


2021 -2026 St. Johns County Transportation Disadvantaged Service Plan

Approved by the

St. Johns County
Transportation Disadvantaged Local Coordinating Board

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May 2025

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SECTION 1: DEVELOPMENT PLAN

INTRODUCTION OF THE SERVICE PLAN

Background of the Transportation Disadvantaged Program

The overall mission of Florida's Transportation Disadvantaged program is to ensure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons. People served by the program include those who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in Section 411.202, Florida Statutes.

Florida's transportation disadvantaged program is governed by Part 1 of Chapter 427, Florida Statutes (F.S.), and Florida Administrative Code (F.A.C.) Rule 41-2, and is implemented at the county or multi-county level by the following major participants:

- Florida Commission for the Transportation Disadvantaged (CTD)
- Local Coordinating Board (LCB)
- Designated Official Planning Agency (DOPA)
- Community Transportation Coordinator (CTC)
- Purchasers of Transportation Services
- Transportation Operators

Part I of Chapter 427 was enacted in 1979 and has subsequently been amended and re-enacted. Amendments made in 1989 resulted in the creation of the Florida Transportation Disadvantaged Commission, establishment of the Transportation Disadvantaged Trust Fund, and enhancement of local participation in the planning and delivery of coordinated transportation services to the transportation disadvantaged through the creation of LCBs and CTCs. Amendments made since 1989 have, among other things, changed the name of the Florida Transportation Disadvantaged Commission to the Commission for the Transportation Disadvantaged (CTD), added members to the CTD, modified the definition of "transportation disadvantaged," and supplemented or modified the responsibilities of the CTD, the LCBs, the DOPAs, and the CTCs.

Community Transportation Coordinator Designation Date/History

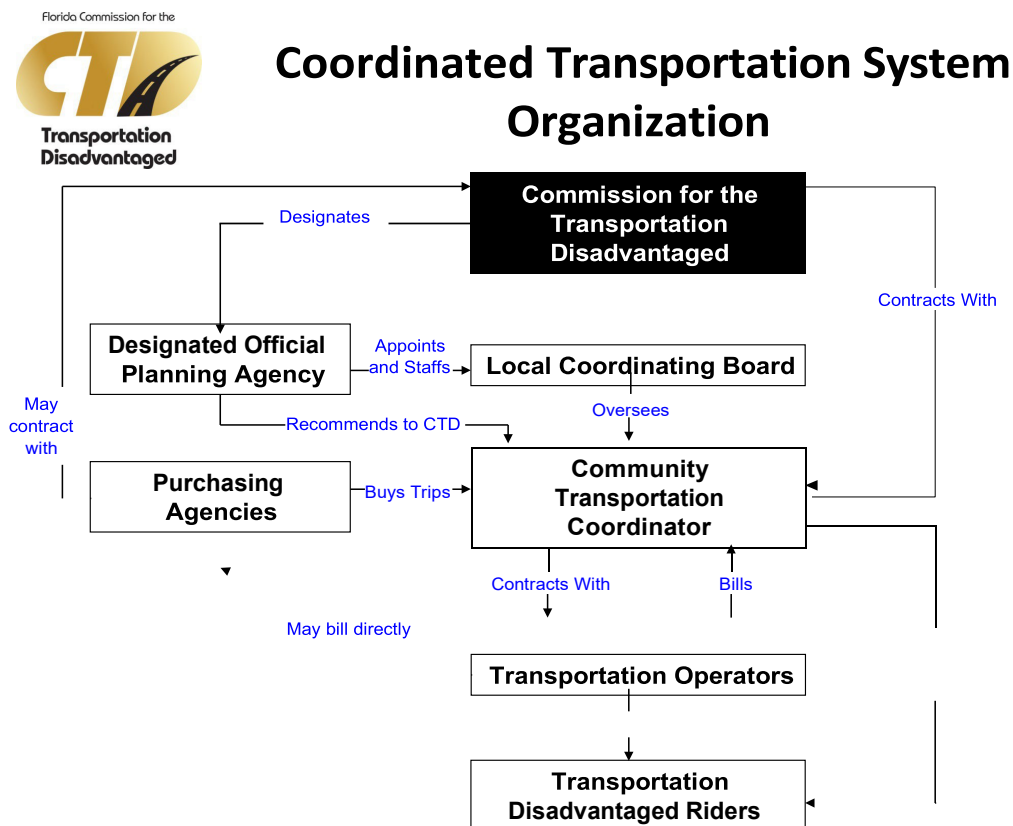
In December of 1981, the St. Johns County Board of County Commissioners passed Resolution 81-130 designating themselves as Interim Coordinator of Community Transportation, as stated in the Florida Statute of 1979, Chapter 427, which addresses the needs of those who are transportation disadvantaged. The St. Johns County Board of County Commissioners adopted the Transportation Disadvantaged Plan for St. Johns County in June of 1982. As a result of the needs assessment and Five-year Plan, the Board recommended the designation of the St. Johns County Council on Aging, Inc., to serve as Coordinated Community Transportation Provider (CCTP). In October of 1983, the St. Johns

County Council on Aging, Inc. (SJCCOA), accepted the designation to serve as the Coordinated Community Transportation Provider. The St. Johns County Council on Aging then began to coordinate County resources and execute Purchase of Service Agreements with other agencies in St. Johns County who sponsor transportation for their respective client bases.

In 1992, a request for proposal was used in an effort to obtain coordinated service contracts with private-for-profit operators in the local community and its environs. However, after three (3) RFPs, the COA was unsuccessful in obtaining a contractor for after-hours and weekend transportation services for the non-emergency medical transports. Therefore, wheelchair lift- equipped service was assumed by the COA in 1994. St. Johns County EMS no longer had sufficient vehicles available to support both emergency and non-emergency transports. St. Johns County EMS trained COA drivers and have continued to support the COA with technical assistance.

SJCCOA continues to build a transportation system which is supportive of the needs of St. Johns County citizens with the financial support of the St. Johns County Board of Commissioners. In 2015, a request for qualifications was issued by the Northeast Florida Regional Council (NEFRC) as the Designated Official Planning Agency. SJCCOA responded and was ultimately designated as the Community Transportation Coordinator (CTC) for another five (5) years, beginning in 2021. A request for qualifications was issued in 2020.

Organizational Chart



Consistency Review of Other Plans

Local Government Comprehensive Plan

The Transportation Disadvantaged program in St. Johns County is addressed in the required Traffic Circulation Element of the St. Johns County Comprehensive Plan by Objectives B.1.8, B.1.9, and B.1.10 and related policies.

Strategic Regional Policy Plan

The Transportation Disadvantaged Service Plan (TDSP) is consistent with, “Strategic Directions: The Northeast Florida Strategic Regional Policy Plan,” which was adopted by the NEFRC by Rule 29D-7 on January 16, 2014. The regional transportation element supports mobility, the transportation disadvantaged, and transit in policies two (2), three (3), and sixteen (16).

Transit Development Plan

The TDSP is consistent with the St. Johns County Transit Development Plan, 2016 Major Update.

Commission for the Transportation Disadvantaged 2005 Five (5)-year / 20-year Plan

The TDSP is consistent with the themes of the Commission’s 2005 plan; although, much of the plan is outdated.

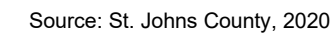
Regional Transit Action Plan

SJCCOA was represented in the creation of the Regional Transportation Commission’s Regional Transit Action Plan 2016 and the direction of that plan aligns with this TDSP. SJCCOA is represented on the Regional Transit Working Group, which is working on implementation of a regional transit system.

Public Participation

Representatives of public, private and non-profit transportation, human services providers, and members of the public participate in the development of the TDSP. Many of the Local Coordinating Board (LCB) members are staff to these agencies, and review the Service Plan annually. All LCB members are invited to participate with the development of the plan. The CTC staff have a close relationship with many local churches, health care facilities, independent living centers, job training, and job placement agencies, and receive input on a continuing basis. Staff for the Northeast Florida Regional Council coordinates the efforts to ensure that the policies in the plan are followed fully. A public hearing is held annually in conjunction with a quarterly board meeting for public input.

Land Use



Population/Composition

Saint Johns County BEBR Population Estimates and Projections

Estimate April 1, 2019 2023		Projections					
254,412 315,317		April 1, 2025	April 1, 2030	April 1, 2035	April 1, 2040	April 1, 2045	April 1, 2050
	Low	247,500 313,800	278,000 341,200	301,300 359,500	318,500 368,300	332,400 372,800	343,900 375,100
	Medium	263,900 337,400	309,300 385,500	347,600 426,700	379,400 459,000	408,100 487,300	434,900 513,900
	High	279,200 361,000	334,200 429,800	386,800 493,900	434,500 549,600	481,800 601,800	529,700 652,600

Estimates of Population by County and City April 1, 2019 2024	April 1, 2019 2024	April 1, 2010 2020	Total Change 2010-2019
Saint Johns County Total	254,412 331,479	190,039 273,425	64,373 58,054
Saint Augustine	14,653 15,684	12,975 14,328	1,678 1,355
Saint Augustine Beach	6,749 6,972	6,176 6,803	573 169
Unincorporated	233,010 308,820	170,888 252,290	62,122 56,530

Source: University of Florida, Bureau of Economic and Business Research, Florida Population Studies.

<https://www.bebrr.ufl.edu/population>

Saint Johns County Veterans- Total Population - Projections

Year	Data
2018 2023	20,860 22,142
2020 2024	21,040 22,224
2025	21,622 22,319
2030	21,614 22,637
2035	21,271 22,628
2040	21,029 22,738
2045	20,956 22,817

Source: Veterans Administration Website:

https://www.va.gov/vetdata/Veteran_Population.asp

Saint Johns County Population-5 Year-Estimates and Projections

	Census	Estimate	Projections						
Age	2010	2023	2025	2030	2035	2040	2045	2050	
0-4	10,106	15,976	17,251	19,521	21,183	21,735	22,593	23,636	
5-17	13,207	49,474	52,161	59,265	66,562	71,796	74,828	76,963	
18-24	12,944	24,496	25,837	27,925	28,977	32,081	35,145	37,180	
25-54	9,871	116,102	124,343	144,738	165,145	179,163	190,271	196,263	
55-64	9,187	43,046	44,628	44,961	45,170	48,226	55,454	66,080	
65-79	9,416	49,963	54,765	63,556	67,914	67,835	65,281	67,564	
80+	11,959	16,260	18,390	25,538	31,713	38,126	43,711	46,193	
Total	190,039	315,317	337,375	385,504	426,664	458,962	478,283	513,879	

Source: University of Florida, Bureau of Economic and Business Research, Florida Population Studies.

<https://www.bebr.ufl.edu/population>

Statistics Related to County Population Age 60+

2024 Profile of Older Floridians

St. Johns County

This profile of older Floridians is a source of current information related to seniors in the county. Topics include the current and future population of older adults, the prevalence of older adults who experience financial and housing issues, the array of health and medical resources, and information related to disasters. As Florida's older adult population grows, awareness of these issues is needed to ensure that elders continue to be vital participants in their communities.

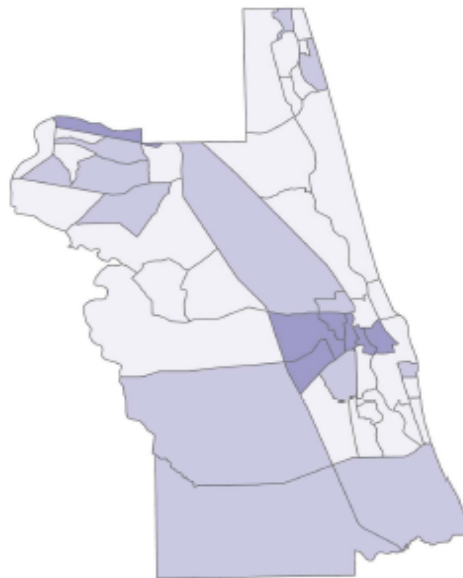
Elder Needs Index

Legend

St. Johns County

ENI Calculation: PSA 4

- 3.64 - 13.11
- 13.12 - 18.85
- 18.86 - 26.49
- 26.50 - 37.90
- 37.91 - 56.30



The Elder Needs Index (ENI) is a measure that includes: (1) the percentage of the 60 and older population that is age 85 and older; (2) the percentage of the 55 and older population that are members of racial or ethnic minority groups; (3) the percentage of the 65 and older population with one or more disability; and (4) the percentage of the 55 and older population living below 125 percent of the Federal Poverty Level. ENI is an averaged score indicating older adults who may need social services within a geographic area. It is not a percentage of the area's population. Interactive maps, viewing software, and a detailed user's guide are available at http://elderaffairs.state.fl.us/does/eni_home.php

The index cutpoints in the ENI is scaled at the PSA-level

Source: Florida Department of Elder Affairs using U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Useful Websites

Bureau of Economic and Business Research (BEBR)
U.S. Census Bureau, American Community Survey (ACS)
U.S. Census Bureau, Quick Facts
Florida Agency for Health Care Administration (AHCA)
Florida Department of Elder Affairs (DOEA)
How to Become an Age Friendly Community

Florida Division of Emergency Management (Shelters)
Florida Housing Data Clearinghouse
County Chronic Disease Profile
Aging Integrated Database (AGID)
Florida DOEA ENI Maps

2024 Profile of Older Floridians

St. Johns County Demographic Profile

The demographics section presents the population characteristics of those age 60 and older and examines traits about older Floridians, such as the number of veterans, voters, and drivers.

Age Category	Value	Percent
All Ages	296,919	100%
Under 18	61,940	21%
Under 60	214,815	72%
18-59	152,875	51%
60+	82,104	28%
65+	61,217	21%
70+	42,534	14%
75+	26,787	9%
80+	14,813	5%
85+	7,513	3%

Source: BEBR, 2023

Gender	Value	Percent
Male	38,494	47%
Female	43,610	53%

Source: BEBR, 2023

Living Alone	Value	Percent
Male Living Alone	4,165	5%
Female Living Alone	8,635	11%

Source: AGID 2017-21 ACS

Educational Attainment (65+)	Value	Percent
Less than High School	3,040	5%
High School Diploma	12,800	21%
Some College, No Degree	9,940	16%
Associates Degree or Higher	27,640	45%

Source: AGID 2017-21 ACS

Marital Status	Male	Female
Never Married	1,320	1,665
Percentage Never Married	4%	4%
Married	24,915	21,655
Percentage Married	74%	56%
Widowed	2,420	8,885
Percentage Widowed	7%	23%
Divorced	4,945	6,170
Percentage Divorced	15%	16%

Source: AGID 2017-21 ACS

Note: The American Community Survey (ACS) requires a minimum of 50 cases in a geographic area and therefore a value of 0 may denote fewer than 50 seniors in a region.

Race and Ethnicity	Value	Percent
White	75,476	92%
Black	4,672	6%
Other Minorities	1,956	2%
Total Hispanic	3,618	4%
White Hispanic	3,357	4%
Non-White Hispanic	261	0%
Total Non-Hispanic	78,486	96%
Total Minority	10,246	12%

The minority population is the summation of black, other, and Hispanic

Source: BEBR, 2023

Driver License Holders	Value	Percent
Drivers	87,928	48%

Source: Florida Department of Highway Safety and Motor Vehicles, 2023

Registered Voters	Value	Percent
Registered Voters	90,741	29%

Source: Florida Department of State, 2023

Percentage calculation is based on total registered voters.

Veterans	Value	Percent
Age 45-64	7,138	40%
Age 65-84	9,804	32%
Age 85+	2,054	6%

Source: U.S. Department of Veterans Affairs, 2020

Grandparents	Value	Percent
Living With Grandchildren	3,265	4%
Grandparent Responsible for Grandchildren	610	1%
Grandparent Not Responsible for Grandchildren	2,650	3%
Not Living With Grandchildren	68,070	83%

Grandchildren are defined as being under the age of 18.

Source: AGID 2017-21 ACS

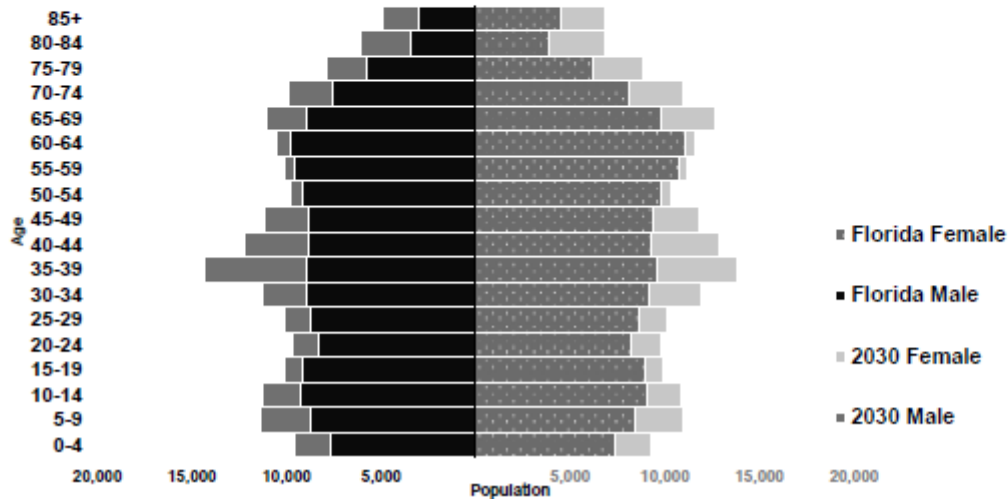
English Proficiency	Value	Percent
With Limited English Proficiency	1,210	1%

Source: AGID 2017-21 ACS

2024 Profile of Older Floridians

St. Johns County Demographic Profile

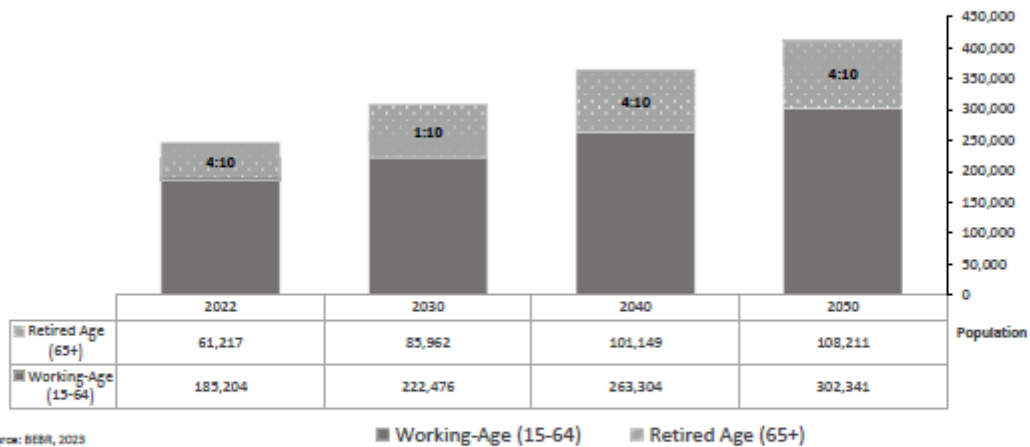
The population pyramid below compares the projected older adult population by gender between 2022 and 2030, demonstrating the changes expected in the next decade. As a whole, Florida is expected to experience population growth, with some areas expecting notable growth in the proportion of those age 65 and older.



Source: BEBR, 2023

Older Adult Dependency Ratio

The dependency ratio contrasts the number of working-age (15-64) individuals compared to the number of individuals age 65 and older who are likely retired from the workforce. This ratio reflects the ongoing contributions of taxes and wages to support the health care and retirement systems used by retirees, as well as the availability of younger individuals to serve as caregivers to older loved ones.



Source: BEBR, 2023

2024 Profile of Older Floridians

St. Johns County Financial Profile

This section examines financial conditions, poverty rates, and the cost of living for older Floridians. The ratio of income to poverty level graphic below shows the distribution of older adults relative to the poverty level to show the proportion of the senior population who fall below the Federal Poverty Level (FPL). The portrayal of the financial conditions of older adults is detailed in the final graphic, which includes information about income relative to rates of homeownership and partnership status in the consideration of cost of living.

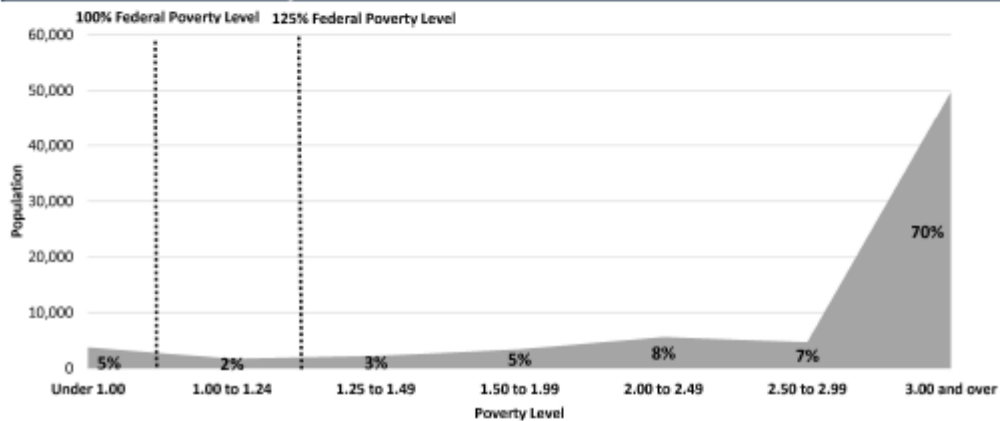
Federal Poverty Level	Value
Single-Person Household	\$15,060
Two-Person Household	\$20,440
125% Single-Person Household	\$18,825
125% Two-Person Household	\$25,550

Source: U.S. Department of Health & Human Services, 2024

Poverty	Value	Percent
At Poverty Level	3,805	5%
Below 125% of Poverty Level	5,580	7%
Minority At Poverty Level	610	1%
Minority Below 125% of Poverty Level	910	1%

Source: AGID 2017-21 ACS

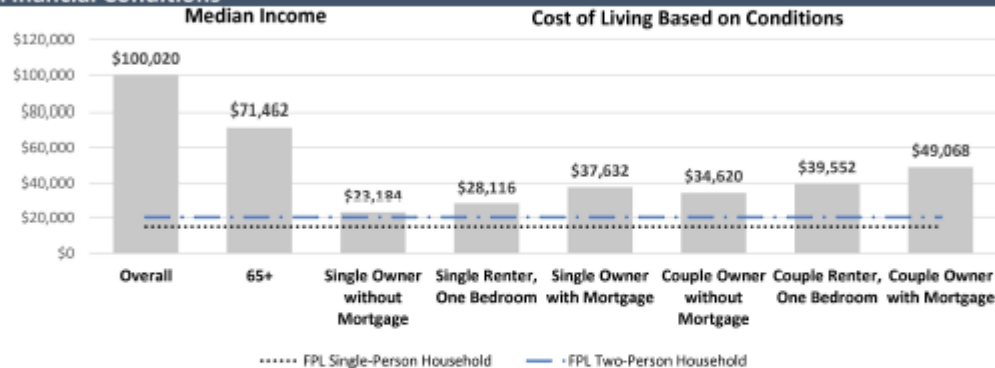
Ratio of Income to Poverty Level



Value is expressed as the percentage of the 60+ population, with the dotted lines representing the Federal Poverty Level.

Source: AGID 2017-21 ACS

Financial Conditions



Cost of living is an index of how much income retired older adults require to meet their basic needs to live in their community without assistance.

Source: U.S. Census Bureau, 2018-2022 ACS, AGID 2017-21 ACS, and Elder Index. (2023). The Elder Index™ [Public Dataset]. Boston, MA: Gerontology Institute, University of Massachusetts

2024 Profile of Older Floridians

St. Johns County Livability Profile

The livability section presents new elements, such as available affordable housing for older adults. Many essential community elements are also included below, such as sidewalk safety, the safety of roadways, and availability of green spaces. The rates of older Floridians who have access to a vehicle or public transportation, as well as the availability of internet access and various food resources, are also provided. These provide estimates of older adults' ability to access community resources.

Pedestrian Safety	Percent
Sidewalks with Barriers	38%
Physical barriers are those that separate motorized vehicle lanes from sidewalks or shared path (e.g. areas for parking lots, guardrail, trees, etc.).	
Source: Florida Department of Transportation, 2023	

Road Incidents	Value
Total Involved in Fatal Car Crashes per 100,000	22
This figure includes occupants and non-occupants involved in a crash.	
Source: Florida Department of Highway Safety and Motor Vehicles, 2024	

Internet Access (65+)	Percent
Have Internet Access	95%
Source: U.S. Census Bureau, 2018-2022 ACS	

Food Resource Centers	Value
SNAP Access Sites	2
Fresh Access Bucks Outlet	1
Farmer's Market	2
Food Distribution (No Cost)	0
SNAP Retailers	157
Congregate Meal Sites	4
Food Distribution (No Cost) is the number of food pantries, soup kitchens, and food banks in the area.	
Source: Feeding Florida.org, USDA, 2023, FDACS, 2023, and Florida DOEA, 2022	

Public Transportation Options	Value
Bus Operations at least at the County	1
Rail Operations at least at the County	0
Public Transit Service Area (sq. mi.)	600
Public Transit Service Area Population	273,425
Annual Unlinked Trips	127,131
Vehicles Operated in Maximum Service (VOMS)	29
Total Miles of Bike Lanes	186
Information on service area is not reported by rural and intercity public transit.	
VOMS are the number of vehicles operated to meet the annual max service, and unlinked trips are the number of passengers boarding public transit.	
Source: Federal Transit Administration, 2022, and FDOT, 2022-2023	

Green Space	Value
Number of Nearby State Parks	4
Nearby refers to the park that has the shortest distance from the center of the county.	
Source: Florida Department of Environmental Protection, 2023	

Rural-Urban Designation	Value
Census Tracts Rural	3%
Census Tracts Urban	96%
Number of Census Tracts	25
Source: U.S. Department of Agriculture, 2019	

Households With High Cost Burden (65+)	Value
Owner-Occupied Households	10,571
Percent of Owners with High Cost Burden	15%
Renter-Occupied Households	5,319
Percent of Renters with High Cost Burden	21%
Households with a high cost burden have occupants age 65+ paying more than 30% of income for housing costs and having an income below 50% of the area median income.	
Source: The Shimbarg Center for Housing Studies, 2022, U.S. Census Bureau, 2018-2022 ACS	

Affordable Housing Inventory	Value
Properties	4
Properties Ready for Occupancy	4
Total Units	269
Units with Rent and/or Income Restrictions	253
Units Receiving Monthly Rental Assistance	121

Affordable housing inventory receives funding from HUD, Florida Housing Financing Corp., and the USDA. The inventory above includes older adults as its target population.

Source: The Shimbarg Center for Housing Studies, 2022-2023

Housing Units by Occupancy (65+)	Percent
Owner-Occupied Housing Units	29%
Renter-Occupied Housing Units	12%
Source: U.S. Census Bureau, 2018-2022 ACS	

Vehicle Access (65+)	Percent
Owner-Occupied Households with Access to Vehicle(s)	96%
Renter-Occupied Households with Access to Vehicle(s)	78%
Source: U.S. Census Bureau, 2018-2022 ACS	

Employment Status (65+)	Value	Percent
Number of Seniors Employed	34,669	57%
Number of Seniors Unemployed	1,167	2%
Source: U.S. Census Bureau, 2018-2022 ACS		

Retirement (65+)	Value	Percent
Social Security Beneficiaries	57,195	72%
SSI Recipients	631	26%

SSI stands for Supplemental Security Income. To qualify, a person must be at least age 65 OR be blind or disabled. Also, the person must have limited income and resources.

Source: U.S. Social Security Administration, 2022

SNAP or Food Stamps	Value
Potentially Eligible	5,580
Annual Participants	3,041
Current Beneficiaries as of Dec-23	2,627
Percent of Total Population Receiving Benefits	3%

Potentially Eligible are individuals below 125% of the Federal Poverty Level

Source: Florida Department of Children and Families, 2023

2024 Profile of Older Floridians

St. Johns County Health Profile and Medical Resources

The health and medical section presents the variety and availability of different types of facilities, medical professionals, and treatment services in the community. This includes complex estimates based on probable usage by older adults. For example, the "Medically Underserved" are areas designated by the U.S. Department of Health and Human Services as having too few primary care providers, high infant mortality, high poverty, or a high elderly population. Medical access and health support services information is an important area for community planners to ensure that support is in place to accommodate an older population.

Ambulatory Surgical Centers	Value
Facilities	4
Operating Rooms	8
Recovery Beds	24

Source: Florida AHCA, 2023

Hospitals	Value
Hospitals	3
Hospitals with Skilled Nursing Units	0
Hospital Beds	431
Skilled Nursing Unit Beds	0

Source: Florida AHCA, 2023

Medical Professionals	Value
Medical Doctors	
Licensed	1,159
Limited License	2
Critical Need Area License	12
Restricted	0
Medical Faculty Certification	0
Public Health Certificate	0
Other Professionals	
Licensed Podiatric Physicians	34
Licensed Osteopathic Physicians	165
Dentists	261
Licensed Registered Nurses	6,132
Pharmacies	43

Source: Florida Department of Health, 2023

Assisted Living Facility	Value
Total ALF Beds	1,370
Optional State Supplementation (OSS) Beds	0
Non-OSS Beds	626
Total ALF Facilities	21
Facilities with Extended Congregate Care License	4
Facilities with Limited Mental Health License	0
Facilities with Limited Nursing Service License	5

Source: Florida AHCA, 2023

Medically Underserved	Value	Percent
Total Medically Underserved	10,126	12%
Living in Areas Defined as Having Medically Underserved Populations	10,735	13%
Living in Medically Underserved Areas	0	0%

Source: Calculated using U.S. Health Resources & Services Administration and AGID

Health Insurance 65+	Value	Percent
Insured	56,524	92%
Uninsured	386	8%

Source: U.S. Census Bureau, 2018-2022 ACS

Disability Status	Value	Percent
With One Type of Disability	7,655	9%
With Two or More Disabilities	8,190	10%
Total With Any Disability		
Hearing	6,600	8%
Vision	2,885	4%
Cognitive	3,890	5%
Ambulatory	9,880	12%
Self-Care	3,295	4%
Independent Living	6,080	7%
With No Disabilities	55,575	68%
Probable Alzheimer's Cases (65+)	5,955	10%

Source: U.S. Census Bureau, 2018-2022 ACS, AGID 2017-21 ACS

Medicaid & Medicare Beneficiaries	Value	Percent
60+ Medicaid Eligible	4,466	15%
60+ Dual Eligible	3,879	64%

Source: Florida AHCA, 2023

Adult Day Care (ADC)	Value
ADC Facilities	1
Capacity	21

Source: Florida AHCA, 2023

Home Health Agencies	Value
Agencies	12
Medicaid Certified Agencies	0
Medicare Certified Agencies	7
Homemaker and Companion Service Companies	12

Source: Florida AHCA, 2023

2024 Profile of Older Floridians

St. Johns County Health Profile and Medical Resources

Skilled Nursing Facility (SNF) Use	Value
SNFs With Beds	8
Community Beds	8
Sheltered Beds	3
Veterans Administration Beds	1
Other Beds	0
SNF Beds	750
Community Beds	750
Sheltered Beds	150
Veterans Administration Beds	120
Other Beds	0
SNFs With Community Beds	8
Community Bed Days	204,035
Community Patient Days	167,281
Medicaid Patient Days	84,948
Occupancy Rate	82%
Percent Medicaid	51%

The day the patient is admitted is a patient day. A bed day is a day during which a person is confined to a bed and in which the patient stays overnight in a hospital.

Source: Florida AHCA, 2023

Emergency Medical Services (EMS) Providers	Value
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EMS providers include air ambulances and ambulances with Basic Life Support (BLS) or Advanced Life Support (ALS).

Source: Florida Department of Health, 2023

Adult Family Care Homes	Value
Homes	0
Beds	0

Source: Florida AHCA, 2023

Memory Disorder Clinics	Value
Total	0

Source: Florida DOEA's Summary of Programs and Services (SOPS), 2023

Dialysis	Value
End-Stage Renal Disease Centers	4

Source: Florida AHCA, 2023

St. Johns County Disaster Preparedness

The disaster preparedness section presents the count and percentage of people age 60 or older living in the legislative district that fall within particular storm surge evacuation zones, as well as the number of DOEA Home and Community-Based Services (HCBS) clients who reside in these zones. The estimate of electricity-dependent individuals is presented by insurance type to show the number of people who use electricity-dependent medical equipment necessary for things such as survival or mobility. This information can also be used to evaluate the sufficiency of shelters, generators, and evacuation route roadways to handle the needs of seniors and medically fragile adults in emergencies.

Electricity-Dependent	Value
Medicare Beneficiary	2,283
Medicaid Beneficiary	33

Medicare beneficiary includes the entire Medicare population (65+ and SSI recipients).

Medicaid beneficiaries are individuals age 60 to 64.

Source: Florida AHCA, U.S. Centers for Medicare & Medicaid Services, 2022, and U.S. Department of Health & Source: FDEM, 2024

Shelter Resources	Value
Number of General Shelters	42
General Shelter Max Capacity in People	20,897
Number of Special Needs Shelters	8
Special Needs Shelters Max Capacity in People	1,953

Evacuation Zones	Value	Percent
DOEA HCBS Clients	621	100%
Zone A	217	35%
Zone B	25	4%
Zone C	57	9%
Zone D	2	0%
Zone E	16	3%
Lives in an Evac Zone and Has Memory Problems*	47	8%
Lives in an Evac Zone and Lives Alone*	137	22%

Zones are associated with the following surge heights: Zone A up to 11 feet, Zone B up to 15 feet, Zone C up to 20 feet, Zone D up to 28 feet, and Zone E up to 35 feet.

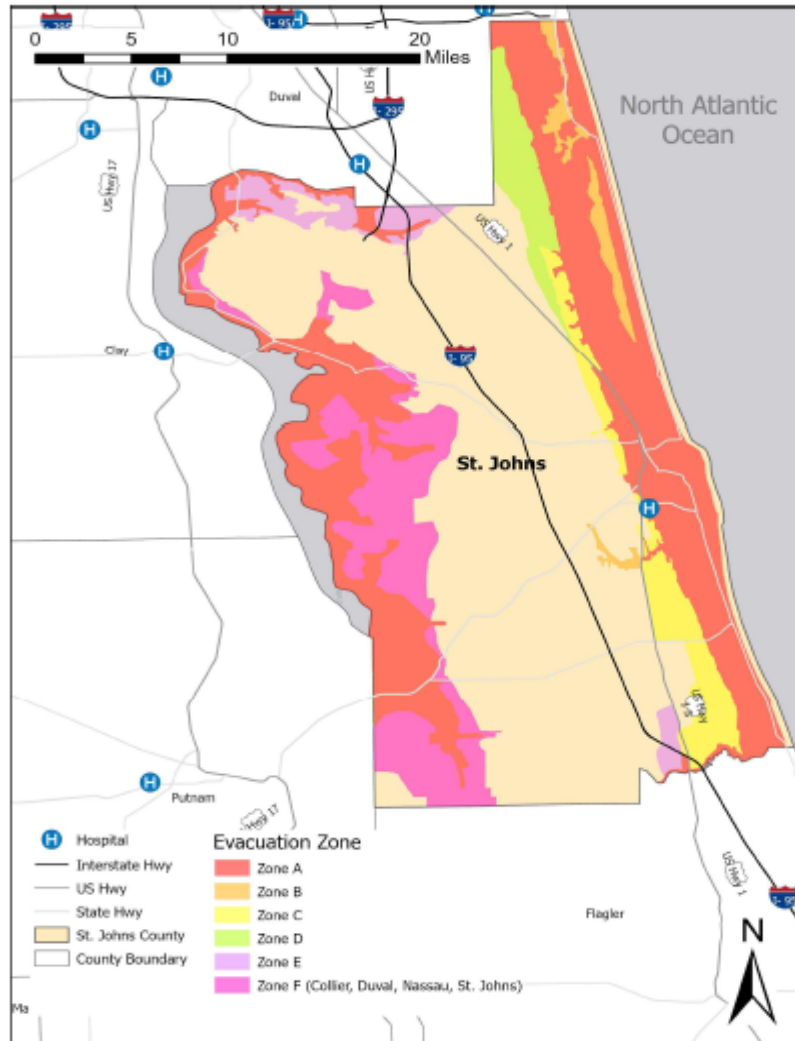
*Note: There are additional county-specific evacuation zones not listed on this table.

Source: Florida DOEA CIRTS, Florida Division of Emergency Management (FDEM), 2024

2024 Profile of Older Floridians

St. Johns County Disaster Preparedness

Evacuation Zones



Zones are associated with the following surge heights: Zone A up to 11 feet, Zone B up to 15 feet, Zone C up to 20 feet, Zone D up to 25 feet, and Zone E up to 35 feet.
Source: FDEM, 2024

Source: Source: 2018 Saint Johns County Profile of Older Floridians, State of Florida, Department of Elder Affairs
http://elderaffairs.state.fl.us/doea/pubs/stats/County_2018/Counties/StJohns.pdf

Number of Homeless Students PK-12 in St. Johns County, 2017- 2018

Total Homeless Students 2017-18 2019-20 Survey	Living Situation:	Shelters	Shared housing	Other	Motels
876 661		107 76	640 505	34 29	95 51

Source: Florida Department of Education's website:

<http://www.fldoe.org/policy/federal-edu-programs/title-x-homeless-edu-program-hep.stml>

The Percentage of Population Below the Poverty Line by Age in St. Johns County, 2018 2023

<u>Age</u>	<u>Total Estimate</u>	<u>Total Margin of Error</u>	<u>Total Below Poverty Line Estimate</u>	<u>Total Below Poverty Line Margin of Error</u>	<u>Percent Below Poverty Line</u>	<u>Percent Below Poverty Line Margin of Error</u>
<u>Under 18 years</u>	50,495 62,507	+/-478 367	4,284 4,268	+/-933 1,101	8.5% 7.4%	+/-1.8
<u>Under 5 years</u>	11,833 13,385	+/-144 111	1,149 1,078	+/-386 413	9.7% 8.1%	+/-3.2 3.1
<u>5-17 Years Old</u>	38,662 49,122	+/-486 348	3,135 3,550	+/-732 909	8.1% 7.2%	+/-1.9 1.8
<u>Related Children of Householder Under 18 Years</u>	50,240 61,945	+/-510 506	4,096 4,227	+/-923 1,080	8.2% 6.8%	+/-1.8 1.7
<u>18 to 64 years</u>	137,610 166,392	+/-248 135	12,955 11,417	+/-1,470 1,385	9.4% 6.9%	+/-1.1 0.8
<u>18 to 34 years</u>	39,667 45,059	+/-268 135	4,964 3,585	+/-705 623	12.5% 8.0%	+/-1.8 1.4
<u>35-64 years</u>	97,943 121,333	+/-163 149	7,991 7,832	+/-1,075 1,120	8.2% 6.5%	+/-1.1 0.9
<u>60 years and over</u>	60,435 80,746	+/-715 1,174	3,741 4,915	+/-462 712	6.2% 6.1%	+/-0.8 0.9
<u>65 years and over</u>	44,795 60,014	+/-139 105	2,421 3,334	+/-367 518	5.4% 5.6	+/-0.8 0.9

Note: The poverty line is based on the U.S. Census's Poverty Threshold which is the minimum annual income determined by the age, household type, and the number of children in a household for each family unit. The number of family units below that minimum annual income for each group are considered living below the poverty line. The minimum breakdown for each group is found at <https://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html>

Source: The American Community Survey 2018-Five Year Estimates

https://data.census.gov/cedsci/table?q=S1701&q=0500000US12109&tid=ACSST5Y2018.S1701&vintage=2018&layer=VT_2018_05_0_00_PY_D1

Employment

Subject	Saint Johns, Florida				
	Total		Labor Force Participation Rate		Employment/Pop-
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Population 16 years and over	190,328	+/-428	60%	+/-1	56.8%
AGE					
16 to 19 years	12,126	+/-543	36.8%	+/-4.6	28.5%
20 to 24 years	11,530	+/-307	73.8%	+/-4.8	70.2%
25 to 29 years	10,916	+/-178	82.5%	+/-2.9	78.9%
30 to 34 years	12,461	+/-140	83.9%	+/-3.1	80.2%
35 to 44 years	30,238	+/-212	82.9%	+/-2.1	78%
45 to 54 years	34,117	+/-173	81.0%	+/-2.1	77.1%
55 to 59 years	18,033	+/-735	73.6%	+/-2.8	70.6%
60 to 64 years	15,668	+/-726	53.4%	+/-3.7	51.7%
65 to 74 years	27,920	+/-184	22.6%	+/-2.1	21.5%
75 years and over	17,319	+/-183	7%	+/-1.8	6.7%
RACE AND HISPANIC OR LATINO ORIGIN					
White alone	170,973	+/-562	59.6%	+/-1	56.5%
Black or African American alone	9,769	+/-329	61.4%	+/-4.3	56.3%
American Indian and Alaska Native alone	611	+/-243	62.5%	+/-16	57.6%
Asian alone	5,181	+/-401	69.3%	+/-5.3	64.7%
Native Hawaiian and Other Pacific Islander	122	+/-76	55.7%	+/-19.7	38.5%
Some other race alone	909	+/-285	61.8%	+/-10.8	54.1%
Two or more races	2,763	+/-572	63.5%	+/-6.9	61.2%
Hispanic or Latino origin (of any race)	12,095	+/-82	63.7%	+/-4.2	58.5%
White alone, not Hispanic or Latino	160,726	+/-383	59.4%	+/-1.1	56.4%
Population 20 to 64 years	132,963	+/-329	76.9%	+/-1.1	73.3%
SEX					
Male	64,264	+/-316	84.4%	+/-1.2	80.8%
Female	68,699	+/-109	70.0%	+/-1.5	66.2%
With own children under 18 years	24,817	+/-1,020	70.3%	+/-2.5	66.5%
With own children under 6 years only	5,559	+/-629	69.2%	+/-5.8	64.9%
With own children under 6 years and 6 to 17 years old	3,916	+/-547	71.4%	+/-7.8	68.2%
With own children to 6 to 17 years	15,342	+/-972	70.5%	+/-3.1	66.7%
POVERTY STATUS IN THE PAST 12 MONTHS					
Below poverty level	12,386	+/-1,370	44%	+/-5.1	35.1%
At or above the poverty level	120,157	+/-1,410	80.6%	+/-0.9	77.5%
DISABILITY STATUS					
With any disability	11,475	+/-853	46.7%	+/-4.2	42.8%
EDUCATIONAL ATTAINMENT					
Population 25 to 64 years	121,433	+/-188	77.2%	+/-1.2	73.6%
Less than high school graduate	6,067	+/-692	66.4%	+/-5.9	61.9%
High school graduate (includes	23,802	+/-1,547	71.7%	+/-3.8	68.4%
Some college or associate degree	36,723	+/-1,608	77.1%	+/-1.9	72.6%

Bachelor's degree or higher	54,841	+/-1,701	81.0%	+/-1.4	77.7%
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Subject	Saint Johns County, Florida		
	Employment/Population Ratio	Unemployment rate	
	Margin of Error	Estimate	Margin of Error
Population 16 years and over	+/-1.1	4.9%	+/-0.8
AGE			
16 to 19 years	+/-4.1	18.9%	+/-6.9
20 to 24 years	+/-5	4%	+/-1.8
25 to 29 years	+/-3.1	4.3%	+/-1.8
30 to 34 years	+/-3.6	2.5%	+/-1.4
35 to 44 years	+/-2.4	5.4%	+/-1.7
45 to 54 years	+/-2.2	4.5%	+/-1.1
55 to 59 years	+/-2.9	4%	+/-2
60 to 64 years	+/-3.8	3.2%	+/-1.6
65 to 74 years	+/-2.1	4.9%	+/-1.9
75 years and over	+/-1.8	4.1%	+/-3.7
RACE AND HISPANIC OR LATINO ORIGIN			
White alone	+/-1.1	4.7%	+/-0.7
Black or African American alone	+/-4.7	7.9%	+/-3.4
American Indian and Alaska Native alone	+/-16.7	6.1%	+/-9.5
Asian alone	+/-5.8	5.7%	+/-5.1
Native Hawaiian and Other Pacific Islander alone	+/-19.2	30.9%	+/-42.5
Some other race alone	+/-10.4	11.2%	+/-9.5
Two or more races	+/-7.9	3.7%	+/-3.7
Hispanic or Latino origin (of any race)	+/-4.4	4.6%	+/-2.5
White alone, not Hispanic or Latino	+/-1.1	4.7%	+/-0.7
Population 20 to 64 years	+/-1.2	4.3%	+/-0.7
SEX			
Male	+/-1.3	3.4%	+/-0.8
Female	+/-1.6	5.3%	+/-1.2
With own children under 18 years	+/-2.8	5.3%	+/-1.9
With own children under 6 years only	+/-6.3	6.2%	+/-5.4
With own children under 6 years and 6 to 17 years	+/-7.9	4.5%	+/-3
With own children under 6 to 17 years only	+/-3.3	5.2%	+/-2.1
POVERTY STATUS IN THE PAST 12 MONTHS			
Below poverty level	+/-4.3	20.2%	+/-6.2
At or above the poverty level	+/-1	3.4%	+/-0.7
DISABILITY STATUS			
With any disability	+/-3.9	8.4%	+/-3.5
EDUCATIONAL ATTAINMENT			
Population 25 to 64 years	+/-1.3	4.3%	+/-0.8
Less than high school graduate	+/-5.9	6.8%	+/-3.2

High school graduate (includes equivalency)	+/-3.7	4.3%	+/-1.3
Some college or associate degree	+/-2.2	5.4%	+/-1.7
Bachelor's degree or higher	+/-1.6	3.5%	+/-1

Source: The American Community Survey 2018-Five Year Estimates

https://data.census.gov/cedsci/table?q=S2301&g=0500000US12109&tid=ACST5Y2018.S2301&vintage=2018&layer=VT_2018_050_00_PY_D1

Overview of Land Use, Population/Composition and Employment

The future land use map and demographics, when considered together indicate that St. Johns County is an urbanizing County with a mixture of rural areas and population/service centers. Prior to the pandemic, jobs were increasing and unemployment was falling. The population has been and is projected to grow more quickly than some counties in Northeast Florida and most of the State, but like all of them, is aging. The ALICE (Asset Limited, Income Constrained, Employed) report done in 2018 by the United Way of Florida, analyzed households that earn more than the U.S poverty level but less than the basic cost of living for the County. In the case of St. Johns County, the median household income at \$ 80,712 is significantly higher than the statewide average of \$55,462. The ALICE report identifies the household survival budget for a single adult as \$26,148 and for a family with two working parents, an infant and a Pre-K child as \$80,652. The transportation portion of the family survival budget is the fourth largest expense after housing, childcare, and food for a family with two adults and two children who are in childcare. The number of households below the poverty level (7%) combined with the number of ALICE households, who earn less than the household survival budget (27%), make up 34% of St. Johns County's total households.

These households are among those in need of transit, so they can save money and build wealth. Additional data related to transit and the demographics of St. Johns County are available in the St. Johns County Transit Development Plan, 2016 Major Update available on the North Florida Transportation Planning Organization website <http://northfloridatpo.com/planning-studies/>.

Major Trip Generators/Attractors

Trip generators are land use from which trips originate, such as residential areas and group homes, while trip attractors are land uses which serve as the destinations of trips. Types of attractors include shopping areas, employment centers, medical offices, educational facilities, governmental offices and recreational areas.

While the majority of trips made by clients occur within the confines of St Johns County, often times more specialized attractors are located in neighboring counties such as Duval, Putnam and Flagler Counties or even more distant communities such as Gainesville. Since these trips tend to be more costly to provide, careful planning and scheduling is required on the part of the CTC in order to deliver these services efficiently.

Inventory of Available Transportation Services

Other than transportation network companies that provide rides to or from St. Johns County and the St. Johns County Council on Aging (SJCCOA) as the Community Transportation Coordinator for St. Johns County and the operator of Sunshine Bus, the following companies provide transportation:

- A1 All American Cab
- Abraxi Taxi
- Ace Taxi
- Affordable Taxi
- Ancient Cab
- Castillo Cab
- Eco-ride Taxi
- Green Taxi
- Sax Taxi
- Yellow Cab
- A-Team Taxi Service

SECTION 2: SERVICE ANALYSIS

Forecasts of Transportation Disadvantaged Population

Based on the Center for Urban Transportation Research (CUTR) 2013 Methodology Guidelines for Forecasting TD Transportation Demand, the general TD population estimate for 2018 is 79,344 or 30.4% of the total population. The forecast for 2020 considers that of the TD population, 7,544 persons are of critical need. This is comprised of 7,039 persons who are considered to have severe disabilities and 505 persons of low income without access to an automobile or transit. The critical need population could be expected to make 87,000 daily trips and 286,206 annual trips in 2020. The forecast model is included as Appendix 6.

Needs Assessment

This section provides an overview of the programs that are qualified for funding under the Public Transportation, Elderly Individuals and Individuals with Disabilities, and New Freedom programs in support of the Federal Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The CTC makes use of 5307, FDOT Block Grant, the Surface Transportation Program, programs available through the Commission for the Transportation Disadvantaged, County grants, and is always looking for new and non-traditional ways to obtain funding to fill the needs of the community. The CTC provides paratransit service inside the County and to outside destinations, supplemented by local ambulance service to meet the demand for stretcher trips. In addition, they provide inter-county paratransit service.

Section 5310 - Transit for the Elderly and Persons with Disabilities – This program provides formula funding to states for the purpose of assisting private non-profit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Section 5311 – Rural and Small Urban Areas – This program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 people. Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofit organizations and operators of public transportation services.

5-Year Transportation Disadvantaged Transportation Improvement Program and other Funding Requests and Results

Fiscal Year	Section 5310	Section 5311	Section 5339	Funding Received
16/17	\$200,000 Operating funds for the Teal Line			\$200,000 5310 Operating
17/18	\$425,150 Operating funds for the Teal Line of the Sunshine Bus Company and	\$309,176 in operating funds		\$290,000 5310 Operating

	to support Purple/Connector lines.			
18/19	\$145,000 Operating funds for the Teal Line of Sunshine Bus Company	\$316,000 in operating funds		5310-Total \$162,000 (Local \$81,000, Federal \$81,000) 5311-Total \$664,102 (Local \$332,051, Federal \$332,051)
19/20	Total-\$220,616, Federal \$110,308, Local \$110,308		5310- \$220,616 (50% local match) Operating	
20/21	\$245,000 Operating funds for the Teal Line of Sunshine Bus	Total \$753,660 (Fed 376,830 Local \$376,830)		5310-Total \$245,000 (Local \$122,500, Federal \$122,500) 5311- Total \$753,660 (Local \$376,830, Federal \$376,830)
21/22	Total-\$326,426, Federal \$163,213, Local \$163,213 OPERATING funds for the Teal Line of the Sunshine Bus Company. \$280,340 Operating funds (CRRSAA/ARP)	\$365,695 to support rural paratransit and Sunshine Bus routes \$1,121,357 Operating funds (CRRSAA/ARP)		5310- Total \$326,426 (Local \$163,213, Federal \$163,213) 5311 - Total \$1,252,443 (All Federal)

Fiscal Year	Section 5310	Section 5311	Section 5339	Funding Received
22/23	Operating Assistance for Fixed Route			\$234,402-Total (All Federal)
23/24	\$172,175 Operating request to continue the existing level of service on the Teal Line in St. Johns County.			

Barriers to Coordination

The following are identified barriers to the Coordination process:

- Lack of adequate funding for coordinating transportation services. This leads to less service efficiency and higher costs.
- Continued funding cuts or flat funding for transportation services.
- Agencies that are not paying the fully allocated operating cost for transportation services. This causes other agencies to pay a higher cost for transportation services in effect subsidizing the agencies that do not pay the fully allocated operating cost.
- Agencies that do not budget for transportation services. These agencies then place a heavy reliance on the TD Trust Funds for their transportation needs. Agencies that do not adequately fund client transportation cause other agencies and funding sources to pay the additional cost of agency transportation services.
- Lack of specialized medical care available within St. Johns County itself which results in numerous trips being made outside of the service area for specialized care.
- Medicaid trips are exempt from Coordination due to Medicaid Reform resulting in loss of revenue.

GOALS, OBJECTIVES, STRATEGIES AND IMPLEMENTATION SCHEDULE

Goal 1: Coordination of transportation disadvantaged services.

OBJECTIVE 1.1: Contract with agencies purchasing transportation services using public funds.

Strategy 1.1.1: Utilize executed Purchase of Service Agreements (POS) as necessary with all agencies purchasing transportation services with public funds prior to service being initiated. Such POS Agreements shall specify the service and cost of each type of transportation service to be provided (fixed, direct, indirect, per mile, etc.).

Implementation Schedule: The CTC will act as soon as it becomes aware of the need for a POS. Reporting will be as needed or in the final quarter, when the TDSP is reviewed.

GOAL 2: Focus on consumer choice and efficiency.

OBJECTIVE 2.1: Arrange transportation services to maximize consumer choice and vehicle efficiency.

Strategy 2.1.1: As funding permits, maintain operations of deviated fixed-route systems.

Strategy 2.1.2: Using Trapeze, analyze current service delivery and demands for service to develop consumer travel patterns.

Strategy 2.1.3: Survey transportation system users for potential ridership levels and develop routes accordingly.

Strategy 2.1.4: Increase number of clients/riders served.

Strategy 2.1.5: Maximize the multi-loading of vehicles trips as practical to reduce cost per trip and maximize efficiency.

Strategy 2.1.4 As the State and County allow, and as the TD Commission develops a mechanism to authorize and fund rides from transportation network companies or other providers, utilize the range of services that make sense in St. Johns County or regionally to maximize efficiency and choice.

Implementation Schedule: The CTC will track data and report in the final quarter, when the TDSP is reviewed.

OBJECTIVE 2.2: Market the system within St. Johns County and regionally.

Strategy 2.2.1: Promote service availability to agencies and consumers through advertising efforts, social media, partnerships, the distribution of flyers to social service agencies and consumers, and to the general public at County events.

Strategy 2.2.2: Maintain on-time performance, as this will help the system “sell itself” by word of mouth.

Implementation Schedule: The CTC will market on an ongoing basis. On-time performance will be reported with the annual evaluation done by the LCB.

GOAL 3: **Accountability: Utilize the Transportation Disadvantaged trust fund non-sponsored grant monies efficiently.**

OBJECTIVE 3.1: Adhere to strict budget of non-sponsored funding to prevent over-spending or under-spending of non-sponsored trip monies at end of grant year cycle.

Strategy 3.1.1: Delineate budget utilizing non-sponsored monies with monthly allocation. Provide report to Coordinating Board on status of these funds at each meeting.

Implementation Schedule: The CTC will track the budget on an ongoing basis and report quarterly to the LCB.

GOAL 4: **Utilize the expertise of the Local Coordinating Board.**

OBJECTIVE 4.1: Complete all reports in a timely fashion which require Coordinating Board approval and/or review, including all reports requested by the Coordinating Board.

Strategy 4.1.1: Final draft preparation of reports will be completed prior to the Quarterly meeting and presented to the Board for their review.

Strategy 4.1.2: Provide a written overview of ridership totals, vehicles miles, costs, and revenue at each quarter, with a comparison to the same quarter of the previous year.

Strategy 4.1.3: Provide and present the Annual Operating Report to the LCB prior to its submittal to the Commission for the Transportation Disadvantaged on or before September 15.

Strategy 4.1.4: Present rate calculation for the LCB approval.

Strategy 4.1.5: Information on grants applied for will be provided to the LCB for their approval for incorporation into this plan.

Implementation Schedule: The CTC and Planning Agency will provide timely reporting to the LCB and the Commission on an ongoing basis.

GOAL 5: **Customer Satisfaction.**

OBJECTIVE 5.1: The Local Coordinating Board shall monitor the quality of service provided by the Community Transportation Coordinator.

Strategy 5.1.1: The Community Transportation Coordinator shall report complaints to the Local Coordinating Board.

Strategy 5.1.2: The Community Transportation Coordinator will to respond to grievances as specified by the bylaws of the Local Coordinating Board.

Implementation Schedule: The CTC will provide timely reporting to the LCB on an ongoing basis.

GOAL 6: **Maintain and plan for a safe and adequate fleet.**

OBJECTIVE 6.1: Develop and maintain a transit capital acquisition/replacement plan with an emphasis on safety.

Strategy 6.1.1: Identify vehicles due for replacement during the budget process at the start of each CTC fiscal year.

Strategy 6.1.2: Utilize all available Federal, State, and local grant funding sources including but not limited to FTA 5307, Surface Transportation Program, FDOT Section 5310, 5311(f), and 5339, as well as FDOT Service Development program funds for procurement of vehicles for either replacement or expansion purposes as necessary.

Implementation Schedule: The CTC will provide timely reporting to the LCB on an ongoing basis.

Goal 7: **Support regional transit.**

OBJECTIVE 7.3: Increase coordination with other counties in Northeast Florida and surrounding communities.

Strategy 7.3.1: Continue to participate in the Northeast Florida Regional Transit Working Group (RTWG) in implementing the Regional Transit Action Plan.

Strategy 7.3.2: Coordinate multi-county trips and service enhancement between St. Johns County and other counties by cooperating and working with nearby counties as well as the Community Transportation Coordinators represented on the RTWG (Baker, Duval, Nassau, and Putnam Counties) and Flagler County.

Implementation Schedule: The CTC and Planning Agency will attend monthly meetings of the RTWG as needed. Other efforts are ongoing.

SECTION 3: SERVICE PLAN

OPERATIONS

The operations element is a profile of the St. Johns County Transportation Disadvantaged system. This element is intended to provide basic information about the daily operations of the St. Johns County Council on Aging (SJCCOA). Paratransit programs are designed to provide door-to-door or door-through-door transportation for individuals who otherwise have difficulty accessing transportation. By their nature these programs are more expensive to operate. In order to efficiently utilize transportation funding SJCCOA provides a county-wide deviated fixed route bus system designed to provide public transportation to a wide range of known origins/destinations necessary for everyday living. We encourage paratransit riders to utilize the deviated fixed route bus routes whenever possible to meet their mobility needs.

The deviated fixed route buses offers a cost-effective and accessible service. Seniors, individuals with disabilities, and students receive a cash fare discount for all bus routes. The CTC can also purchase all-day or monthly bus passes using CTD funding to enhance qualified riders ability to travel independently.

Each year, SJCCOA's paratransit (demand-response) system provides about 60,000 rides to individuals with disabilities, seniors, and low-income workers. The Deviated Fixed Route (Sunshine Bus Company) system provided 281,269 rides in 2016. To ensure safe, efficient and effective service, the following policies have been established.

Most SJCCOA buses contain accessible features, including: a ramp or wheelchair lift for mobility impaired boarding; on-board wheelchair securement areas; and stop announcements by drivers.

SJCCOA drivers are trained to safely secure wheelchairs. SJCCOA requires that all mobility devices such as wheelchairs and scooters be secured using the proper four (4) point securement devices on board all buses. SJCCOA also strongly encourages but does not require users in mobility devices to use the provided lap and shoulder belts. SJCCOA drivers also assist with the use of ramps/wheelchair lifts and securement devices, as necessary.

Riders must be able to physically board and alight from the bus. If an individual cannot physically board or alight from a bus, the individual will need to acquire the resources needed to overcome their disabling condition, such as, a mobility device and/or personal care attendant. SJCCOA does not provide assistance when safety to drivers or passengers is at risk.

SJCCOA will provide to its passengers, upon request, service materials including maps, applications and policies in an accessible format for disabled individuals. If an accessible format is unavailable, SJCCOA will accommodate the individual's request to the best of its ability.

Types, Hours and Days of Service

Paratransit transportation services are provided on a subscription and demand-response basis six days per week, Monday-Saturday. Trips are available on those days from 5:00 AM to 6:00 PM. A dispatcher is on-duty from 6:00 AM to 6:00 PM. Our goal is to have both drivers and dispatchers

available from 5:00 AM to 8:00 PM Monday-Saturday depending on funding and staff availability. SJCCOA's demand-response transportation services are considered public transportation and are available to those subsidized by various funding sources as well as private pay.

The Sunshine Bus Company operates Monday - Saturday all year long from 5:30 AM - 8:05 PM. Schedules and route maps can be obtained on-line at WWW.Sunshinebus.net or in various locations throughout the County. Information can be obtained by calling (904) 209-3716.

Eligibility Criteria for TD Funded Trips

The St. Johns County Transportation Disadvantaged Coordinating Board has established an eligibility process for the provision of non-sponsored service to St. Johns County residents. Recognizing that the non-sponsored funding is limited, the CTC has decided to recertify clients every 3 years. Clients will need to reapply every 3 years to continue eligibility. If there is a change in a customer's financial or medical condition, they should contact SJCCOA immediately to review impact to rider eligibility. Proof of income and medical verification is required to qualify for non-sponsored funding.

Upon expiration or failure to re-certify for eligibility, a customer will be unable to utilize non-sponsored transportation disadvantaged service until they are able to satisfy eligibility requirements. Applications for non-sponsored eligibility determination is a multi-step qualification process that substantiates the individual's ability to meet the criteria outlined in Chapter 427, F.S.

The applicants **must** meet the following criteria:

- Are not eligible for transportation services sponsored or provided by another program or agency as part of an agency's eligible services.
- Must be a resident of St. Johns County
- Do not have access to their own or a household member's automobile, and are therefore transportation dependent on others

AND

- Cannot access any fixed routes public bus service available within St. Johns County due to a physical or cognitive disability that prevents usage of the fixed route system.

OR

- Have a documented household income that does not exceed 200% of the federal poverty guidelines. Household income includes all income that an applicant receives prior to disbursement to any assisted living facility or care provider.

Escorts and Attendants Escorts

An escort is an individual traveling with a TD-eligible individual as a companion or is a specifically designated person to assist with the eligible individual's needs. Escorts may travel with the customer at any time, provided space is reserved when the trip is booked and they have the same origin and

destination as the eligible client. When scheduling a trips, Customers will need to tell the reservationist that they will be traveling with an escort. Drivers cannot add escorts not scheduled on the reservation.

Accessing Services

Paratransit:

For the best service, arrangements for a paratransit ride should be scheduled with customer service by 4:00 PM the day prior to the trip. Same day reservations are possible on a space/time available basis; please try to call no later than 2 hours prior to the desired trip. Rides can only be scheduled a maximum of 7 days in advance. Subscription service is available for regularly recurring trips.

Individuals wishing to utilize the SJCCOA's transportation services can access the system by calling the central reservation number at (904) 209-3710 between the hours of 7:30 a.m. - 4:00 p.m. Clients may also call the dispatch office to book a trip at (904) 209-3711 from 6:00 AM - 7:30 AM and from 4:00 PM - 6:00 PM. when the reservation office is not staffed. This policy is necessary in order to group trips for individuals who are sponsored and non-sponsored to obtain the most cost-effective method of service delivery. Note, in the near future the CTC will be able to book trips until 8:00 p.m. through the dispatch office number.

Sunshine Bus:

Riders may board or exit the bus at any safe street corner or location along the bus route that does not have bus stop signs. Routes on US 1, King St. and San Bartola Blvd. have designated bus stops marked by signs. Other designated bus stop locations (primarily in the urban areas) will be added in the future and public notice will be given.

Individuals with hearing impairments can access the SJCCOA's transportation services by utilizing the State of Florida Relay System. The Relay System can be accessed 24 hours a day by calling either (800) 955-8770 or (800) 955-8771.

Trip Cancellation / No Show Policy

When a rider needs to cancel a trip, the cancellation should occur more than one hour prior to the scheduled pick-up time. A late cancellation (less than 1 hour) is considered a no-show.

A no-show is defined as the act of a person, who, having scheduled a paratransit trip, or Sunshine Bus route deviation changes his/her mind about making the trip but does not cancel the appointment, allowing the vehicle to arrive but not boarding it. The definition also includes cancellations less than one hour before the scheduled pick-up time but does not include incidents like scheduling problems, late pickups and other operational problems of the provider. The provider will wait up to 5 minutes for each rider after arriving at the pick-up location.

SJCCOA does not count as no-shows [or late cancellations] any trips due to our error, such as:

- Trips placed on the schedule in error
- Pickups scheduled at the wrong pickup location

- Drivers arriving and departing before the pickup window begins
- Drivers arriving late (after the end of the pickup window)
- Drivers arriving within the pickup window, but departing without waiting the required five minutes
- Long hold times that prevent callers from canceling trips by telephone in a timely manner

SJCCOA does not count as no-shows [or late cancellations] situations beyond a rider's control, such as:

- Medical emergency
- Family emergency.

SJCCOA will maintain records of no-show incidents. Each no-show will count as one occurrence.

No-Show Consequences (per Local Coordinating Board Policy):

- First violation: a customer receives a warning letter, hang tag and copy of this policy;
- Second violation: 7-day (1-week) suspension;
- Third violation: 14-day (2-week) suspension;
- Fourth violation: 21-day (3-week) suspension;
- Fifth and subsequent violations: 28-day (4-week) suspension;

Consequences are based on the current calendar year, and suspension periods will begin on a Monday. SJCCOA will retain records on customer compliance with this policy for the current calendar year. Repeated instances within the 12 month period following the 28-day suspension may result in additional suspension(s) or termination of paratransit or route deviation service.

All suspension notices will be sent by letter and include a copy of this policy, information on disputing no-shows and how to appeal suspensions.

If individual riders need to cancel their reservation for transportation service, they should contact the SJCCOA as soon as possible, preferably the day prior to the scheduled service. They should call reservations at (904) 209-3710 or dispatch at (904) 209-3711.

After-Hours Service

SJCCOA does not provide after-hours service.

Transportation Operators and Coordination Contractors

The SJCCOA provides all transportation services with its own fleet of vehicles.

The CTC will utilize the competitive bid (Request for Proposal) process, to secure additional transportation operators when the demand for transport exceeds the agency's ability to service the need.

Public Transit Utilization

The Public Transportation system in St. Johns County is provided by the St. Johns County Board of County Commissioners through a contract with SJCCOA and by the Commission For the Transportation Disadvantaged through its Community Transportation Coordinator, the SJCCOA.

Funding for the Sunshine Bus Company and the paratransit system is received through a combination of grants obtained by the County and SJCCOA. Ridership on the Sunshine Bus Company has continued to increase throughout the life of the program while paratransit trips have trended downward. This is the desired situation as Paratransit clients are encouraged to utilize the Sunshine Bus system when possible so that they may have more control over their transportation needs. Another benefit to this approach is to lessen the need for paratransit trips which are more expensive to provide.

School Bus Utilization

SJCCOA does not utilize buses or drivers provided by the school board.

Vehicle Inventory

A vehicle inventory for the SJCCOA is included as Appendix 4.

System Safety Program Plan Certification

The SJCCOA's System Safety Program Plan Certification is included as Appendix 5

Intercounty Services

SJCCOA provides deviated fixed route service to Duval and Putnam Counties through the Sunshine Bus Company and paratransit trips originating in St. Johns County with destinations in other neighboring counties on an as needed basis. Putnam County provides deviated fixed route service on the Ride Solution to the Greyhound station in St. Augustine and makes connections to the Sunshine Bus Company in Hastings and the Seabridge Plaza Hub.

Natural Disaster/Emergency Preparedness

The Disaster Preparedness Plan for the SJCCOA has been addressed in Appendix 10.

Education Efforts/Marketing

The SJCCOA accesses the local social service network for information distribution. The SJCCOA has developed fliers to advertise the availability of the transportation disadvantaged program. These fliers have been (and will continue to be) distributed to service agencies, churches, commodities distribution points, and other public locations. The SJCCOA has also expanded its marketing program to include newspaper, radio and Cable TV press releases and outreach. The Local Coordinating Board is very interested in the marketing of the program and will continue to take an active role in the future.

Acceptable Alternatives

There have been no acceptable alternatives for the provision of transportation service identified in St. Johns County.

Service Standards

Service standards are integral to the development and implementation of a quality transportation program and are intended to bring about uniform service provision in the coordinated system. The Local Coordinating Board (LCB) will evaluate the St. Johns County Council on Aging's (SJCCOA) compliance with the established service standards on an annual basis. The LCB will also accept any other agency's review of the SJCCOA which encompasses any of the following standards as part of the annual evaluation to determine compliance with that standard.

COMMISSION SERVICE STANDARDS

Drug and Alcohol Testing

All safety sensitive job positions shall comply with the pre-employment, randomization, post-accident and reasonable suspicion testing requirements of the Federal Transit Administration if Section 5311 funds are utilized to pay drivers employed by the SJCCOA.

Transport of Escorts and Dependent Children

On paratransit, children under age 16 and individuals requiring special assistance will be required to be accompanied by an escort. Escorts must be provided by the passenger. The escorts must be able to provide the necessary assistance to the passenger. Escorts shall be transported at no cost. On Sunshine Bus, children 12 and over may ride alone and may be accompanied by a sibling aged 10 or over.

Use, Responsibility and Cost of Child Restraint Devices

Children under age 4 are encouraged to be in a safety seat, and children ages 4 and 5 are encouraged to be in either a safety seat or a booster seat. It is the parent or guardian's responsibility to supply the proper child restraint when transporting a child in a SJCCOA vehicle.

Passenger Property

Passengers shall be allowed to have personal property which can be stowed under their seat and be carried independently onto the vehicle. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices, or intravenous devices.

Vehicle Transfer Points

Vehicle transfer points shall be located in a safe and secure place that provides shelter.

Local Toll Free Telephone Number

A local toll free telephone number shall be posted in all vehicles within the transportation system. This telephone number shall be included in the complaint process.

Out-of-Service Area Trips

The SJCCOA will provide out-of-service area trips as needed with approval of the funding source.

Vehicle Cleanliness

Interior of all vehicles shall be free of dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger. All vehicles shall be cleaned (interior and exterior) on a regular schedule.

Billing Requirements

The SJCCOA shall pay all bills within 15 days to subcontractors after receipt of said payment by the SJCCOA.

Passenger/Trip Database

The SJCCOA shall collect the name, telephone number, address, funding source eligibility and special requirements in a database on each passenger.

Adequate Seating

Vehicle seating shall not exceed the manufacturer's recommended capacity. Paratransit riders must be in a seat or wheel chair. Sunshine Bus allows standees.

Driver Identification

Drivers shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with the specific passenger upon pickup except in situations where the driver regularly transports the rider on a recurring basis. All drivers shall have a picture identification and/or name badge displayed at all times when transporting passengers.

Smoking

Smoking (tobacco products and e-cigarettes) is prohibited on all SJCCOA vehicles at all times.

Eating & Drinking on Vehicles

Eating and drinking are prohibited on all SJCCOA vehicles at all times, unless the client or driver has a documented medical condition which requires the client or driver to eat and/or drink. (i.e.: diabetes, etc.)

Two-Way Communications

All SJCCOA vehicles utilize either two-way radios, cellular phones, and/or MDTs to communicate during trips within the County boundaries. For trips taken outside of St. Johns County, drivers are equipped with cellular phones for communication with the SJCCOA dispatch office.

Air Conditioning/Heating of Vehicles

All vehicles in the SJCCOA fleet are furnished with adequate air-conditioning and heating equipment.

LOCAL STANDARDS

Non-sponsored Funds Priority Listing

The following list describes the local priorities of "non-sponsored" funds from the Commission for the Transportation Disadvantaged, as approved by the St. Johns County Local Coordinating Board: Medical Appointments, Shopping, Church, Recreation, Education, Family/Friend Visitation and Employment.

CPR/First Aid

Drivers are trained in CPR and Basic First Aid on a *strictly voluntary* basis. Furthermore, drivers are NOT REQUIRED to administer CPR/First Aid in any circumstance.

Driver Criminal Background Screening

All drivers are subjected to an FDLE background check prior to being hired. Any decisions made in response to an unsatisfactory background check are left to the discretion of the SJCCOA's Executive Director.

Pick-up Window

Pick-up windows have been established for all riders utilizing the SJCCOA transportation service.

These pick-up windows are necessary for enabling the agency to maintain trip schedules.

Paratransit Trips

It is necessary to multi-load trips whenever possible and maintain the daily trip schedule. All clients are informed of the pick-up window policy prior to riding on the system. Riders are asked to be ready to leave by the time stated in the pick-up window.

Pick-up window for trips on the SJCCOA Paratransit system is 30 minutes *before* the trip is scheduled until 15 minutes *after* the trip is scheduled. For example, a client who is scheduled to be picked up at 8:00 a.m. is required to be ready for pick-up by 7:30 a.m.

Once the vehicle arrives during the 45-minute pick-up window, the driver will wait up to 5 minutes for a passenger. If the rider is not prepared to board, the trip will be counted as a no-show and the vehicle will be dispatched to another location. It is the rider's responsibility to have clear visibility of the area where a vehicle would arrive for pick-up. The rider should be prepared to board the vehicle when it arrives.

Sunshine Bus Route Deviations

In order to allow the Sunshine Bus to maintain its normal schedule as close as possible its necessary to maintain a short pick-up window. All clients are informed of the pick-up window policy when they book a route deviation. Riders are asked to be ready to leave by the time stated in the pick-up window.

Pick-up windows for route deviations are 10 minutes, 5 minutes *before* the trip is scheduled and 5 minutes *after* the trip is scheduled. Once the vehicle arrives during the 10 minute pick-up window, the driver will wait up to 5 minutes for a passenger. If the rider is not prepared to board, the trip will be counted as a no-show and the vehicle will return to its route. It is the rider's responsibility to have clear visibility of the area where a vehicle would arrive for pick-up. The rider should be prepared to board the vehicle when it arrives.

Performance Standards

Paratransit Trips:

Scheduling Trips in Advance

It is preferred that Call-in reservations be made by 4 PM the work-day before the trip is needed to ensure availability. Same-day service is available on a space and time-slot availability basis. Evaluation will be based upon analysis of reservation data obtained from Trapeze software.

On-Time Performance

SJCCOA uses the Trapeze software to schedule client trips and track on-time performance. This software is set up with a 45 minute window around each requested pick up time. This on-time pickup window allows for 30 minutes prior and 15 minutes after the requested time. Actual performance is tracked in real time using Mobile Data Terminals (MDTs) mounted in each vehicle. If a trip is performed outside of the 45-minute window, it is documented as an early or late trip. Trips to appointments are also tracked to ensure that clients are not getting to their appointments late. Any performance after the appointment time is marked as late. On-time performance goals are: 80% overall (early and late), 90% for appointments and 82% for late only.

On-time performance will be measured by comparing scheduled time to actual time for the pick-up and drop-off. When on-time performance falls below the target, SJCCOA will determine factors that

impact on-time performance and take corrective actions, if needed

Passenger Wait Times

Pick-up Wait Time

Passenger wait time for pick-ups are set during the appointment process with the above mentioned 45-minute window. These are monitored using the on-time performance tools mentioned above. Dispatchers monitor each route to ensure that the drivers are running on schedule and take action (by rescheduling trips to another driver or sending out another vehicle) if a client is at risk of being picked up late. Therefore there is no standard for pick-up wait time. This is considered in the on-time standard.

On-Board Wait Time

The Trapeze software is set up to warn dispatchers if any client is at risk of being on board a vehicle longer than our established maximum on board travel time. We propose to schedule our trips to minimize On-Board Wait Time using a graduated scale which takes into consideration the fact that some of our trips are urban in nature while others are rural. These maximum times are based on Direct Travel Time for each client's trip and the fact that we multi-load:

<u>Direct Travel Time</u>	<u>On-Board Time</u>
0-28 Minutes	60 min
29-58 Minutes	90 min
>58 Minutes	120 min

Our Dispatchers monitor each route to ensure that the drivers are running on schedule and take action (by rescheduling trips to another driver or sending out another vehicle) if a client is at risk of exceeding On-Board Wait Time.

Customer Satisfaction

NEFRC surveys 30% of the riders on a driver's manifest annually. The results of the survey become part of the annual CTC evaluation, which is added to the TDSP and posted on NEFRC's website. They are evaluated annually by NEFRC and the LCB.

Accidents

The SJCCOA will compile a quarterly report of all reportable accidents for presentation to the Local Coordinating Board for their review. A reportable accident shall be defined as those accidents reported on the Annual Operations Report. The SJCCOA shall strive to sustain not more than 1.0 reportable accident per 250,000 vehicle miles for the established Annual Operating Report period.

Road Calls

The SJCCOA will compile a quarterly report of all road calls for presentation to the Local Coordinating Board for their review. A road call is defined as an interruption of service during the time the vehicle is in-service and which may or may not involve a mechanical failure of some element of the vehicle. The SJCCOA shall strive to sustain not less than 10,000 vehicle miles between road calls for the established Annual Operating Report period.

Call-hold Time

The SJCCOA shall strive to answer all incoming calls on the reservation line as quickly as possible. However, in instances when this is not possible and the caller must be placed on hold, the call-hold

time should not exceed a period of five (5) minutes. Once the appropriate equipment is obtained, call-hold time reports shall be generated on a quarterly basis and presented to the Local Coordinating Board for their review. Call-hold time performance will be measured using the percentage derived by dividing the total number of reservations made during the quarter, by the number of complaints received regarding call-holding time.

Local Complaint/Grievance Procedures

Definition of a Service Complaint

Service complaints are routine incidents that occur on a daily basis, are reported to the driver or dispatcher, or to other individuals involved with daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. Local service complaints are driven by the inability of the Community Transportation Coordinator (CTC) or transportation operators, not local service standards established by the Community Transportation Coordinator and local Coordinating Board.

Service Complaints may include but are not limited to:

- Late trips (late pickup and or late drop-off)
- No-show by transportation operator
- No-show by client
- Client behavior
- Driver behavior
- Passenger discomfort
- Service denial (refused service to client without an explanation as to why, i.e. may not qualify, lack of TD funds, etc.)

Definition of a FORMAL GRIEVANCE

A formal grievance is a written complaint to document any concerns or an unresolved service complaints regarding the operation or administration of TD services by the Transportation Operator, Community Transportation Coordinator, designated official planning agency (DOPA), or local Coordinating Board. The Grievant, in their formal complaint, should demonstrate or establish their concerns as clearly as possible.

Formal Grievances may include but are not limited to:

- Chronic or reoccurring or unresolved Service Complaints (Refer to the description of service complaints)
- Violations of specific laws governing the provision of TD services i.e. Chapter 427 F.S., Rule 41-2 FAC and accompanying documents, Sunshine Law, ADA. -Contract disputes (Agencies/Operators)
- Coordination disputes
- Bidding disputes
- Agency compliance
- Conflicts of interest
- Supplanting of funds
- Billing and /or accounting procedures

Service Complaint Process

SJCCOA is the CTC for St. Johns County as well as the Transportation Operator and as such strives to provide safe, affordable, and dependable transportation to all users. If for any reason the service does not live up to these expectations, passengers are encouraged to register a service complaint with SJCCOA's Director of Transportation. A thorough and prompt investigation of all service complaints shall be conducted by SJCCOA's Transportation Department according to the following procedure:

1. All service complaints will be documented by the person receiving the service complaint (driver, dispatcher, customer service representative, supervisor, etc.). If the service complaint alleges an ADA or Title VI violation, the county transit planner is notified.
2. The service complaint will then be submitted to the on-duty Road Supervisor for review and investigation.
3. The Road Supervisor will investigate the nature of the service complaint both with the customer and the alleged offender. If available and relevant, video/audio recordings will be obtained from the SJCCOA vehicle used in the incident.
4. The Road Supervisor will discuss investigative findings with the appropriate Transit Manager (Sunshine Bus Company or Paratransit) and determine a course of action. This will typically result in a recommendation of: Unsubstantiated- there is no evidence to support the service complaint or Substantiated- evidence supports the service complaint in whole or part.

In the case of an Unsubstantiated service complaint, no further action is required. In the case of a Substantiated service complaint, the Transit Manager and Road Supervisor will recommend a mitigation measure/s to the Director of Transportation for action. The Director of Transportation will contact the customer in writing with the results of the service complaint investigation. The response and other information is documented and filed.

Service Complaint Grievance Process

The decision of the Director of Transportation may be appealed to the SJCCOA Executive Director using the following procedure:

1. All grievances filed must be written and contain the following:
 - a. The name and address of the complainant;
 - b. A statement of the grounds for the grievance and supplemented by supporting documentation, made in a clear and concise manner;
 - c. An explanation of the relief desired by the complainant.
 - d. The grievance should be addressed to: Executive Director, St. Johns County Council on Aging, Inc. 180 Marine St., St. Augustine, FL 32084.
2. A written copy of the grievance procedures and rider policies are available to anyone, upon request.
3. The contact person and telephone number for access to information regarding reporting service complaints or filing a formal grievance is posted in each of the SJCCOA vehicles in plain view of riders.

4. SJCCOA Executive Director will respond to Grievant in writing noting the date of receipt and the date by which a decision will be made (not to exceed 15 working days) in a response mailed to the grievant.
5. SJCCOA Executive Director representing the CTC will render a decision in writing, giving the complainant an explanation of the facts that lead to the CTC's decision and provide a method or ways to bring about a resolution.
6. All documents pertaining to the grievance process will be made available, upon request, in a format accessible to persons with disabilities.
7. The SJCCOA Board of Directors, will receive a copy of the grievance and response.

Formal Grievance Process

Local Coordinating Board's formal grievance Procedures:

1. All formal grievances filed must be written and contain the following:
 - a. The name and address of the complainant;
 - b. A statement of the grounds for the grievance and supplemented by supporting documentation, made in a clear and concise manner;
 - c. An explanation of the improvements needed to address the complainant.
 - d. The grievance should be addressed to: Chairperson, Local Coordinating Board, 180 Marine St., St. Augustine, FL 32084 or emailed to Matt McCord at mmccord@stjohnscoa.com.
2. A written copy of the grievance procedures are available to anyone, upon request.
3. The Chairperson of the Local Coordinating Board will respond to Grievant in writing noting the date of receipt and the date by which a decision will be made (not to exceed 60 working days) in a response mailed to the grievant
4. The local Chairperson, Local Coordinating Board will render a response in writing providing explanation or recommendations regarding the grievance.
5. The local Coordinating Board grievance subcommittee must review all grievances and report accordingly to the full local Coordinating Board.
6. All documents pertaining to the grievance process will be made available, upon request, in a format accessible to persons with disabilities.
7. If the local Coordinating Board receives a grievance pertaining to the operation of services under the Community Transportation Coordinator, that grievance should be passed on to the Community Transportation Coordinator for their response to be included in the local Coordinating Board's response.

Commission for the Transportation Disadvantaged (CTD) Grievance Procedure:

Any desire to involve the CTD can be accomplished only after the local process is complete. To file a grievance with the Commission, the customer may begin the process by contacting the Commission through the TD Helpline at (800) 983-2435 or via mail at: Florida Commission for the Transportation Disadvantaged; 605 Suwannee Street, MS-49; Tallahassee, FL 32399-0450 or by email at www.dot.state.fl.us/ctd. Upon request, the Commission will provide the customer with an accessible copy of the Commission's Grievance Procedures.

COST/Revenue Allocation and SERVICE RATES SUMMARY

BASED ON THE COMMISSION'S RATE CALCULATION MODEL

COMMUNITY TRANSPORTATION COORDINATOR: St. Johns COA

EFFECTIVE DATE: July 2024

TYPE OF SERVICE TO BE PROVIDED	UNIT	COST / UNIT \$
CTD Rates		
Ambulatory	Passenger Trip	\$21.04
Wheelchair	Passenger Trip	\$36.06
Stretcher	Passenger Trip	\$75.13
Sunshine Bus Passes	Monthly Bus Pass	\$30.00
	Discount Monthly Bus Pass	\$15.00
Sunshine Bus Rates-General Public		
One-way Trip	Trip boarding	\$2.00
Monthly Pass	Per Pass	\$30.00
Daily Pass	Per Pass	\$4.00
Deviations available to public within ¼ mile of route	Each deviation	\$4.00*
½ price discount for Seniors (60+), children 6 and under, students, disabled, Medicare / Medicaid card	50% of each fare listed above	*There is no discounted deviation fare.
COA Service/Private Pay Rates		
Ambulatory	Loading Fee	\$2.75
	Passenger Mile	\$2.63
Wheelchair	Loading Fee	\$5.50
	Passenger Mile	\$2.63
Stretcher	Loading Fee	\$60.00
	Passenger Mile	\$2.63

SECTION 4: QUALITY ASSURANCE

CTC EVALUATION PROCESS

CTC Evaluation

The Northeast Florida Regional Planning Council conducts an annual evaluation of the St. Johns County TD program pursuant to Rule 41-2, *Florida Administrative Code* (FAC) and utilizing guidelines established by the Commission for the Transportation Disadvantaged. This evaluation utilizes, at a minimum, Chapters 5 (Competition), 7 (Cost Effectiveness & Efficiency) and 12 (Availability) of the Commission's *Workbook for CTC Evaluations*. The most recent evaluation is include as Appendix

CTC Monitoring Procedures of Operators

The St. Johns County TD program is a does not have any sub-contracted operators at this time.

Coordination Contract Evaluation Criteria

The St. Johns County TD program does not have any coordination contracts at this time. However, any future coordination contracts shall be evaluated on an annual basis and the performance of these coordination contracts shall be included in the annual joint LCB/Planning Agency evaluation of the CTC.

Planning Agency Evaluation Process

The Florida Commission for the Transportation Disadvantaged conducts biennial reviews of the planning agency's performance based upon established procedures utilizing staff from the CTD's Quality Assurance & Program Evaluation (QAPE) section.