas Howell Ferguson (THF) and established a small workgroup to assist in this process. The workgroup was chaired by Commissioner Robin Tellez and included representatives of CTD staff, FDOT-transit office, and THF. The public workshops were held via GoToMeeting webinar and teleconference on February 25 and May 7, 2021, where stakeholders were invited to provide public input on these policies. Stakeholders were also invited to submit their input via email to David Darm, CTD Executive Director, by May 14, 2021.

On May 28, 2021, CTD will be publishing a DRAFT report on the Commission's policy pertaining to ADA paratransit services. The report will include an overview of the ADA and TD program requirements, including the impacts on CTCs responsible for implementing both programs, a summary of the public input received during the public workshops, and recommendations for the Commission to consider moving forward with a policy decision. The full report can be accessed at: <https://ctd.fdot.gov/>.

The report will be presented by David Darm and THF at the Commission Business Meeting on June 3, 2021.

#### **POLICY RECOMMENDATION:**

Based on a thorough review of Chapter 427 and the policies governing non-sponsored services purchased under the Transportation Disadvantaged Trust Fund, it is recommended the Commission maintain its current policy on ADA paratransit services for the following reasons:

**Access to Transportation** – Section 427.0159(3), F.S., provides that TDTF funds for non-sponsored services “shall be distributed based upon the need of the recipient and according to the criteria developed by the Commission.” Individuals with disabilities who qualify for ADA paratransit services are guaranteed access to transportation within the fixed route corridor under federal law, regardless of the availability of TDTF dollars to subsidize their trips.

**Limitations of Funding** – Rule 41-2.013, F.A.C., provides that the use of TDTF funds to purchase non-sponsored trips “shall be applied only after all other potential funding sources have been used and eliminated. [CTD] Grant funds shall not be used to supplant or replace funding of transportation disadvantaged services which are currently funded to a recipient by any federal, state, or local governmental agency.” A reversal of this policy, where the CTC would be allowed to use TDTF to supplant a portion of ADA paratransit services provided by the transit entity, would reduce the availability of non-sponsored services for other TD (non-ADA) riders.

**Eligibility** – Sections 427.013(23) and 427.0159(3), F.S., direct CTD to develop “needs-based criteria” for all CTCs to prioritize funding for non-sponsored services. These criteria<sup>2</sup> (adopted by CTD in 1997) identify “public transit” fixed route as an option that must be explored by the CTC prior to determining an individual eligible for TDTF non-sponsored services. ADA paratransit services function as a “complement” of the fixed route system.

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<sup>2</sup> The eligibility criteria can be accessed here:

<http://ctd.fdot.gov/docs/AboutUsDocs/TDTrustFundEligibilityCriteriaAdoptedMay1997andFS427.pdf>.

**Coordination** – The Florida Legislature established the Commission to accomplish the coordination of transportation to the TD population, with the goal to “assure the cost-effective provision” of services delivered by CTCs.<sup>3</sup> CTD’s policy to use TDTF dollars to subsidize the rider’s fare for fixed route and ADA paratransit services (as opposed to the full cost of those trips) is the most cost-effective means of ensuring TD eligible riders have access to public transit.<sup>4</sup>

The public comments presented during the public workshops (summarized on the next page) did not provide sufficient evidence to recommend a change in policy at this time. However, it is also recommended the Commission explore strategies to assist CTCs in implementing this policy in a fair and equitable manner, including through training and technical assistance, quality assurance and uniform data collection.

**ATTACHMENT:**

- Summary of Public Input from CTD Public Workshops

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

Recommend the Commission approve the final report and maintain its policy on ADA complementary paratransit services as ineligible for reimbursement under the TDTF.

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

<sup>4</sup> In addition subsidizing the fare for ADA paratransit trips, CTD will also purchase bus passes to subsidize the fare for TD eligible individuals to access the fixed route system, if available and appropriate in meeting their needs.

## Summary of Public Input from CTD Public Workshops

Public Comment	CTD Response
The ADA is not a “sponsored” program but a comprehensive civil rights act. The availability of ADA paratransit should not be used to deny access to eligible recipients of TD state dollars.	The Commission’s criteria for determining “sponsored” services (i.e., trips ineligible for reimbursement under the TDTF) are intended to ensure TDTF dollars are used in the most cost-effective manner in meeting the needs of its recipients, who otherwise would have little-to-no access to transportation.
If CTD reversed its policy, TDTF funds would <b>not</b> “subsidize” ADA paratransit services. Rather, dual eligible riders should be able to utilize either TD or ADA services anywhere in the county.	Unlike the ADA (which guarantees access to transportation within the fixed route corridor), TDTF non-sponsored transportation is provided only to the extent funding is available. Rule 41-2.013 provides that these funds must only be applied <b>after</b> all other funding sources have been “used and eliminated.”
ADA is an “unfunded mandate” on transit entities to provide complementary paratransit services – there is no federal funding source for agencies to pay for them.	The Federal Transit Administration (FTA) allows transit entities to use a portion of their 5307 grant dollars to support some of the costs of ADA paratransit services. <sup>5</sup> Beyond this, local government agencies are responsible for the funding of these services as part of the planning of the fixed route system. As “local government” is identified as a funder of transportation disadvantaged services, <sup>6</sup> TDTF dollars should not be used to replace these services.
The fiscal impact of reversing this policy is zero – CTCs receive a fixed amount in TDTF funding and cannot invoice beyond that allocation.	As CTCs receive a fixed amount of TDTF dollars each year, Chapter 427 directs them to use the TDTF eligibility criteria in prioritizing funding where most needed. <sup>7</sup> Though ADA eligible riders may still qualify for TDTF non-sponsored services, funding should be prioritized to support their trips to activities <b>not covered</b> under the ADA. A reversal of this policy would reduce the availability of funding for CTCs to deliver non-sponsored trips to TD (non-ADA) riders, including persons with disabilities.
The CTD policy is unequally applied across the state – CTCs that do not operate a fixed route or receive 5311 funding (in rural service areas) have not been told to follow this policy.	Though non-fixed route systems may provide some level of public transportation using FTA grant funding, individuals with disabilities living in rural or small urban areas are not guaranteed the same level of access afforded to individuals with disabilities who live within a fixed route corridor under the ADA. Absent a fixed route, ADA <b>complementary</b> paratransit does not exist. Therefore, CTD’s policy on ADA complementary paratransit only applies to communities where such services exist.

<sup>5</sup> <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

<sup>6</sup> Section 427.011(10), Florida Statutes, and Rule 41-2.013, Florida Administrative Code

<sup>7</sup> Sections 427.013(23) and 427.0155(7), Florida Statutes

<p>CTD’s definition of “sponsored” trips may endanger the CTCs’ ability to draw down TDTF dollars as well as the coordination of other federal funding (such as 5311) that support the delivery of services to the TD population.</p>	<p>Neither the statutory definition of “non-sponsored,” nor the TDTF eligibility criteria, preclude a CTC from utilizing other federal funding to support services to the TD population. However, a CTC’s ability to “draw down” TDTF is based on the demand for and performance of delivering non-sponsored services. Beyond trips purchased with TDTF dollars, CTCs may use “transportation disadvantaged funds”<sup>8</sup> from other local, state, and federal programs to support the delivery of services, including planning, procurement, and maintenance of vehicles.</p>
<p>The CTC should be reimbursed at the rate of a TDTF “non-sponsored” trip (not just the rider’s fare) for an ADA complementary paratransit trip to a dual-eligible rider.</p>	<p>If a TD rider is determined eligible for ADA complementary paratransit but not able to pay the fare for that trip, TDTF dollars may be used to subsidize the fare to ensure that individual is not denied access to that service. This policy is consistent with the use of TDTF to purchase bus passes, which only subsidize the fare – <b>NOT the full cost</b> of a fixed route trip – for TD eligible individuals to access the fixed route system.</p>
<p>Let the CTCs use their own local eligibility guidelines, as approved by the Local Coordinating Board (LCB), regardless of where the individual lives.</p>	<p>Though CTCs and LCBs are authorized to develop their own eligibility guidelines and priorities for non-sponsored services,<sup>9</sup> those guidelines must comply with the Commission’s eligibility criteria. The LCB is an advisory body to the Commission on developing the “local service needs” of the area;<sup>10</sup> however, the LCB has no oversight or accountability for the distribution of TDTF dollars. That authority is assigned to the Commission under Section 427.0159, Florida Statutes.</p>

8 Section 427.011(10), Florida Statutes

9 Sections 427.0155(7) and 427.0157(4), Florida Statutes

10 Section 427.0157, Florida Statutes, and Rule 41-2.012, Florida Administrative Code

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

XI. Executive Director Report

**BACKGROUND:**

David Darm will provide an update on the following topics:

- Projected Trip & Equipment Grant Allocations for Fiscal Year 2021-22;
- Update on New “Rider & Stakeholder Relations” Subcommittee;
- Implementation of New Trip & Equipment Grant Invoice Template; and
- Update on CTD-FPTA Annual Conference

**ATTACHMENT:**

- Projected T&E Grant Allocations for FY21-22
- Projected Planning Grant Allocations for FY 21-22

**EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:**

For information purposes only.

Corrected Draft  
**Commission for the Transportation Disadvantaged**  
**Trip & Equipment Grant Allocations**  
**FY 2021-2022**

	Trip & Equipment Grant			Voluntary Dollar			FY21-22
	Allocation	Local Match	Total Funds	Funding	Local Match	Total Funds	Total Funds
Alachua	\$569,035.50	\$63,226	\$632,262	\$75	\$8	\$83	\$632,345
Baker	\$234,877	\$26,097	\$260,974	\$21	\$2	\$23	\$260,998
Bay	\$414,682	\$46,076	\$460,758	\$13	\$1	\$14	\$460,772
Bradford	\$201,651	\$22,406	\$224,057	\$1	\$0	\$1	\$224,058
Brevard	\$1,447,078	\$160,786	\$1,607,865	\$244	\$27	\$272	\$1,608,136
Broward	\$4,294,953	\$477,217	\$4,772,171	\$644	\$72	\$716	\$4,772,886
Calhoun	\$176,497	\$19,611	\$196,107	\$2	\$0	\$2	\$196,109
Charlotte	\$465,859	\$51,762	\$517,622	\$92	\$10	\$103	\$517,724
Citrus	\$504,939	\$56,104	\$561,043	\$37	\$4	\$41	\$561,084
Clay	\$531,442	\$59,049	\$590,491	\$206	\$23	\$229	\$590,720
Collier	\$782,309	\$86,923	\$869,232	\$129	\$14	\$143	\$869,375
Columbia	\$312,178	\$34,686	\$346,864	\$8	\$1	\$9	\$346,873
DeSoto	\$195,284	\$21,698	\$216,982	\$0	\$0	\$0	\$216,982
Dixie	\$189,919	\$21,102	\$211,021	\$0	\$0	\$0	\$211,021
Duval	\$1,592,082	\$176,898	\$1,768,980	\$526	\$58	\$584	\$1,769,564
Escambia	\$644,143	\$71,571	\$715,715	\$135	\$15	\$150	\$715,865
Flagler	\$432,344	\$48,038	\$480,382	\$50	\$6	\$56	\$480,437
Franklin	\$165,920	\$18,436	\$184,356	\$0	\$0	\$0	\$184,356
Gadsden	\$412,391	\$45,821	\$458,212	\$78	\$9	\$87	\$458,299
Gilchrist	\$158,202	\$17,578	\$175,780	\$6	\$1	\$7	\$175,786
Glades	\$186,469	\$20,719	\$207,188	\$0	\$0	\$0	\$207,188
Gulf	\$197,528	\$21,948	\$219,476	\$0	\$0	\$0	\$219,476
Hamilton	\$141,435	\$15,715	\$157,150	\$0	\$0	\$0	\$157,150
Hardee	\$204,842	\$22,760	\$227,602	\$0	\$0	\$0	\$227,602
Hendry	\$312,230	\$34,692	\$346,923	\$1	\$0	\$1	\$346,924
Hernando	\$429,109	\$47,679	\$476,788	\$54	\$6	\$60	\$476,848
Highlands	\$427,654	\$47,517	\$475,172	\$10	\$1	\$11	\$475,183
Hillsborough	\$2,131,065	\$236,785	\$2,367,850	\$537	\$60	\$596	\$2,368,446
Holmes	\$239,697	\$26,633	\$266,330	\$0	\$0	\$0	\$266,330
Indian River	\$376,525	\$41,836	\$418,362	\$29	\$3	\$32	\$418,394
Jackson	\$386,581	\$42,953	\$429,535	\$1	\$0	\$1	\$429,536
Jefferson	\$195,511	\$21,723	\$217,235	\$0	\$0	\$0	\$217,235
Lafayette	\$140,976	\$15,664	\$156,640	\$0	\$0	\$0	\$156,640
Lake	\$741,080	\$82,342	\$823,423	\$109	\$12	\$121	\$823,544
Lee	\$1,153,577	\$128,175	\$1,281,752	\$533	\$59	\$592	\$1,282,344
Leon	\$529,074	\$58,786	\$587,859	\$178	\$20	\$198	\$588,057
Levy	\$359,195	\$39,911	\$399,106	\$11	\$1	\$12	\$399,118
Liberty	\$235,085	\$26,121	\$261,206	\$0	\$0	\$0	\$261,206
Madison	\$210,961	\$23,440	\$234,401	\$0	\$0	\$0	\$234,401
Manatee	\$657,778	\$73,086	\$730,864	\$59	\$7	\$66	\$730,930
Marion	\$778,311	\$86,479	\$864,790	\$105	\$12	\$117	\$864,907
Martin	\$332,902	\$36,989	\$369,891	\$59	\$7	\$66	\$369,956



<b>Miami-Dade</b>	\$6,005,879	\$667,320	\$6,673,199	\$1,341	\$149	\$1,490	\$6,674,689
<b>Monroe</b>	\$316,625	\$35,181	\$351,805	\$32	\$4	\$36	\$351,841
<b>Nassau</b>	\$338,503	\$37,611	\$376,114	\$9	\$1	\$10	\$376,124
<b>Okaloosa</b>	\$547,960	\$60,884	\$608,845	\$96	\$11	\$107	\$608,952
<b>Okeechobee</b>	\$204,052	\$22,672	\$226,725	\$0	\$0	\$0	\$226,725
<b>Orange</b>	\$2,537,256	\$281,917	\$2,819,173	\$506	\$56	\$563	\$2,819,736
<b>Osceola</b>	\$905,345	\$100,594	\$1,005,939	\$22	\$2	\$24	\$1,005,963
<b>Palm Beach</b>	\$3,379,715	\$375,524	\$3,755,239	\$949	\$105	\$1,055	\$3,756,294
<b>Pasco</b>	\$796,392	\$88,488	\$884,881	\$171	\$19	\$190	\$885,071
<b>Pinellas</b>	\$3,589,371	\$398,819	\$3,988,190	\$353	\$39	\$392	\$3,988,583
<b>Polk</b>	\$1,183,733	\$131,526	\$1,315,259	\$131	\$15	\$145	\$1,315,404
<b>Putnam</b>	\$404,015	\$44,891	\$448,906	\$63	\$7	\$70	\$448,976
<b>St. Johns</b>	\$593,389	\$65,932	\$659,321	\$203	\$23	\$226	\$659,547
<b>St. Lucie</b>	\$695,993	\$77,333	\$773,325	\$62	\$7	\$69	\$773,394
<b>Santa Rosa</b>	\$400,300	\$44,478	\$444,777	\$23	\$3	\$26	\$444,803
<b>Sarasota</b>	\$1,162,814	\$129,202	\$1,292,015	\$451	\$50	\$502	\$1,292,517
<b>Seminole</b>	\$822,133	\$91,348	\$913,481	\$221	\$25	\$246	\$913,727
<b>Sumter</b>	\$382,042	\$42,449	\$424,491	\$30	\$3	\$33	\$424,524
<b>Suwannee</b>	\$229,024	\$25,447	\$254,472	\$7	\$1	\$8	\$254,479
<b>Taylor</b>	\$263,633	\$29,293	\$292,925	\$2	\$0	\$2	\$292,928
<b>Union</b>	\$158,266	\$17,585	\$175,851	\$0	\$0	\$0	\$175,851
<b>Volusia</b>	\$1,310,442	\$145,605	\$1,456,047	\$148	\$16	\$164	\$1,456,211
<b>Wakulla</b>	\$200,127	\$22,236	\$222,363	\$22	\$2	\$24	\$222,388
<b>Walton</b>	\$401,711	\$44,635	\$446,346	\$9	\$1	\$10	\$446,356
<b>Washington</b>	\$241,170	\$26,797	\$267,967	\$1	\$0	\$1	\$267,968
<b>TOTAL</b>	<b>\$51,163,263</b>	<b>\$5,684,807</b>	<b>\$56,848,070</b>	<b>\$8,806</b>	<b>\$978</b>	<b>\$9,785</b>	<b>\$56,857,855</b>

4/30/2021

**Commission for the Transportation Disadvantaged  
Planning Grant Allocations  
FY 2021-2022**

<b>County</b>	<b>Planning Funds</b>
Alachua	\$25,643
Baker	\$20,579
Bay	\$23,865
Bradford	\$20,560
Brevard	\$32,475
Broward	\$61,092
Calhoun	\$20,283
Charlotte	\$23,842
Citrus	\$23,076
Clay	\$24,489
Collier	\$27,906
Columbia	\$21,470
DeSoto	\$20,765
Dixie	\$20,331
Duval	\$39,960
Escambia	\$26,668
Flagler	\$22,321
Franklin	\$20,229
Gadsden	\$20,958
Gilchrist	\$20,360
Glades	\$20,265
Gulf	\$20,309
Hamilton	\$20,283
Hardee	\$20,556
Hendry	\$20,846
Hernando	\$23,954
Highlands	\$22,185
Hillsborough	\$50,336
Holmes	\$20,392
Indian River	\$23,264
Jackson	\$21,000
Jefferson	\$20,279
Lafayette	\$20,161
Lake	\$27,359
Lee	\$35,718

<b>County</b>	<b>Planning Funds</b>
Leon	\$26,162
Levy	\$20,839
Liberty	\$20,155
Madison	\$20,371
Manatee	\$28,178
Marion	\$27,523
Martin	\$23,372
Miami-Dade	\$77,597
Monroe	\$21,595
Nassau	\$21,751
Okaloosa	\$24,327
Okeechobee	\$20,855
Orange	\$48,787
Osceola	\$27,489
Palm Beach	\$51,248
Pasco	\$31,175
Pinellas	\$40,568
Polk	\$34,624
Putnam	\$21,540
Saint Johns	\$25,199
Saint Lucie	\$26,657
Santa Rosa	\$23,707
Sarasota	\$28,931
Seminole	\$29,826
Sumter	\$22,646
Suwannee	\$20,917
Taylor	\$20,444
Union	\$20,304
Volusia	\$31,428
Wakulla	\$20,667
Walton	\$21,434
Washington	\$20,505
<b>TOTALS</b>	<b>\$1,784,599</b>

4/21/2021

**State of Florida**  
**Commission for the Transportation Disadvantaged**  
**Commission Business Meeting**

**MEETING DATE:** June 3, 2021

**AGENDA ITEM:**

IV and XIII Public Comments

**BACKGROUND INFORMATION:**

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.

The Commission facilitates two "Public Comments" segments on its agenda. For participants interested in providing public comments, the Commission requests speakers complete the attached public comment form and return to David Darm prior to the meeting date at [David.Darm@dot.state.fl.us](mailto:David.Darm@dot.state.fl.us). The chairman will call on speakers in the order public comment cards are received.

Participants planning to speak during the first public comments segment (Item IV) of the agenda must direct their remarks to agenda items only. The Commission welcomes input on any topic during the second public comments segment (Item XIV) of the agenda. Pursuant to Commission Rule 41-2.018, F.A.C., all speakers are limited to five minutes per public comment.

**ATTACHMENT:**

- Public Comment Form



Commission for the Transportation  
Disadvantaged  
**PUBLIC COMMENT FORM**

Instructions:

1. Complete comment form, including your address. PLEASE TYPE OR PRINT
2. Email comment card to [David.Darm@dot.state.fl.us](mailto:David.Darm@dot.state.fl.us)
3. The chairman will call on speakers in the order comment cards are received. Please indicate below whether you plan on participating via webinar or conference call.
4. Comments must be limited to five (5) minutes per speaker.

How will you be participating in the public workshop? Webinar \_\_\_\_\_ Phone \_\_\_\_\_

Name \_\_\_\_\_

E-Mail \_\_\_\_\_

Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Zip Code \_\_\_\_\_ County \_\_\_\_\_

Representing \_\_\_\_\_

Subject \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Support \_\_\_\_\_ Oppose \_\_\_\_\_ Neutral \_\_\_\_\_