NORTHEAST FLORIDA COORDINATED MOBILITY PLAN
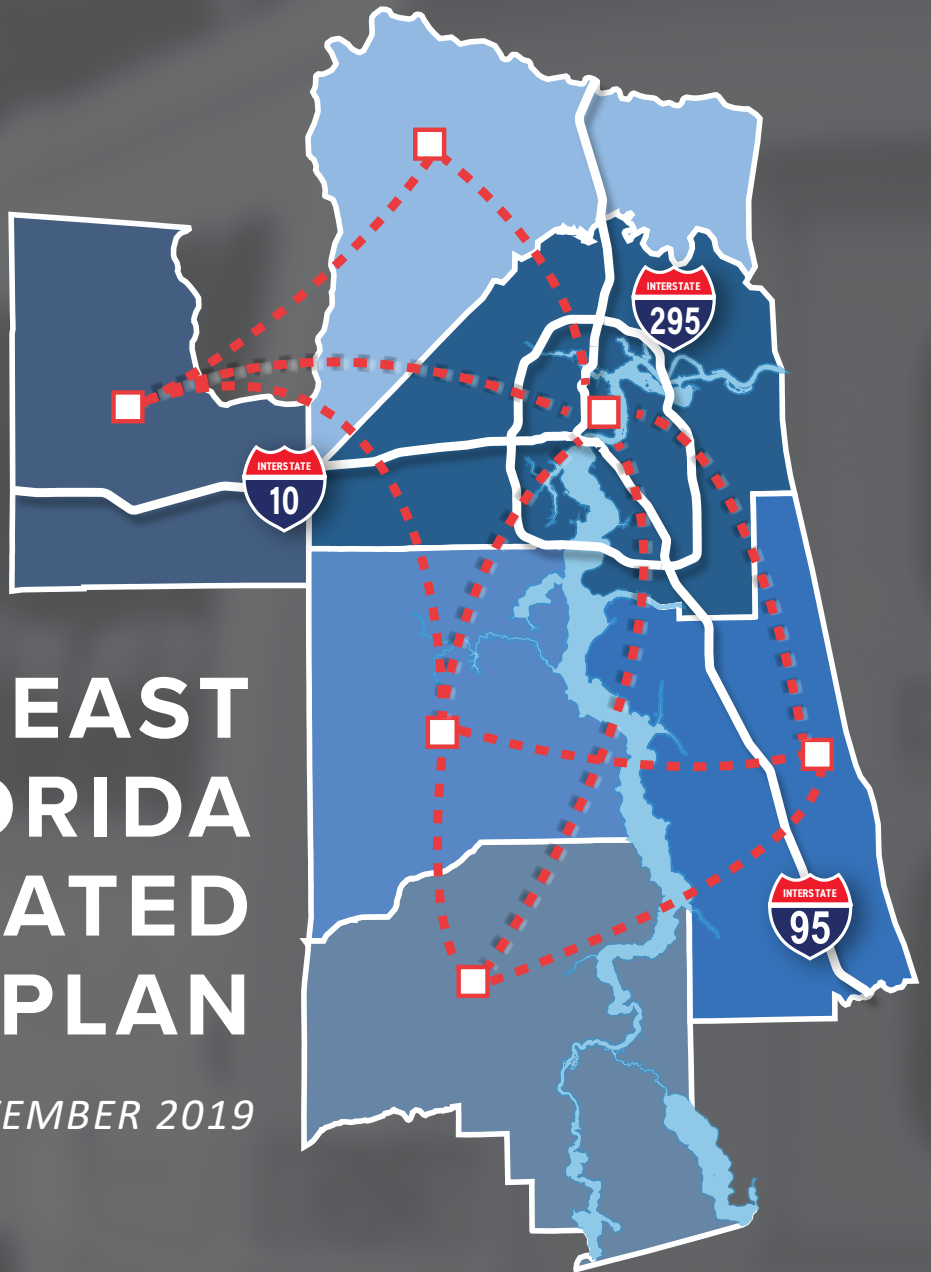
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Executive Summary

Northeast Florida consists of six counties, five transit providers and over one million people who need transportation to get to work, medical appointments, grocery stores and many other destinations. Since 2006, the region's transit providers have collaborated to create and implement coordinated public transit and human service transportation plans to help all people get to their destinations.
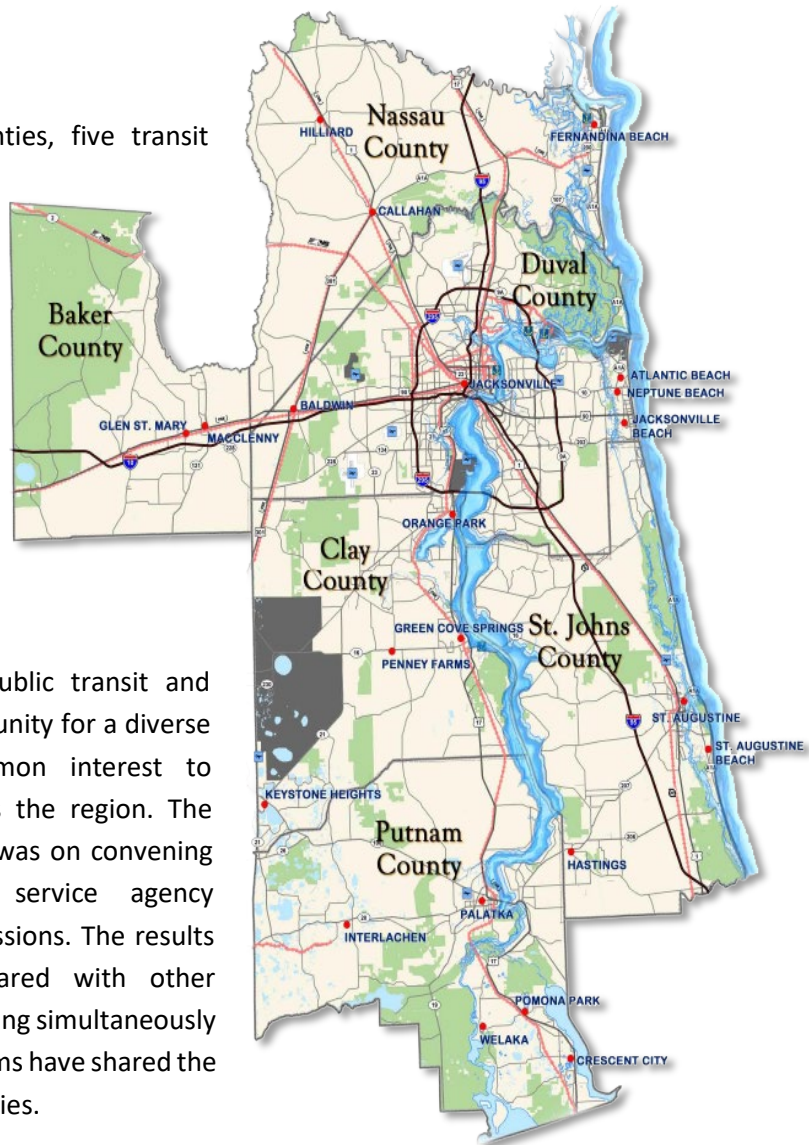
PUBLIC PARTICIPATION

The development of a coordinated public transit and human services plan provides an opportunity for a diverse range of stakeholders with a common interest to collaborate to improve mobility across the region. The public participation focus of this effort was on convening public transportation and human service agency stakeholders for regional mobility discussions. The results of these discussions have been shared with other stakeholders at planning activities occurring simultaneously throughout the region. In turn, these teams have shared the results of their public involvement activities.

REGIONAL MOBILITY GOALS

Through the Public Participation process, four Coordinated Regional Mobility goals were adopted:

Goal 1: Regional Mobility Management System - Develop a customer-centered, mobility management system that provides a full range of mobility options within each county and across the region.

Goal 2: Regional Transportation Availability and Accessibility - Expand the availability and accessibility of transportation options in the region.

Goal 3: Regional Marketing - Market the Regional Mobility Management System to amplify customer and partner (including elected officials) awareness.

Goal 4: Regional Collaboration - Improve regional cooperation and coordination with mobility providers so that service can be more convenient, reliable and safe for clients, more cost-efficient for providers and supports more economic development.

GOAL 1: REGIONAL MOBILITY MANAGEMENT

1.1. Develop a customer friendly, regional trip reservation and fare payment system with features that include a trip reservation system, website, mobile application, and automatic callbacks. This system must be accessible and easy for everyone to use, including seniors and persons with disabilities.

1.2. Facilitate transparent and complementary policies and practices across the region to minimize confusion (i.e. age for senior discount and unattended child, etc.).

1.3. Establish a regional mobility governance structure to advance regional transportation coordination programs and projects in Northeast Florida.

GOAL 2: AVAILABILITY AND ACCESSIBILITY

2.1. Engage and educate city and county officials in discussions to improve the accessibility of transportation infrastructure (shelters, stops, etc.).

2.2. Develop innovative methods to transport people quickly through or around congested corridors, between counties, and within their own neighborhoods.

2.3. Develop regional access to existing and emerging activity centers.

- Develop a process to track, monitor, and evaluate the system.
- Establish a regional governance committee.
- Incorporate changes into Transportation Disadvantaged Service Plans.
- Complete an assessment of transit policies and practices throughout the region.
- Develop a concept of operations.
- Implement and market the system.
- Obtain the resources necessary to implement coordinated transportation services.

- Complete a regional bus stop assessment.
- Implement methods to improve the state of good repair of transit assets.
- Offer more seamless, multi-modal transportation options.
- Meet with activity center developers to encourage them to plan for multimodal regional access.
- Explore opportunities to develop a regional innovative pilot program.

REGIONAL MOBILITY IMPLEMENTATION STRATEGIES AND SELECT ACTION STEPS

GOAL 3: REGIONAL MARKETING

3.1. Implement a regional brand and marketing plan to increase the visibility, promotion, and utilization of services.

3.2. Provide travel training programs to encourage people with disabilities, senior adults, and persons with low income to utilize lower cost trip options and improve rider and provider understanding of transportation services.

- Develop a regional multi-agency and multi-modal marketing plan.
- Market transit as "cool" and part of Smart North Florida.
- Coordinate bus stop signage and enhance the overall look of the system.
- Promote regional employment transportation demand-management programs such as employer bus pass, car and van pooling, and bicycling.

GOAL 4: REGIONAL COLLABORATION

4.1. Sponsor a collaborative network to encourage the exchange of information and resources between transportation providers and human service agencies.

4.2. Coordinate support services such as driver training, grant applications, purchases, standards, requirements, eligibility determinations, and technology.

4.3. Promote business partnerships and other sponsorship or naming rights opportunities.

- Implement the collaborative network.
- Identify legislative and regulatory changes that could remove barriers and support coordinated transportation.

SPECIFIC RECOMMENDATIONS FOR SERVICES OF REGIONAL IMPACT

1. **Develop innovative methods to transport people quickly through or around congested corridors, between counties, and within their own neighborhoods by:**

   a. Expanding the Connexion Plus project

   b. Providing more on-demand services

   c. Offering more seamless, multi-modal transportation options (bus, bike, walk, air, train, ferry) to travel within and between counties

   d. Exploring public-private partnerships to fund the new innovative services and facilities

   e. Inviting Transportation Network Companies (TNC) to participate in the planning process

   f. Increasing the frequency of the St. Johns River Ferry service by adding an additional Ferry vessel

   g. Providing more options to transport people across the St. Johns River in Downtown Jacksonville (water taxi or pedestrian/bike bridge)

   h. Providing autonomous vehicle service in major activities centers such as Downtown Jacksonville and its surrounding communities, St. Augustine, and St. Johns Town Center

2. **Support the development of new service including express bus (Express Select), bus rapid transit (BRT) and commuter rail services between:**

   a. Hilliard, Callahan, Yulee, and regional employment and health service centers

   b. Veterans Affairs (VA) Medical Centers in Gainesville, Lake City, and other Northeast Florida cities

   c. St. Augustine, World Golf Village, Nocatee, and Jacksonville

   d. Ponte Vedra Beach and regional employment and health service centers

   e. Northwest St. Johns County and regional employment and health service centers

   f. Oakleaf and Argyle Forest area and regional employment and health service centers

   g. Jacksonville International Airport and regional employment and residential communities

   h. South Clay County, regional employment and health service centers

   i. St. Johns and Clay Counties

   j. Palatka and regional employment and residential communities

   k. Macclenny and regional employment and residential communities

3. **Expand the availability of community transportation resources to veterans, military service members and their families by** providing more transportation options to the VA medical facilities in Lake City and Gainesville

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Coordinated Planning

The Coordinated Plan provides an opportunity for a diverse range of stakeholders to collaborate on how best to improve transportation services to Northeast Florida's growing population.

The objective is to promote and facilitate the development of a seamless regional public transportation system that achieves efficiencies, eliminates duplication and increases coordination to address service and funding gaps. The Coordinated Planning process guides the successful achievement of the objective.

Coordinated public transit and human service transportation plans specifically identify:

- Transportation needs of people who have a disability, who are over the age of 65, or who are financially disadvantaged
- Available transportation resources
- Redundancies and gaps in service
- Coordination strategies to reduce gaps in service and initiate more efficient utilization of resources
- Priorities for implementation based on resources, time, and feasibility

This document expands the strategies of past Coordinated Plans by presenting a detailed implementation plan that will guide the region in achieving its goals in the next five years. These strategies were developed through an extensive public participation process and evaluation of the mobility needs of each county and the region as a whole.

PLANNING REQUIREMENT

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation funding bill, signed in 2005, required that all projects funded through FTA's Sections 5310, 5316, and 5317 programs be identified in a locally developed, coordinated public transit-human service transportation plan. Subsequent transportation funding bills, MAP-21 and the FAST Act retain the same planning requirements in the Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program.

The FAST Act[1] specifically requires that:

1. Selected 5310 projects are included in a locally developed, coordinated public transit-human services transportation plan.
2. The plan was developed and approved through a process that included participation by seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human service providers; and other members of the public.
3. To the maximum extent feasible, the services funded will be coordinated with transportation services assisted by other Federal departments and agencies, including recipients of grants from the Department of Health and Human Services.

PLANNING AREA

Northeast Florida is comprised of six unique counties including Baker, Clay, Duval, Nassau, Putnam, and St. Johns. The area includes one large urbanized area (Jacksonville), one small urbanized area (St. Augustine) and many rural areas. Jacksonville is the major urban center, with concentrations of employment opportunities, medical services, and entertainment. The surrounding counties have large areas of residential communities.

The Jacksonville Metropolitan Statistical Area (MSA) is an area designated by the U.S. Office of Management and Budget for the United States Census Bureau statistical purposes. The MSA includes five Northeast Florida counties (Baker, Clay, Duval, Nassau and St. Johns). With a total population of 1,504,980 as of 2017, it is the 39th largest MSA in the United States and the 4th largest in the State of Florida.

This area is located within Florida Department of Transportation (FDOT) District Two and is supported by the North Florida Transportation Planning Organization (TPO) and the Northeast Florida Regional Council (Regional Council).

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[1] FTA Circular 9070.1G www.transit.dot.gov/sites/fta.dot.gov/files/docs/C9070_1G_FINAL_circular_4-20-15.pdf Chapter V Coordinated Planning

NORTHEAST FLORIDA COORDINATED TRANSIT PLANS

The Jacksonville Transportation Authority (JTA) has led the coordination of transit services throughout Northeast Florida since 1999 with the implementation of its Job Access and Reverse Commute (JARC) funded *ChoiceRide* program. This program facilitated strong partnerships between transit agencies and the funding of regional transit routes.

In response to the SAFETEA-LU transportation funding act requirement, JTA completed the first regional public transit and human services transportation plan in 2008. The plan was updated by JTA in 2014. In 2016, a Regional Transit Action Plan was created using elements of the previous plans.

2008 Northeast Florida Coordinated Mobility Plan and Updates

The first public transit and human services transportation plan developed for Northeast Florida, named the Coordinated Mobility Plan, was completed in January 2008. It was a comprehensive strategy for public transportation service delivery that maximized mobility by minimizing duplication of services.

JTA led the plan development through a coalition of transit providers, planning agencies, county planners, and FDOT. This plan became a guide to enhance transportation access through improved coordination of transportation information, services, and resources in Northeast Florida.

The Northeast Florida region in this plan, included Baker, Clay, Duval, Nassau, Putnam, and St. Johns Counties. Flagler County representatives attended a small number of planning meetings before opting out to keep their focus southward towards Volusia County.

This plan was updated in March 2009 and was highlighted in 2010 at the Northeast Florida Mobility Summit in St. Augustine. Almost 200 people, representing policy makers, mobility providers, funding agencies, and planning experts attended this summit.

Photo 1: Representative Audrey Gibson and her father, Ernest Gibson during the 2010 Mobility Summit

2014 Northeast Florida Coordinated Mobility Plan

The Northeast Florida Coordinated Mobility Plan was updated in September 2014 with an expanded study area. This expansion was fueled by the requirements of the Veterans Transportation and Community Living Initiative grant that JTA received. It was intended to more effectively address the region's growing veteran and military family needs to access veteran medical facilities. The VA medical centers are in Alachua and Columbia counties. The adjacent counties of Bradford, Union, and Suwannee were added to the study area to ensure continuity and because the mass transit provider for Columbia County, the Suwannee Valley Transit Authority, is housed in Live Oak in Suwannee County.

Figure 1: Study Area from the 2014 Coordinated Mobility Plan
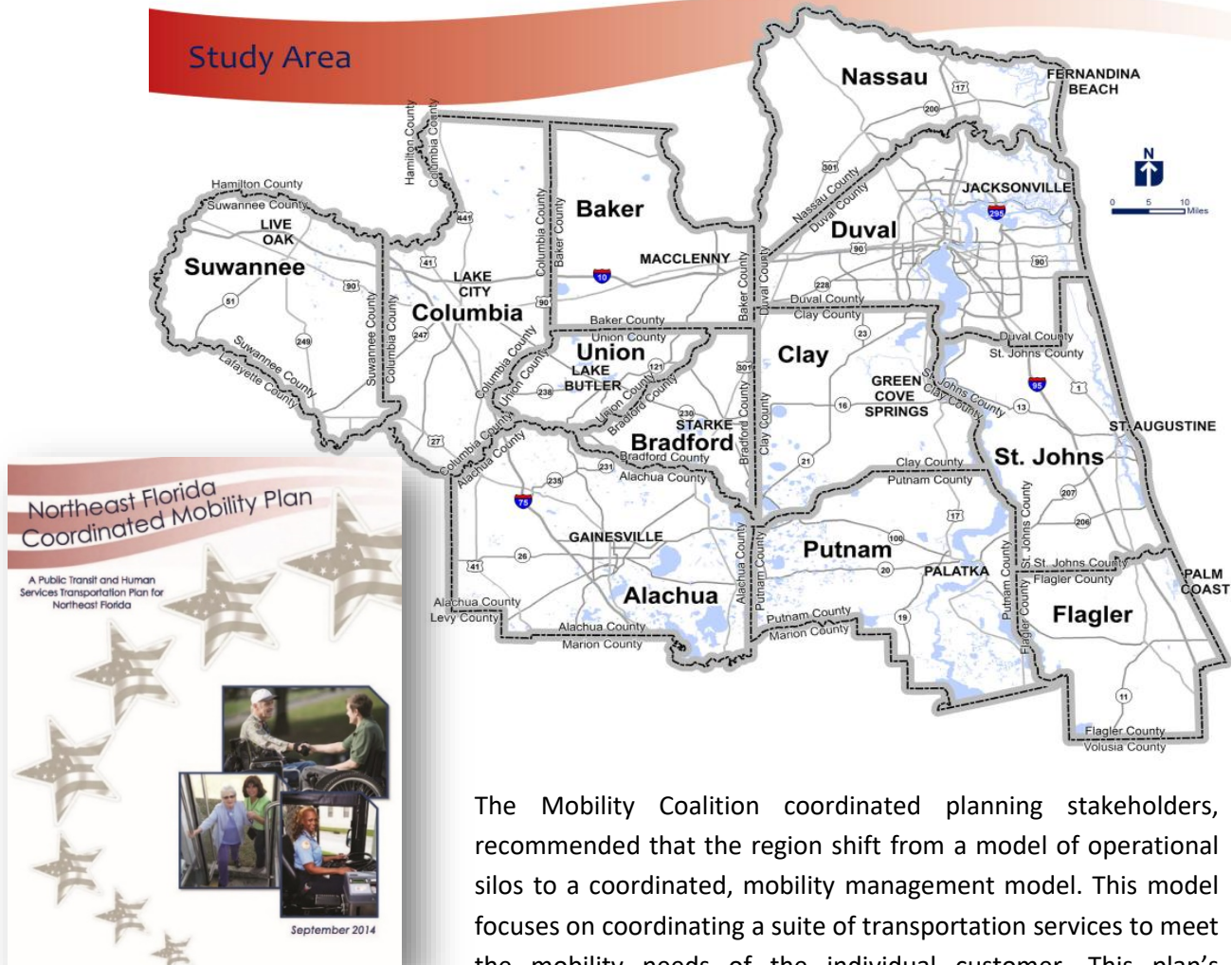
The Mobility Coalition coordinated planning stakeholders, recommended that the region shift from a model of operational silos to a coordinated, mobility management model. This model focuses on coordinating a suite of transportation services to meet the mobility needs of the individual customer. This plan's recommendations included:

- Developing and sustaining a customer-centered mobility management system that provides a full range of travel options that crosses county lines
- Expanding the availability and accessibility of transportation options in the region
- Marketing the regional mobility management system in a manner to simplify customer understanding and recognition

- Utilizing collective purchasing power and shared resources to reduce the cost of providing mobility services

The 2014 Plan was launched with TransPortal, a One Call/One Click Transportation Resource Center during the 2014 Mobility Summit held at the Clay County Council on Aging (CoA) in Green Cove Springs.

Featured speakers at the summit included Florida State Senator Audrey Gibson; Dr. Yvette Taylor, Federal Transit Administration (FTA) Regional Transit Administrator; David Darm, Chairman of the Florida Commission for the Transportation Disadvantaged (CTD); and Chris Zeilinger, Assistant Director of the Community Transportation Association of America.

Photo 2: Celebrating the launch of TransPortal and the 2014 Coordinated Plan with Katie Ross, Glenel Bowden, Jessica Norfleet, Dr Yvette Taylor and Nathaniel P. Ford

2016 Regional Transit Action Plan

The Regional Transit Action Plan was commissioned by the Northeast Florida Regional Transportation Commission (RTC) to identify best practices, strategies, and projects for developing a coordinated transit network to enhance mobility in the region.

To ensure region-wide representation, a working group was convened with participation from all member agencies of the Mobility Coalition as well as members of the public. The working group reviewed national best practices, socio-economic data, current and planned transit services, and existing transit plans. They evaluated input from various transportation partners, discussed data assembled by project staff, and developed regionally significant project recommendations.

The formalization of a mobility council, also known as a regional transit coordinating council, was categorized as the first and most important implementation strategy. Other implementation strategies included a regional fare collection system, a regional marketing plan, shared procurements, and a shared fleet of contingency vehicles. The working group also prioritized specific transit services and transit hub locations.
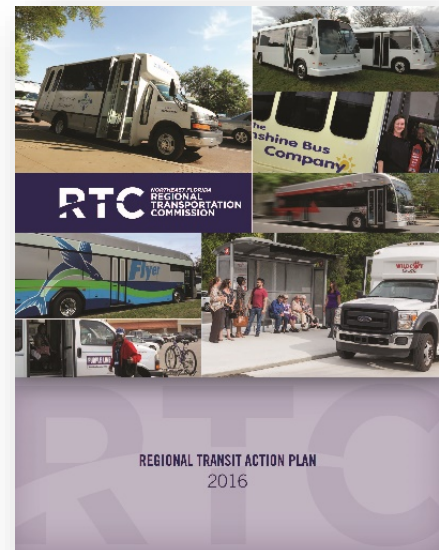
PAST REGIONAL GOALS AND THEIR STATUS

Throughout the past ten years of regional mobility plans, the four primary strategic goals have varied in wording, but have remained principally the same. They include:

Goal 1: Developing and sustaining a customer-centered, mobility management system that provides a full range of travel options that crosses county lines.

Goal 2: Coordinating functional areas associated with transportation service delivery to create cost efficiencies.

Goal 3: Expanding the availability and accessibility of transportation options in the region.

Goal 4: Marketing the Regional Mobility Management System in a manner to simplify customer understanding and recognition.

Each goal was supported by various implementation strategies. As each strategy was implemented over the years, new strategies were created to take the goal to the next level.

Some of the strategies successfully implemented include:

- **Formalizing the Regional Mobility Steering Committee**. This strategy was implemented in 2016 with the creation of the Regional Transit Coordinating Committee (RTCC) which transformed into the Regional Transit Working Group (RTWG) in 2019 following the sunset of the RTC.
- **Investing in Coordinated and Integrated Regional Planning Tools and Technology**. Many investments in technology have been made since this strategy was recommended including the development of a single shared regional scheduling and dispatching system in 2011; in vehicle mobile data terminals in 2012; and a one-call/one-click transportation resource center in 2014.
- **Studying fare collection practices**. A Fare Collection Best Practices and Feasibility Study was completed in May 2018.
- **Expanding the diversity of transportation options available in the region**. JTA began operating the St. Johns River Ferry and a BRT system in 2016. A new regional bus service was implemented in December 2018.
- **Enhancing transportation connections and regional park and ride lots**. Three regional park and ride lots with multimodal connectivity were constructed in the past 10 years including Clay County in 2012, Baldwin in 2015, and in Yulee in 2018. Another is being planned in St. Johns County.
- **Developing and promoting a Human Services and Public Transportation Database**. TransPortal, a one-click transportation resource center was completed in September 2014.
- **Increasing education, awareness and promotion of mobility options** through joint press releases and marketing collateral. A regional express route and brand collateral was developed in conjunction with the Nassau Express Select, which launched in December 2018.

The members of the RTCC and JTA have made great strides in accomplishing the remaining recommended tasks. The Coordinated Mobility Plan tasks were written as broad strategies. Conversely, the Regional Transit Action Plan contained very specific implementation tasks, especially under the goal of expanding the availability and accessibility of transportation options.

Past regional coordination goals and recommended strategies that have not been fully implemented are listed below in a combined, summarized format under each of the primary goals.

Goal 1: Customer-centered, mobility management system

- Integrate state-of-the-art information technologies
- Create a regional technology sub-committee
- Develop a regional transit ITS strategic plan
- Implement a regional fare system
- Secure cooperative arrangements between governments, transportation providers, human service agencies, and funding sources
- Facilitate a provider network to encourage the exchange of information and resources between transportation providers and agencies supporting individuals in need of transportation

Photo 3: Members of the Regional Transit Coordinating Committee

Goal 2: Coordinate functional areas

- Establish collective purchasing agreements, Request for Proposals (RFP), or bids for specialized purchases of equipment, vehicles, fuel, insurance, training, etc
- Maximize use and operating efficiency of existing vehicles
- Implement a regional trip broker and purchase of service system
- Promote business partnerships such as shelter advertising, talking bus program, expanded bus advertising, and other sponsorship or naming rights opportunities
- Expand financial relationships with other human service providers
- Pursue a regional grant strategy
- Coordinate support services such as driver training, grant applications, purchasing staff, standards, requirements, eligibility determinations, and technology

Goal 3: Availability and accessibility of transportation options

- Enhance transportation connections through improved transfer facilities
- Participate in a Regional Park-n-Ride and Regional Transit Hub Feasibility Study
- Identify funding for site and service improvements to the St. Johns River Ferry
- Develop and sustain innovative methods to transport people quickly through or around congested corridors, between counties, and within their own neighborhoods
- Support the development of express bus services between:
  o Hilliard, Callahan, Yulee, and regional employment and health service centers
  o Fernandina Beach, Yulee, and regional employment and health service centers
  o VA Medical Centers in Gainesville, Lake City, and Northeast Florida cities
- Support frequency enhancement of existing transit services between
  o Middleburg and Orange Park
  o Palatka, Green Cove Springs, and regional employment and health service centers

- Support new service, including express bus, in Fruit Cove and Julington Creek
- Create alternative modes that facilitate transit access
- Support the development of express bus services between:
    - St. Augustine, World Golf Village, Nocatee, and Jacksonville
    - Ponte Vedra Beach and regional employment and health service centers
- Support service frequency enhancements of current services between Macclenny, Baldwin, and regional employment and health service centers
- Support new trolley service from Fernandina Beach to St. Augustine along S.R. A1A
- Expand veteran and military resources to increase the availability of community transportation resources to veterans, service members, and military families

Goal 4: Market the Regional Mobility Management System
- Create a regional brand and marketing plan
- Increase education, awareness, and promotion of regional mobility options
- Coordinate bus stop signage and enhance the overall look of the system
- Provide travel training programs
- Implement regional employment transportation demand-management strategies

OTHER PLANS CONSIDERED

Regional transit coordination requires collaboration with many different agencies. These agencies are often required to generate their own plans related to their field of work or service area. To minimize any duplicative planning efforts, one of the first steps in the planning process for this Northeast Florida Coordinated Mobility Plan is to examine and summarize relevant existing plans.

The plans examined included:

- 2060 Florida Transportation Plan (FTP) commissioned by FDOT
- Clay County Transit Study commissioned by Clay County and the North Florida TPO
- Community Health Improvement Plans commissioned by the Department of Health
- Comprehensive Operations Analysis for Sunshine Bus Company commissioned by St. Johns County
- Elevate Northeast Florida commissioned by the Regional Council
- Group Transit Asset Management Plan commissioned by FDOT
- MOVE Plan commissioned by JTA
- Transit Development Plan (TDP) commissioned by JTA
- Long Range Transportation Plan (LRTP) 2040 commissioned by the North Florida TPO
- Nassau County Transit Study commissioned by Nassau County and the North Florida TPO
- Northeast Florida Regional Multi-Use Trail Master Plan commissioned by the North Florida TPO
- St. Johns County TDP commissioned by St. Johns County and the North Florida TPO
- Transportation Disadvantaged Service Plan (TDSP) commissioned by each county and their designated official planning agency (Regional Council and the North Florida TPO)

2060 Florida Transportation Plan

Commissioned by FDOT, the 2060 FTP is the single overarching statewide plan guiding Florida's transportation future. It is a plan for the state of Florida created by and providing direction to FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners.

The FTP is the first statewide transportation plan for Florida to cover a 50-year period. This longer horizon enables all transportation partners to work toward a future transportation vision addressing both today's challenges and tomorrow's opportunities. The FTP establishes the policy framework for expenditure of state and federal transportation funds flowing through the FDOT work program. The 2060 FTP goals and objectives also provide guidance to all other transportation partners as they develop and implement future policies, plans, and projects. Working together toward a common vision will ensure Florida's future transportation system supports the state's economic, community, and environmental goals.

Clay County Transit Study

The North Florida TPO, in cooperation with Clay County, completed the Clay County Transit Study. The purpose of the Study was to assess existing public transit conditions and needs within Clay County and recommend transit enhancements.

Community Health Improvement Plans

The Florida Department of Health (DOH) partners with community leaders to develop Community Health Improvement Plans (CHIP) in each county. A CHIP is a strategic plan to address public health priorities in a community and defines how DOH and public health system partners will work together to improve the health of the county. Critical sectors are invited to participate in the development of the CHIP including local hospitals and health care organizations, local government, community-based organizations, social service organizations, and schools.

Access to medical care is identified in each CHIP throughout Northeast Florida as a critical need. In fact, the 2016 Clay County CHIP states, "Those who are unable to drive or afford transportation may experience poor health outcomes; there is evidence that lack of transportation is a barrier to healthcare access, especially in those with low income or lack of insurance. Clay Transit has the ability to provide transportation for individuals in need of medical-related travel; however, this transportation service has not been used to its full capacity due to lack of awareness in Clay County."
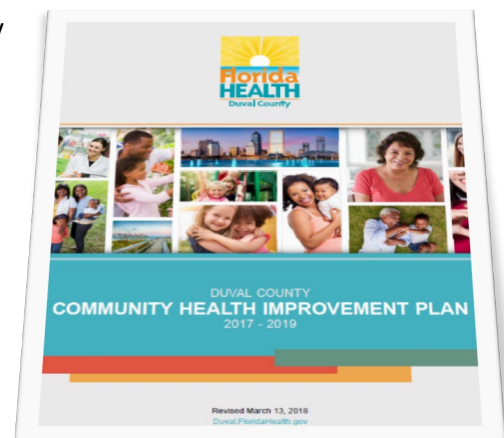
Elevate Northeast Florida

Elevate Northeast Florida focuses the economic development efforts of key stakeholders (Northeast Florida Regional Council, JAXUSA Partnership, and CareerSource Northeast Florida) into areas that provide the greatest opportunity for Northeast Florida and build on past economic development efforts.

Group Transit Asset Management Plan

In accordance with FTA requirements, FDOT's Public Transit Office developed a Group Transit Asset Management Plan on behalf of the 28 Tier II transit providers located in six FDOT Districts across the state. Transit Asset Management is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties and keeps transit networks in a State of Good Repair.

This Plan includes the uniform performance targets to be in effect for FY 2019. The Northeast Florida agencies included in the plan are Baker County CoA, Nassau County Transit, Clay Transit, and Ride Solution. JTA and St. Johns County CoA created their own TAM Plans as required by the FTA.

JTA's 2018 Mobility Optimized through Vision and Excellence (MOVE) Plan

The Mobility Optimized through Vision and Excellence (MOVE) Plan describes a robust, well-connected regional transportation system that integrates traditional transit solutions with rideshare, emerging technologies, and innovative partnerships to efficiently take people where they want to go. The framework and concepts explored in the MOVE Plan helped guide the development of JTA's 2019 major update of the TDP.

Long Range Transportation Plan

Path Forward 2045 is the name of the federally mandated LRTP updated every five years by the North Florida TPO. The 2045 LRTP is currently in draft form and is anticipated to be adopted by the North Florida TPO Board in November 2019.

Based on current needs and forecasted future growth, the LRTP guides the investment of public funds in transportation facilities over a 20-year period. The proposed LRTP transit projects are listed in Table 1 on the following page.

Table 1: 2045 LRTP Transit Projects

County	Facility	From	To
Duval	Mayport Ferry	S.R. A1A	S. R. A1A
Duval	Water Taxi and Bike / Pedestrian Bridge	The District	Shipyard Development
Duval	U2C	Central Station	Brooklyn/Five Points
Duval	U2C	Central Station	Springfield
Duval	U2C	Kings Avenue	San Marco
Duval/Nassau	North Commuter Rail	Downtown Jacksonville	Yulee
Duval	Express Bus	NS Rail on Main	Jax International Airport
Clay/Duval	SW Commuter Rail	Downtown Jacksonville	Orange Park Mall
Clay/St. Johns	Shands Bus Service	Clay County	St. Johns County
Duval	Arlington BRT Line	Downtown Jacksonville	Arlington
Duval	Atlantic BRT Line	Downtown Jacksonville	Beaches/Ponte Vedra
Duval	103rd BRT Line	Cecil Field	Blanding Boulevard
Duval	Edgewood BRT Line	New Kings Road	Downtown Jacksonville
Duval	Normandy BRT Line	Cecil Field	Downtown Jacksonville
Duval	Southside BRT Line	Regency Square Mall	Avenues Mall
Clay	Clay County BRT Line	Orange Park Mall	Middleburg
Duval	Commonwealth/Cassat BRT	Cecil Field	Downtown Jacksonville
Duval	Commonwealth/Lane BRT	Downtown Jacksonville	103rd Street
Duval	Moncrief BRT Line	Busch Drive	Downtown Jacksonville
Duval	North Main BRT Line	FSCJ North Campus	Downtown Jacksonville
Duval	Post/Normandy BRT Line	Normandy Boulevard	Downtown Jacksonville
Duval	St. Augustine/San Jose BRT	Downtown Jacksonville	Mandarin
Duval	University BRT Line	Jacksonville University	St. Augustine Road
Duval/St. Johns	SE Commuter Rail	Downtown Jacksonville	St. Augustine

Nassau County Transit Study

The purpose of the Nassau County Transit Study was to determine public transportation needs and opportunities, and to explore and recommend bus transit options. A 19-member committee of stakeholders, an online survey with over 570 responses, and a public meeting helped inform the study's findings and recommendations. The study concluded with recommendations for transit routes and service improvements; potential governing structures and funding opportunities for the transit system; and suggested marketing and branding actions.

Northeast Florida Regional Multi-Use Trail Master Plan

The North Florida TPO led the development of the Multi-Use Trail Master Plan which is a regionally endorsed network of trails consisting of 540 miles of proposed trails across the four-county region of Clay, Duval, Nassau, and St. Johns. For the purposes of this plan, regional trail systems are considered those that provide connections to other trails ultimately linking communities, geographies and municipalities. Isolated trails were not considered in the regional trails system.

Some of the trails identified in the Trails Master Plan include:

- Florida Greenways and Trails System which includes the 300-mile St. Johns River to Sea Loop
- East Coast Greenway with nearly 3,000 miles of trails from Maine through Florida

The trails identified within the North Florida TPO network are shown in Figure 2 with existing trails (blue), proposed trails (red), regional connecting trails (dark grey) and potential trailhead locations (brown trailhead icon). The regional connecting trails represent trails outside of the North Florida TPO boundaries that have been identified on the Florida Greenways and Trails System or the East Coast Greenway as future trail alignments.

Figure 2: Regional Multi-Use Trail Master Plan map
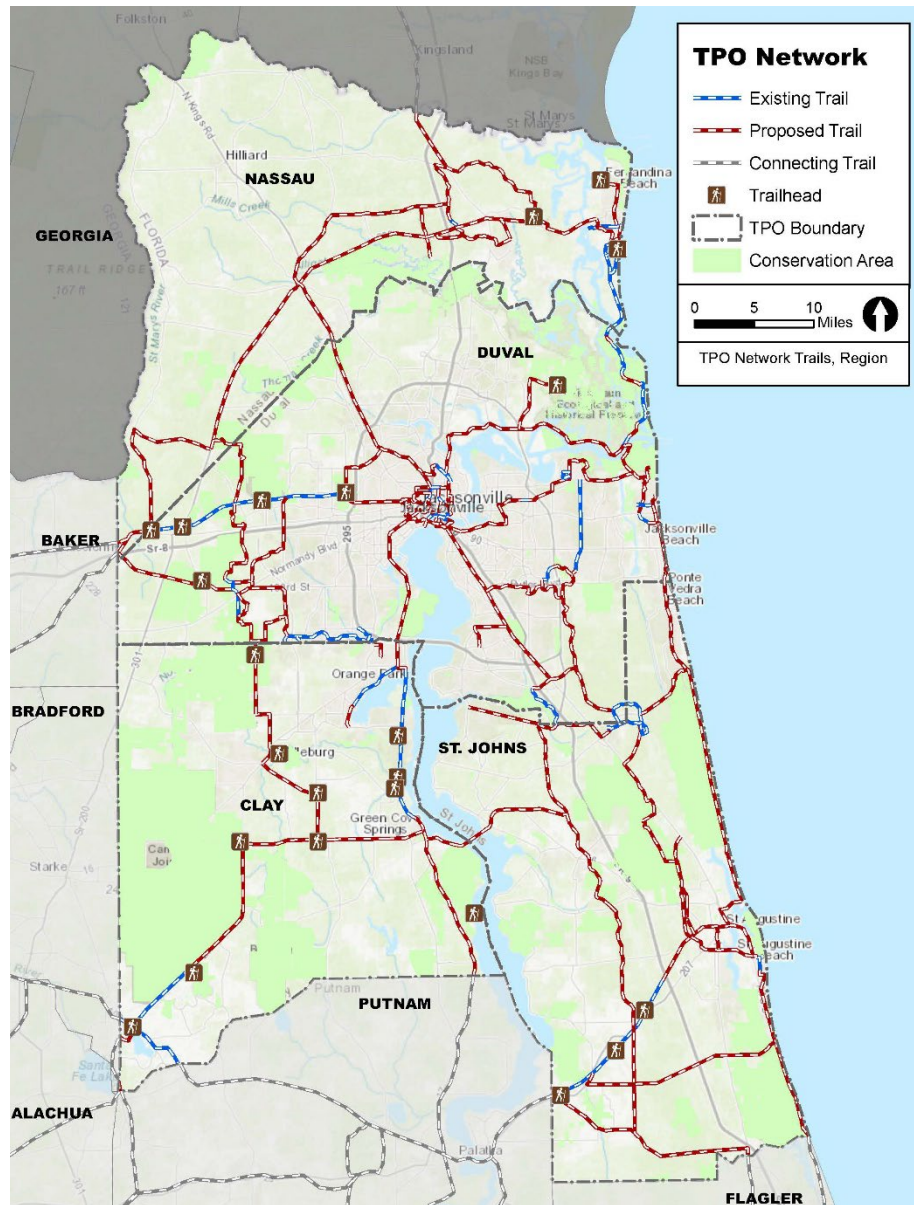
St. Johns County Comprehensive Operations Analysis for the Sunshine Bus Company

The purpose of the Comprehensive Operations Analysis was to identify comprehensive improvements that could be made to a transit system over a five-year implementation period. The overall findings were that the Sunshine Bus Company is long overdue for service improvements as the population and employment growth in St. Johns County has significantly increased while the fixed route system has remained stagnant.

In 2017, The Sunshine Bus added its first new route in over 10 years by implementing the Hastings Circulator, serving Hastings, Flagler Estates, and Palatka. Subsequent to the comprehensive operations analysis, in April 2018, the Connector routes that serve the US 1 corridor and feed the city routes were divided, creating the new Express route. This improvement extended service to the Northeast Florida

Regional Airport. The Purple line is scheduled to connect with the Jacksonville Transportation Authority service, thereby providing regional connections for residents into Duval County.

Transit Development Plans

The TDP functions as an official statement of the agency's vision, mission, goals, objectives, and strategies for providing future service to meet the needs of the community. This plan is mandated by state statutes and is meant to serve as a ten-year planning, development, and operational guidance document. As a prerequisite for receiving public transit grant funding from FDOT, large and small urban agencies must draft and adopt a major TDP update every five years and must complete a progress report to the plan on an annual basis.

JTA completed a major update to their TDP in 2019. The update activities included a detailed assessment of existing conditions of the Jacksonville service area and the services that JTA provides; a peer and trend analysis; a ten-year estimate of transit demand and technology innovations; and a comprehensive operational analysis.

St. Johns County is performing a progress report of their TDP in 2019. Their last major update was completed in 2016.

Transportation Disadvantaged Service Plans

TDSPs are developed by the designated community transportation coordinator (CTC) and the designated planning organization under the guidance and approval of the Local Coordinating Board (LCB). More information about LCBs may be found on page 27 of this Plan. The Northeast Florida Regional Council is the designated planning organization for all counties in the region except Duval. The designated planning organization for Duval County is the North Florida TPO. TDSPs are updated annually with locally developed service standards that are consistent with the needs and resources of the community.

Each plan includes an overview of land use, population and employment statistics. The plans also include an inventory of available transportation services in the county and an analysis of the transit service. The most important part of each plan is the summary of barriers to coordination, the goals, and objectives.

The barriers to coordination are consistent among the rural counties and include:

- Continued funding cuts for transportation services for Medicare and other purchasing agencies
- Agencies that are not paying the fully allocated operating cost for transportation services
- Agencies that do not budget for transportation services; Subsequently, these agencies place a heavy reliance on the TD Trust Funds for their transportation needs
- Lack of a dedicated funding source for operating and capital expenses
- Lack of adequate funding for coordinating transportation services
- Increasing cost of vehicles, fuel, and insurance

- Lack of specialized medical care available within the rural county, which results in numerous trips being made outside of the service area for specialized care
- Poor infrastructure in rural areas, including dirt roadways and lack of sidewalks

Nassau County's TDSP demonstrated the following changes to their county's barriers:

- Added – Lack of job growth to handle potential WAGES clients
- Removed – first bullet about funding cuts for transportation services from Medicare and other purchasing agencies

Photo 4: Several different vehicles queued up in front of UF Health

St. Johns County's TDSP demonstrated the following changes to their county's barriers:

- Added – Lack of adequate funding for coordinating transportation services
- Added – Continued funding cuts or flat funding for transportation services

Public Participation

The development of a coordinated public transit and human services plan provides an opportunity for a diverse range of stakeholders with a common interest to convene and collaborate on how best to help people access medical care, services, jobs, education, and other destinations. In fact, Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public."

The public participation focus of the 2019 Northeast Florida Coordinated Mobility Plan effort was on convening public transportation and human service agency stakeholders for regional discussions. The results of these discussions have been shared during other planning activities occurring simultaneously throughout the region. In turn, these teams focusing on collecting feedback from individual riders and other stakeholders have shared the results of their public involvement activities with the Coordinated Mobility Plan team.

REGIONAL PLANNING ACTIVITIES

Many of the plans previously mentioned in this report are scheduled to be updated in 2019. This Coordinated Plan update was conducted in collaboration with the other planning teams to ensure desired participation and feedback while minimizing overall costs to the public agencies in the region.

Some of the specific planning activities coordinated with this project include:

- Northeast Florida Regional Council's Harmonization of Four Plans. One Vision.
  - First Coast Vision
  - Elevate Northeast Florida
  - Comprehensive Economic Development Strategy (CEDS)
  - Strategic Regional Policy Plan (SRPP)
- JTA Transit Vision – 2019 Major Update to the TDP
- Path Forward 2045 (LRTP)
- Regional Multi-Use Trail Master Plan
- St. Johns County TDP annual progress report (APR) or minor update

REGIONAL STAKEHOLDERS

Many human, social service, and governmental agencies in Northeast Florida serve transportation disadvantaged individuals across county lines and are vested stakeholders in regional transit coordination. They may serve as members of one or more LCBs or Advisory Councils that provide regular feedback from their constituents on transportation needs and suggestions for improvement. They are an invaluable part of this planning and public participation process.

Human Service Agencies

Some of the Human Service Agencies that participate in LCBs and in past Coordinated Plan activities include:

- Baker County CoA
- Baker County Veterans Council
- CareerSource Northeast Florida
- Challenge Enterprises
- City of Jacksonville Adult Services Division
- City of Jacksonville Military Affairs, Veterans and Disabled Services Division
- Jacksonville Council for the Blind
- Florida Department of Children and Families
- Florida Department of Housing and Urban Development
- Florida Department of Labor and Employment Security
- Department of Veterans Affairs
- Disabled American Veterans
- ElderSource (NE FL Area Agency on Aging)
- Florida Department of Education
- Florida Department of Education (Division of Blind Services)
- Florida Department of Education (Division of Vocational Rehabilitation)
- Florida Agency for Health Care Administration
- Florida Agency for Persons with Disabilities
- Greater Jacksonville Area USO
- Independent Living for Adult Blind
- Independent Living Resource Center of Northeast Florida
- Jacksonville Housing Authority
- Nassau County CoA
- St. Johns County CoA
- The ARC Jacksonville
- U.S. HUD
- UF Health
- United Way 211
- U.S. Department of Veterans Affairs

Governmental Agency Partners

Three governmental agencies have been essential partners in regional transit coordination:

- **FDOT** is an executive agency reporting directly to the Governor. FDOT's primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced state transportation system and to assure the compatibility of all components, including multimodal facilities.

- **Regional Council** is a network of local governance promoting area-wide coordination and related cooperative activities of federal, state, and local governments. It serves seven counties: Baker, Clay, Duval, Flagler, Putnam, Nassau and St. Johns along with their 27 municipalities. The Council is governed by a 35-member board of directors – 2/3 locally elected county and municipal officials, and 1/3 gubernatorial appointees. The Council also has 4 nonvoting ex-officio Governor's appointees representing state and regional agencies.

- **North Florida TPO** is the independent regional transportation planning agency for Duval, Clay, Nassau, and St. Johns Counties. Local elected officials and transportation agency representatives serve on the North Florida TPO Board. Currently, the North Florida TPO has 15 voting members and five non-voting/ex officio members.

Advisory Committees

There are several advisory committees that support the transportation disadvantaged community. A summary of a few of these committees are listed below:

- **Citizens Advisory Committee (CAC)** provides an opportunity for citizens to participate in the North Florida TPO planning process. Members are appointed to ensure a diverse cross section of the public.
- **Jacksonville Transportation Advisory Committee (JTAC)** is a group of volunteers, comprised of customers, who meet monthly to review Americans with Disabilities Act (ADA) concerns and issues for JTA's services including buses, trolleys, Skyway, ferry, and JTA Connexion.
- **Mayor's Disability Council** is a diverse group of people; approximately 80% represent the disabled population. These council members volunteer their time and expertise to improve the lives of persons with disabilities. This council works hand in hand with the Disabled Services Division.
- **Regional Transit Work Grouop (RTWG)** meets monthly to guide the development of the Coordinated Mobility Plan and other regional transit coordination activities. The RTWG mission is to promote and facilitate the development of a seamless regional public transportation system that achieves efficiencies, eliminates duplication and increases coordination to address service and funding gaps. Its members include transportation providers, local and regional planning agencies, and the FDOT.

Photo 5: RTWG members meeting in Baker County

- **Technical Coordinating Committee (TCC)** advises the North Florida TPO on technical issues concerning transportation and air quality. Membership includes government and agency staff members with expertise in planning, engineering, and related fields.
- **Transportation Disadvantaged LCB** is mandated by Chapter 427, Florida Statutes (FS) and implements policies and procedures relative to transportation eligibility and services for individuals who are transportation disadvantaged. An LCB is designated in each county and is typically chaired by an elected county official. Other LCB members include local county representatives of:
  - City of Jacksonville's Blind Services Division
  - Citizen advocates representing:
    - Transportation service rider
    - Children at risk
    - Older Adults
    - Persons with disabilities
  - Florida Agency for Health Care Admin.
  - Florida Association for Community Action
  - Florida Department Children and Family
  - Florida Department of Elder Affairs
  - FDOT
  - Local private for-profit transportation
  - Medical community
  - Public Education Community, Florida Department of Education
  - Regional Workforce Development Board
  - Veterans support agencies

The North Florida TPO staffs the Duval County LCB. The Northeast Florida Regional Council staffs the LCBs in Baker, Clay, Nassau, Putnam, and St. Johns Counties.

PATH FORWARD TRAVEL SURVEY

The Path Forward Travel Survey was sponsored by the North Florida TPO in 2019 as a part of their 2045 LRTP. A total of 1,958 residents in the region participated in the survey and provided some insight into how they travel. Some of the key findings relevant to this plan include:

- People are becoming more comfortable with leaving the driving to someone else (65%)[2]
- Transportation costs (84%)[2] and stress-free rides (92%)[2] are important when planning a trip
- The top three changes that would encourage respondents to try transit include more transit routes (47%), more frequent service (46%), and better route information (25%)
- The top three changes that would encourage respondents to bike to destinations include separate bike paths (56%), more protected bike lanes (46%), and extended greenways (39%)
- Respondents reported traveling at least once a month via: rideshare 46%, transit 37%, taxi 30%, and driving alone 96% (see Figure 3)

Figure 3: Path Forward Travel Survey - Travel Mode Frequency Results

Travel Mode Frequency

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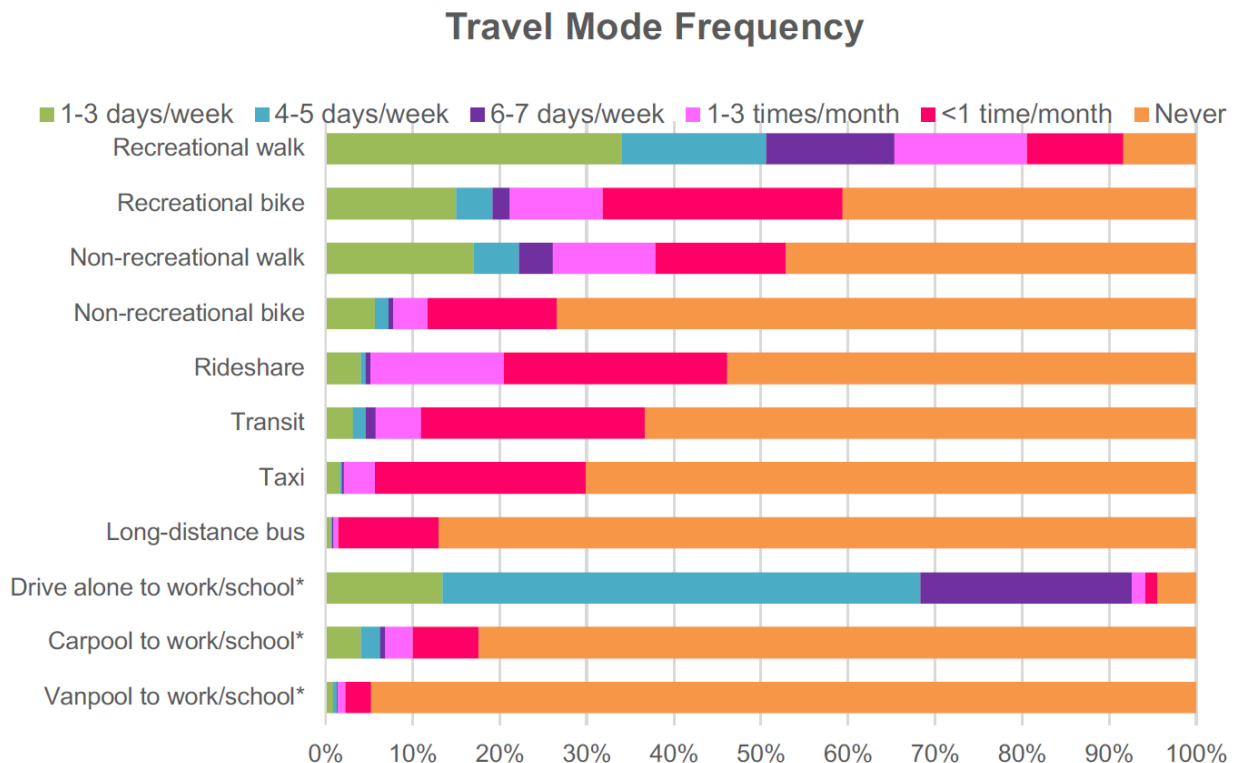
[2] Respondents selecting Agree, Strongly Agree or Neutral

PUBLIC PARTICIPATION ACTIVITIES

The RTWG began work on the Coordinated Mobility Plan in January 2019 by conducting initial regional socioeconomic assessments. In March, the Working Group held the first goal setting exercise in Nassau County in conjunction with the North Florida TPO and their Long-Range Transportation Plan. Additional goal setting exercises were held in April during a regularly scheduled RTWG meeting in Baker County.

In May, each of the LCBs were presented with the initial Coordinated Mobility Plan concept, asked what they would like to see as a Plan goal and/or strategy and were invited to the upcoming planning meetings.

The most productive Coordinated Mobility Plan meeting was held on May 23 in Jacksonville. Meeting participants included representatives from the Florida Departments of Education, Children and Family, and Transportation; CareerSource, ElderSource, City of Jacksonville, Department of Veterans Affairs, Jacksonville Transportation Advisory Committee (transit and paratransit users), Clay County Planning Department, Nassau County Planning

Photo 6: Public Participation Meeting

Department, and the region's transit providers. During this meeting, regional transportation coordination goals were developed. These goals were finalized and work began on the implementation plan during a June meeting in Clay County. The July meeting was held at the Regional Council boardroom to complete the implementation plan.

The final draft goals, strategies, and implementation plan were presented to local and regional committees and boards including:

- North Florida TPO's TCC on August 7, 2019
- JTAC on August 12, 2019
- Putnam and Clay County LCBs on September 9, 2019
- Nassau and Baker County LCBs on September 12, 2019
- Duval County LCB on September 24, 2019
- St. Johns County LCB on September 27, 2019
- Regional Council Board on October 3, 2019
- North Florida TPO's CAC on November 6, 2019
- North Florida TPO Board on December 12, 2019

Each of the LCBs unanimously adopted the motion to support the Coordinated Plan and keep regional activities as a reoccurring agenda item.

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Assessment of Transportation Needs in Northeast Florida

Federal transit law requires that locally developed, coordinated public transit human services transportation plans identify the transportation needs of individuals with disabilities, seniors, and people with low incomes. This section identifies these transportation needs by presenting and analyzing:

- Individual county composition
- Socioeconomic data
- Regional destinations
- Developments of regional impact planned and/or under construction in the next five years
- Future Transportation Disadvantaged demand
- Traditional and nontraditional transportation providers
- Transit technology
- Condition of transit assets

COUNTY COMPOSITION

Each of the six counties that make up Northeast Florida have unique attributes that contribute to the transportation demands of the region.

Baker County

The total population of Baker County is 27,937 with a land area of 589 square miles. It is a rural county with two federally protected areas, the Okefenokee National Wildlife Refuge

Photo 7: Baker County bus at the Baldwin Park-N-Ride

(Swamp) and the Osceola National Forest. The Olustee Battlefield Historic State Park and its annual historical reenactment is located in the Osceola National Forest in Baker County each year. Thousands of reenactors and visitors travel there each year from across the county.

There are three choices for medical care in Baker County: Dopson Family Medical Center, Baker Rural Health Clinic, and the Ed Fraser Memorial Hospital Emergency Department with a 25-bed acute-care center.

The largest employers[3] in Baker County are the Walmart Food Distribution Center, employing approximately 800 people and the Baker County Medical Services, employing almost 350 people.

The county is led by a five-member board of county commissioners. The county seat is Macclenny and the other incorporated community is Glen St. Mary. Each are led by a mayor and four City Commissioners.

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[3] North Florida Economic Development Partnership statistics 2017
https://nflp.org/images/uploads/Baker_County_Major_Employers.pdf

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Clay County

The total population of Clay County is 208,311 with a land area of 644 square miles. Most of the population is concentrated in large suburban communities in the northern half of the county near the Duval County line. These communities are located in the town of Orange Park, the city of Green Cove Springs, and areas of Fleming Island and Oakleaf Plantation. The remainder of the county is rural.

Photo 8: Transportation Waiting Room at UF Health

Many Clay County households include military personnel. Camp Blanding, located in the southwest portion of the county, is a military training base and the Naval Air Station Jacksonville, located just north of the county line in Jacksonville, employs 23,000 civilian and active-duty personnel at its military airport, medical center, aviation maintenance training facility and other commissioned facilities.

The largest employers in Clay County are the Clay County School Board with almost 5,000 employees and the various medical centers and services spread throughout the county. Clay County has three large medical centers including Orange Park Medical Center in Orange Park, Baptist Clay Medical Campus in Fleming Island, and St. Vincent's Medical Center Clay County in Middleburg. The Veterans Administration is planning to open a new clinic in Clay County in 2020.

Other large nongovernmental and nonmedical employers[4] are Parallon with 1,400 employees, Clay Electric Cooperative with 400 employees, Vac-Con with 300 employees, and Vallencourt Construction with over 300 employees.

The county is led by a five-member board of county commissioners. The county seat of Green Cove Springs along with the other incorporated communities of Keystone Heights, Orange Park, and Penney Farms are each led by a mayor and four additional city council members.

Duval County

The total population of Duval County is 926,255 with a land area of 918 square miles. The city government consolidated in 1968 to make the City of Jacksonville, the county seat and the largest city by area in the contiguous United States. While most of the county is urban, there are some rural sections in the northern and eastern portions of the county.

Duval County is the employment and medical hub of the region. Military installations at the Naval Air Station Jacksonville, Naval Station Mayport and the Marine Corps Support Facility Blount Island generate

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[4] Various sources including https://jaxusa.org/tools-resources/top-employers, https://jaxusa.org/region/clay-county/, www.clayelectric.com/about-clay/quick-facts, www.vallencourt.com/about/,

over 116,00 total jobs[5] in the region. Other major employers in Duval County are in the health and financial industries[6] including Baptist Hospital with approximately 11,000 employees, Florida Blue with 7,000 employees, Bank of America/Merrill Lynch with 8,000 employees, Mayo Clinic with over 6,000 employees, Ascension St. Vincent's with roughly 5,300, Citi with 4,500 employees, JP Morgan Chase with 3,900 employees, UF Health with over 3,600 employees and Wells Fargo with 3,500 employees.

Jacksonville is led by a mayor and 19 city council members. There are four incorporated communities that did not consolidate and are governed by their own mayor and city council members including Atlantic Beach with five city commissioners, Baldwin with five city council members, Jacksonville Beach with seven city council members, and Neptune Beach with five city councilors.

Nassau County

The total population of Nassau County is 80,622 with a land area of 726 square miles. Interstate 95 divides the county in half. The western half of the county is rural. Most of the county's population is located in the eastern half of the county in Fernandina Beach, Amelia Island, and Yulee.

The school district is the largest employer in Nassau County with 1,598 employees[7]. The county government employees 672 employees. The Federal Aviation Administration (FAA) Air Traffic Control Center, which coordinates most commercial and civilian air traffic for the southeastern United States employs 550 people in Hilliard.

The tourist industry is thriving in Amelia Island and Fernandina Beach. The largest concentration of Nassau County employees is in Amelia Island at the Omni Plantation with 1,200 employees and the Ritz-Carlton with 700 employees. Other major employers in Nassau County are WestRock with 460 employees and Rayonier Advanced Materials with 300 employees.

A full-service Baptist Medical Center is located in Fernandina Beach and employees 420 people. The only other medical center in Nassau County is the Nassau County Health Department in Hilliard which offers clinical services.

The county is led by a five-member board of county commissioners. The county seat is Fernandina Beach, led by a five-member commission including the mayor. The other incorporated communities are Callahan and Hilliard, each led by a five-member town council including the mayor.

Photo 9: New Express Select service and bus shelter

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[5] Enterprise Florida www.enterpriseflorida.com/wp-content/uploads/Florida-Defense-Factbook-2017-1.pdf
[6] JAX USA at https://jaxusa.org/tools-resources/top-employers/
[7] Nassau County website at http://nassauflorida.com/nassau-county-advantages/major-employers.aspx

Putnam County

The total population of Putnam County is 72,277 with a land area of 827 square miles. The county is rural with small communities situated along the St. Johns River and around the many sinkhole lakes throughout the county.

The only full-service hospital in Putnam County is the Putnam Community Medical Center in Palatka. The Veterans Administration has a limited service clinic in Palatka, and the Florida Department of Health offers clinical services in facilities in Palatka, Interlachen, and Crescent City.

The largest employers in Putnam County[8] are the County School Board with 1,680 employees, Georgia-Pacific with 800 employees, St. Johns River Water Management with 550 employees, and Putnam Community Medical Center with 520 employees.

The county is led by a five-member board of county commissioners. The county seat is Palatka and the other incorporated communities are Crescent City, Interlachen, Pomona Park, and Welaka, each led by a mayor and four to six additional city commissioners.

St. Johns County

The total population of St. Johns County is 254,261 with a land area of 608 square miles. The city of St. Augustine, established in 1821, is designated as a small urban area. It is mainly a tourist community with many historical sites, golf courses and beaches. The northern portion of the county is mostly suburban, while the south and west portions of the county are rural.

The highest concentration of jobs in St. Johns County is in the hospitality/tourism industries in St. Augustine and along the beaches. The largest employers[9] are the St. Johns County School District with 5,039 employees; Flagler Hospital with 1,564 employees; County government including the Sheriff's Office with 1,988 employees, Northrop Grumman with 1,110 employees; Florida National Guard Headquarters with 900 employees, PGA Tour with 800 employees and the Florida School for the Deaf and Blind with 682 employees.

Flagler Hospital in St. Augustine is the only full-service hospital in St. Johns County. A Veterans Administration clinic and a Florida Department of Health clinic are also located in St. Augustine.

The county is led by a five-member board of county commissioners. The county seat is St. Augustine and the other incorporated community is St. Augustine Beach. Both communities are led by a mayor and four additional city commissioners.

Photo 10*: St. Johns County's distinctive Sunshine Bus*

[8] North Florida Economic Development Partnership statistics 2017
https://nflp.org/images/uploads/Putnam_County_Major_Employers.pdf
[9] St. Johns County website at www.sjcfl.us/EconomicDevelopment/Employers.aspx#.Xam6IuhKiUk

SOCIOECONOMIC MAKEUP OF THE NORTHEAST FLORIDA REGION

Studies show that certain population groups tend to rely on public transit more often than the general population. These groups include individuals with disabilities, seniors, and people with limited income. To better understand the potential travel needs of these individuals, geographic data was developed describing population, employment, and major trip attractor locations within the region. The data is displayed on maps and presented in tables in the following pages.

Socioeconomic information was collected for five datasets to represent "transit need" or demand (i.e., transit dependent or transportation disadvantaged) populations: seniors (persons 65 years old and older), households with no vehicles, households with disabilities (based on Supplemental Security Income recipients), households below poverty level, and households receiving public assistance. The source for these datasets is the American Community Survey (ACS), an ongoing demographic survey conducted by the United States Census Bureau.

For the 2019 Regional Coordinated Plan, the most recent five-year dataset (years 2013 through 2017) was collected for Census Block Groups (U.S. Census Bureau geographical unit, generally smaller than the Census Tract and larger than the Census Block). Estimates for the block groups reflect an average value over the full five-year period. Table 2 shows the list of maps prepared and the map data source.

Some datasets are displayed in Figure 4. The image on the left is a density map using the total number of people in the population group divided by the square miles in the county. The image on the right is of a percentage map using the total number of people in the population group divided by the total number of people in the county. These two map types present the same data, just from two different perspectives. These perspectives are important as we compare statistics in rural areas against more urban areas.

Figure 4: Examples of Density and Percentage maps of the same data
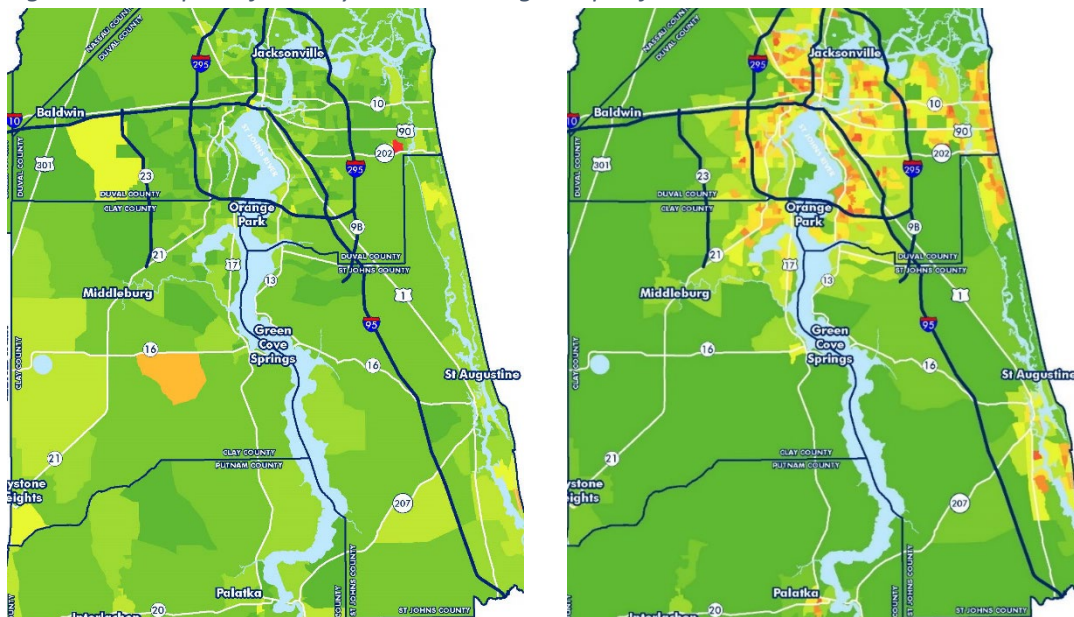
Table 2: Socioeconomic Maps and Data Sources

Map Title	Description	Data Source
Senior Population (Density and Percent)	Age 65 and Over	U.S. Census Bureau, American Community Survey 2013 - 2017
Zero Vehicle Households (Density and Percent)	Vehicles Available	U.S. Census Bureau, American Community Survey 2013 - 2017
Households with Disabilities (Density and Percent)	Supplemental Security Income Recipients	U.S. Census Bureau, American Community Survey 2013 - 2017
Households Below Poverty Level (Density and Percent)	Poverty Status	U.S. Census Bureau, American Community Survey 2013 - 2017
Households Receiving Public Assistance (Density and Percent)	Public Assistance Income	U.S. Census Bureau, American Community Survey 2013 - 2017
Composite Transit Need Index	Degree of Public Transportation Need	U.S. Census Bureau, American Community Survey 2013 - 2017
Employment Density	Jobs per Square Mile	U.S. Census Bureau, OnTheMap, Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics, 2015
Major Medical Facilities	Hospitals, Dialysis Clinics, State Laboratory/Clinics, Veterans Clinics	Florida Geographic Data Library (FGDL), 2014; Agency for Health Care Administration, 2018; ETM, 2019
Major Educational Facilities	Universities, Colleges, Trade Schools	Florida Geographic Data Library (FGDL), 2017; ETM, 2019
Regional Paratransit Destinations	Most common regional paratransit trips	Trapeze Northeast Florida Database hosted by JTA, 2018
Existing Public Transportation	Public Transportation Services	Jacksonville Transportation Authority (JTA), St. Johns County/Sunshine Bus, Nassau County CoA/Nassau Transit, Ride Solution
Future Regional Development	Planned and Under Construction in the Next Five Years	ETM, 2019
Regional Transit Needs	Existing transit, composite need index and future development	U.S. Census Bureau, American Community Survey 2013 – 2017; ETM, 2019

Socioeconomic Evaluation and Findings

The Socioeconomic data evaluated in this study and presented in graphical maps include:

- Senior population
- Zero vehicle households
- Households with disabilities
- Households below poverty level
- Households receiving public assistance

Seniors

Of the approximately 1.6 million people living in Northeast Florida, 15% (or about 225,700 people) are over the age of 64. Table 3 and Figures 5 and 6 describe the region's senior population. Of the six-county study area, Duval County is home to most seniors (over 118,600), representing 53% of the region's senior population. Duval County also contains the most seniors per square mile (139 seniors per square mile). Nassau, Putnam, and St. Johns are also relatively popular counties for seniors as each county's percentage of seniors is 20%, 22%, and 19%, respectively. The percentage of seniors in each of these counties is more than the overall region's 15% of seniors. Like Duval County, St. Johns County's senior citizen population density (at 62 seniors per square mile) is more than the overall region's senior citizen population density (at 53 seniors per square mile).

Table 3: Senior Population (Age 65 and Over)

County	Population			Density	
	Total Population	Total Population 65 Years of Age and Over	Percentage of Population 65 Years of Age and Over	Square Miles	Total Population 65 Years of Age and Over per Mile
Baker	27,537	3,749	14%	589	6
Clay	203,291	29,377	14%	644	46
Duval	912,043	118,638	13%	856	139
Nassau	78,435	15,988	20%	674	24
Putnam	72,435	15,701	22%	827	19
St. Johns	226,578	42,223	19%	685	62
Region	1,520,319	225,676	15%	4,275	53

Figure 5: Percent Senior Population

Percent Senior Population

Percent Senior Population (65+)

- 0% - 10%
- 11% - 20%
- 21% - 30%
- 31% - 40%
- 41% - 50%
- 61% - 70%
- 71% - 80%
- 91% - 100%

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
B01001 Sex by Age

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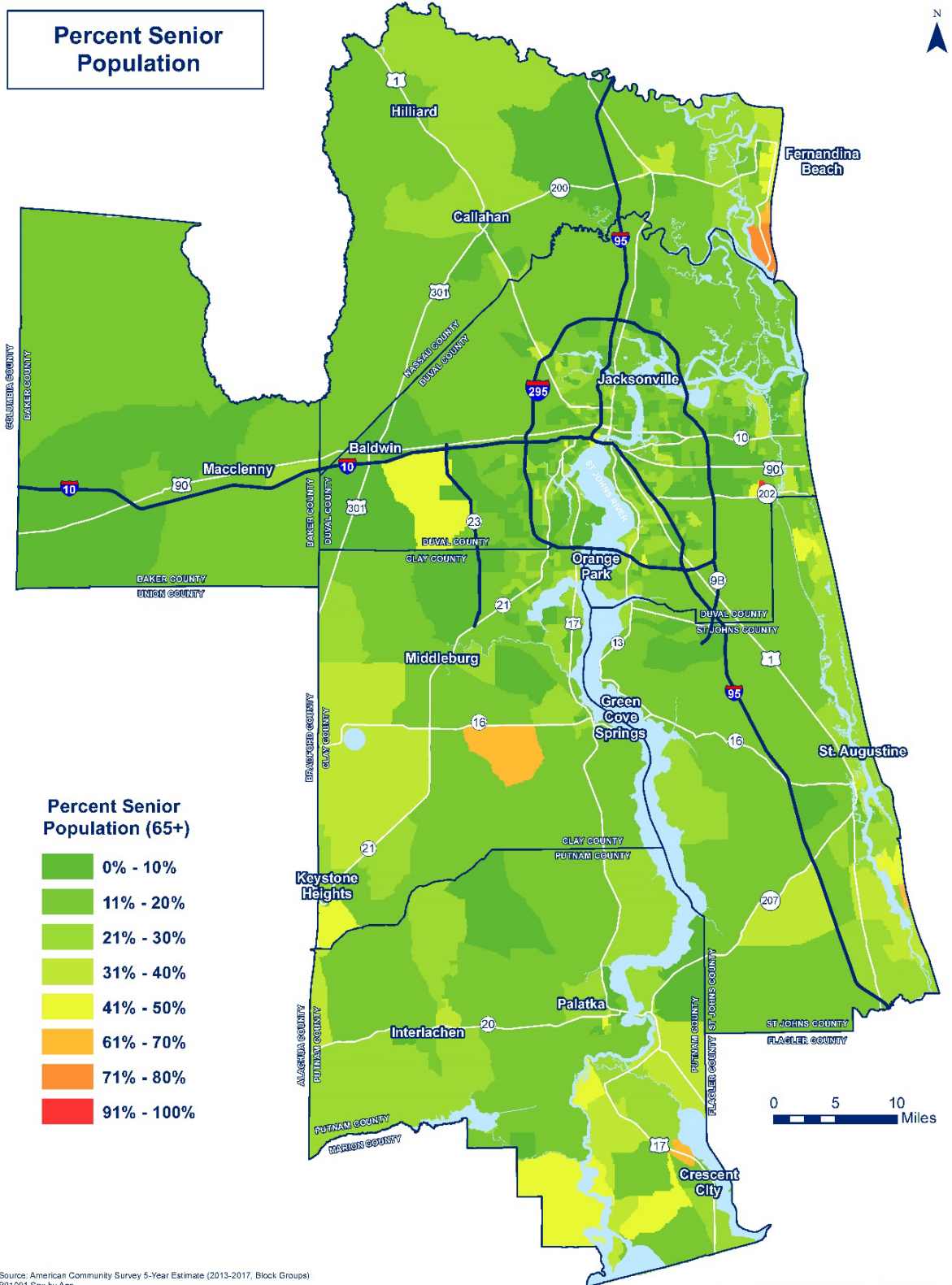
Figure 6: Senior Population Density

Senior Population Density
(Persons per Square Mile)

Senior Population (65+)
Per Square Mile

- 0 - 39
- 40 - 94
- 95 - 166
- 167 - 259
- 260 - 373
- 374 - 519
- 520 - 741
- 742 - 1,153
- 1,154 - 3,230
- 3,231 - 18,917

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
B01001 Sex by Age

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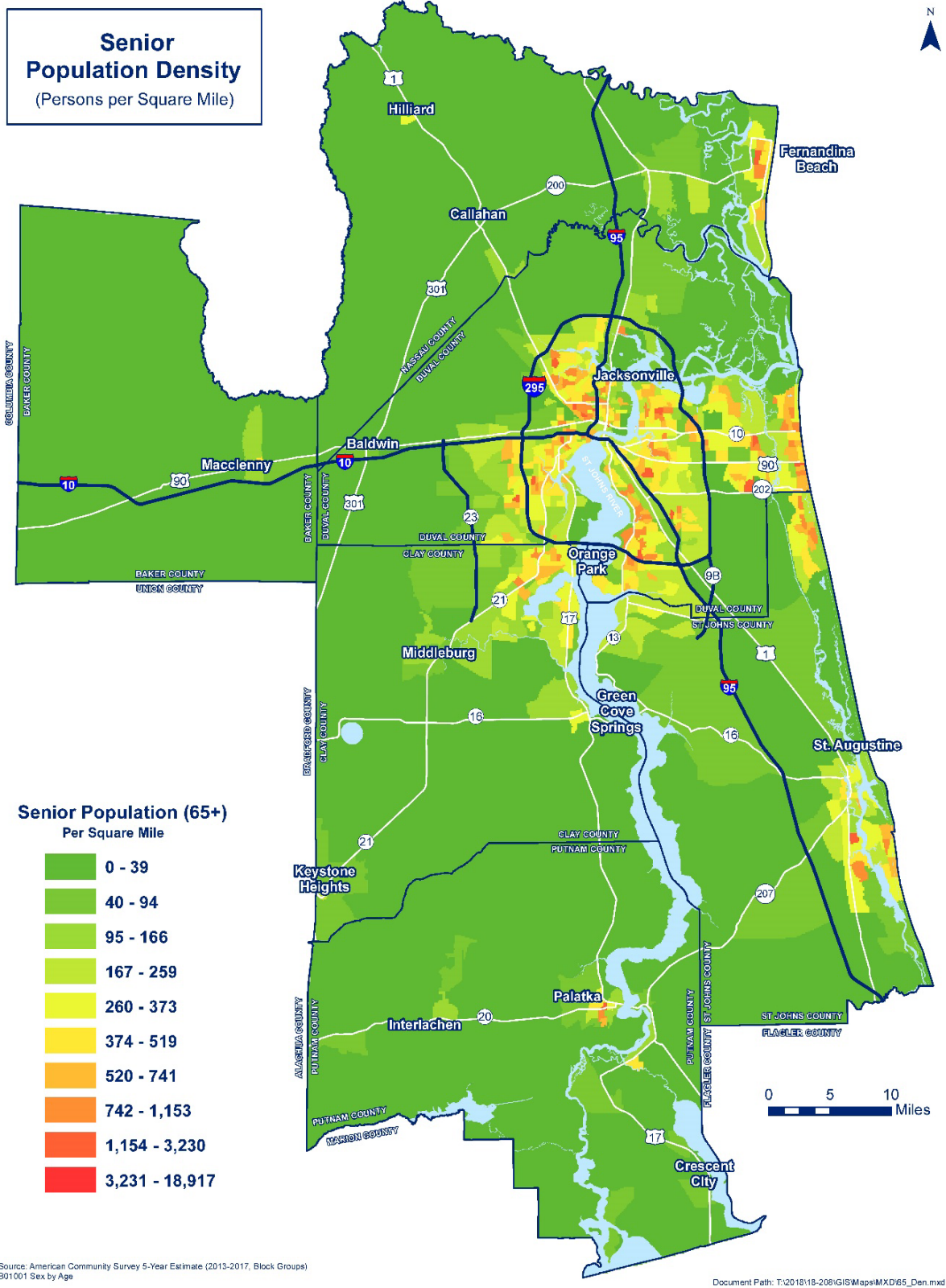
Households with Zero Vehicles

A household includes all the people who occupy a housing unit. Of the total households in Northeast Florida, 6% (approximately 36,600 households) do not have a working passenger vehicle available for use by household members. Table 4 and Figures 7 - 8 describe these zero vehicle households. Within the region, Duval County has the most zero car households (over 28,000), representing 77% of the region's zero vehicle households. Duval County also contains the most zero vehicle households per square mile (33 households). Duval and Putnam Counties have the highest percentage of households with zero vehicles, at 8% for both counties, which is higher than the overall region's six percent.

Table 4: Households with Zero Vehicles

County	Households			Density	
	Total Households	Households with Zero Vehicles	Percentage of Households with Zero Vehicles	Square Miles	Households with Zero Vehicles per Mile
Baker	8,299	227	3%	589	0
Clay	71,939	2,039	3%	644	3
Duval	347,783	28,351	8%	856	33
Nassau	30,454	1,268	4%	674	2
Putnam	27,951	2,147	8%	827	3
St. Johns	83,744	2,592	3%	685	4
Region	570,170	36,624	6%	4,275	9

Figure 7: Percent Zero Vehicle Households

Percent Zero Vehicle Households

Percent Zero Vehicle Households

- 0% - 7%
- 8% - 13%
- 14% - 20%
- 21% - 27%
- 28% - 33%
- 34% - 40%
- 41% - 46%
- 47% - 53%
- 54% - 60%
- 61% - 66%

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
B25044 Tenure by Vehicles Available

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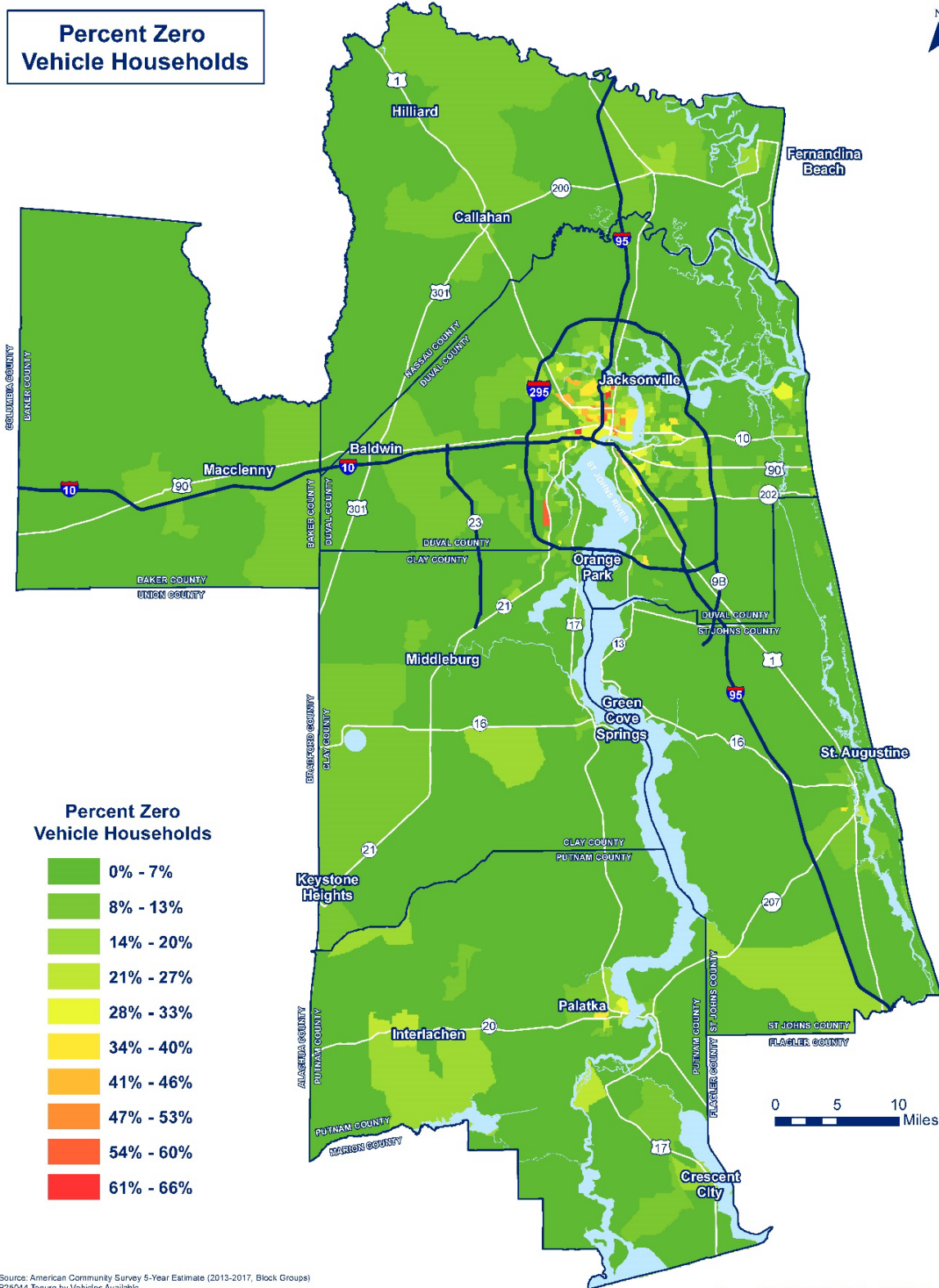
Figure 8: Zero Vehicle Household Density

Zero Vehicle Households Density
(Households per Square Mile)

Zero Vehicle Households
Per Square Mile

- 0 - 23
- 24 - 63
- 64 - 113
- 114 - 180
- 181 - 287
- 288 - 429
- 430 - 627
- 628 - 956
- 957 - 1,786
- 1,787 - 12,535

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
B25044 Tenure by Vehicles Available

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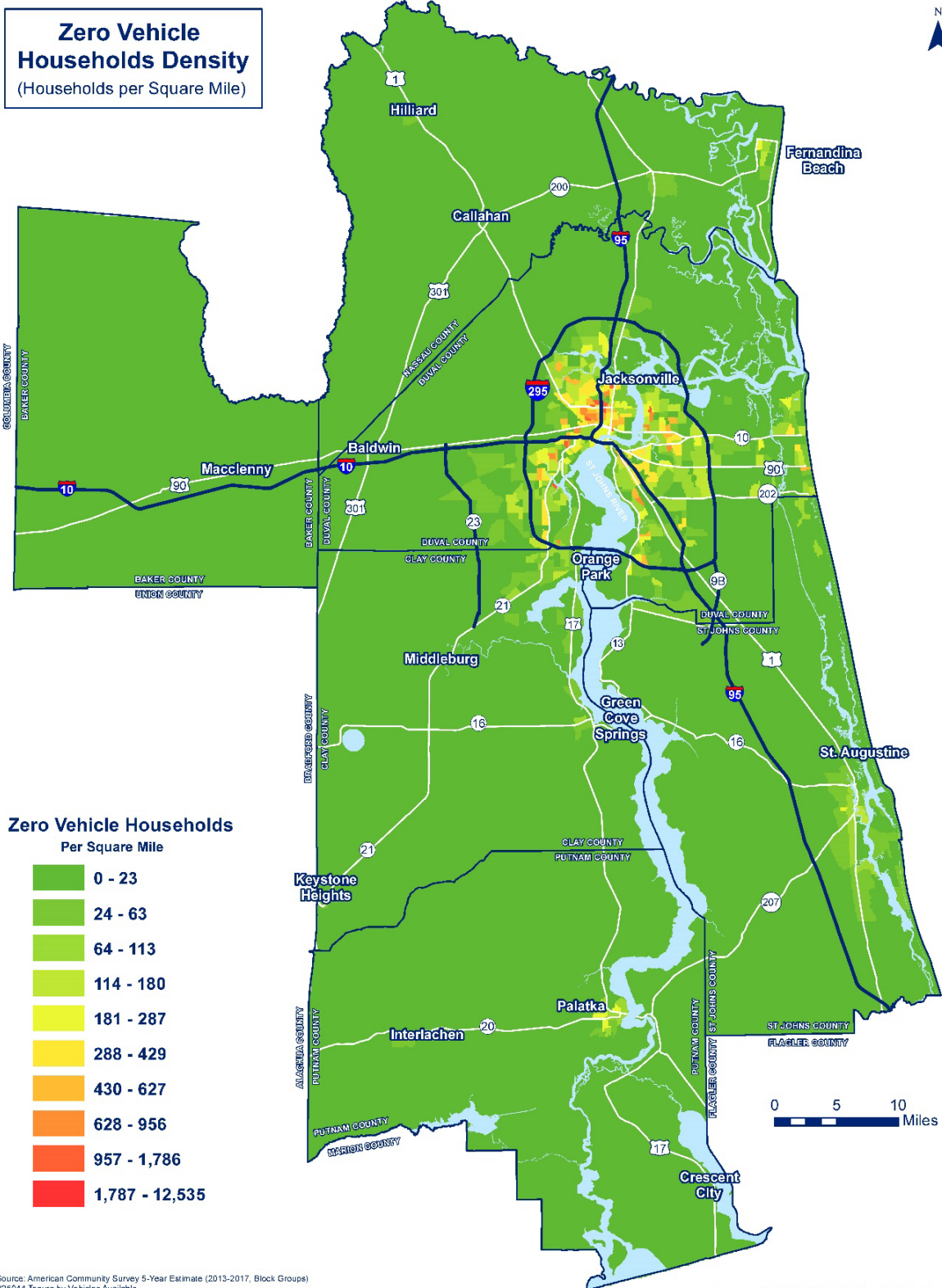
Households with Disabilities

Supplemental Security Income (SSI) is a nationwide U.S. assistance program administered by the Social Security Administration that guarantees a minimum level of income for needy, disabled, blind, or aged individuals[10]. As represented in previous Northeast Florida Coordinated Plans, SSI recipient households represent households with disabilities (Table 5 and Figures 9 – 10). Of the total households in Northeast Florida, 5% (approximately 28,000) receive SSI. Duval County has the most households receiving SSI (almost 18,000), representing 65% of the region's SSI recipient households and 21 households per square mile.

Table 5: Households with Disabilities (based on Supplemental Security Income recipients)

County	Households			Density	
	Total Households	Households with Supplemental Security Income (SSI)	Percentage of Households with SSI	Square Miles	Households with Supplemental Security Income per Mile
Baker	8,299	514	6%	589	1
Clay	71,939	3,082	4%	644	5
Duval	347,783	17,913	5%	856	21
Nassau	30,454	1,350	4%	674	2
Putnam	27,951	1,882	7%	827	2
St. Johns	83,744	2,985	4%	685	4
Region	570,170	27,726	5%	4,275	6

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[10]https://www.socialexplorer.com/data/ACS2010/metadata/?ds=ACS10&table=B19056

Figure 9: Percent Households with Disabilities

Percent Households with Disabilities

Percent Households with Disabilities

- 0% - 6%
- 7% - 11%
- 12% - 17%
- 18% - 23%
- 24% - 29%
- 30% - 34%
- 35% - 40%
- 52% - 57%

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
B19056 Supplemental Security Income in the Past 12 Months for Households

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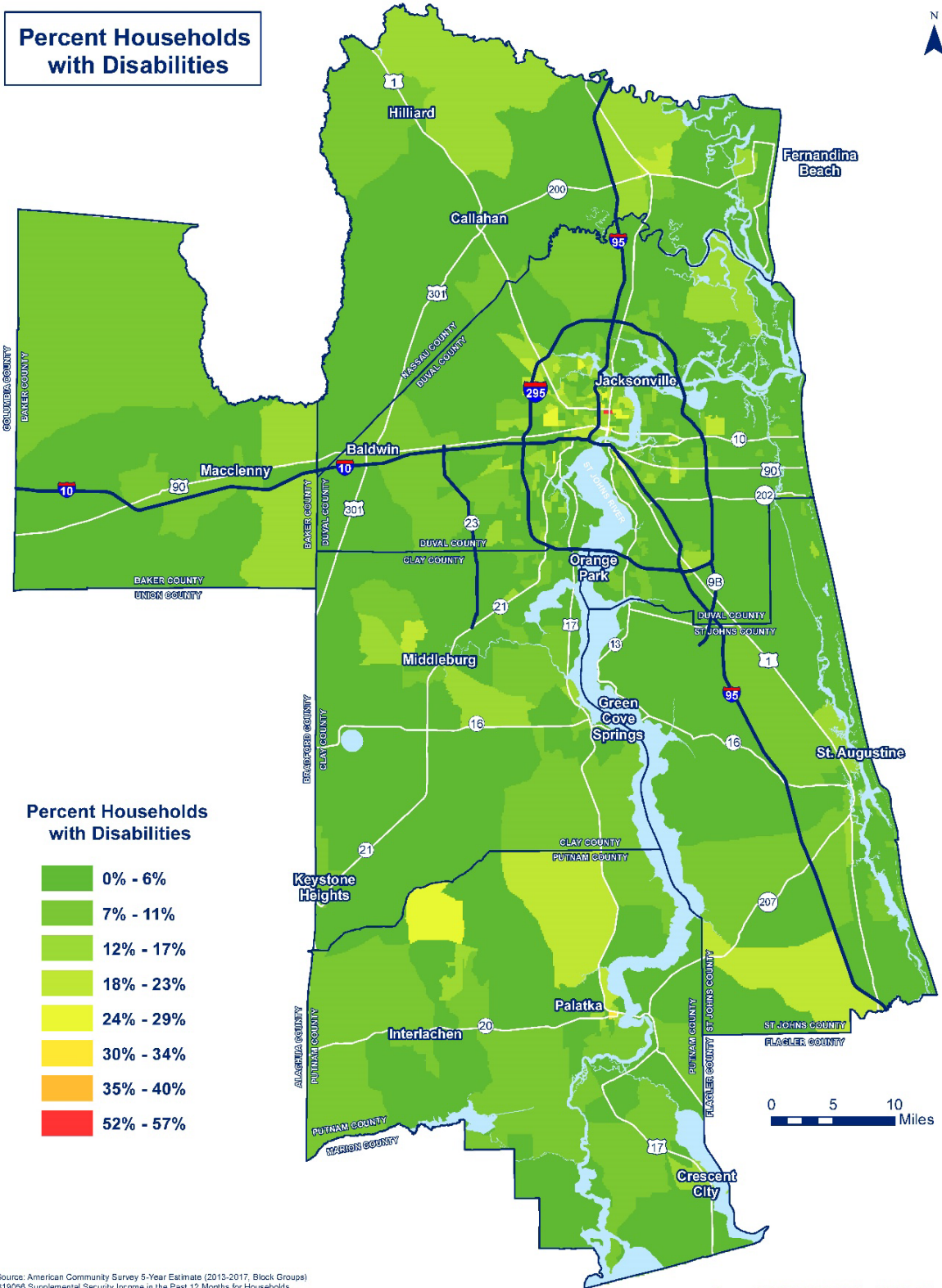
Households with Disabilities Density
(Households per Square Mile)

Households with Disabilities
Per Square Mile

- 0 - 12
- 13 - 33
- 34 - 60
- 61 - 94
- 95 - 144
- 145 - 220
- 221 - 306
- 307 - 441
- 442 - 733
- 734 - 6,536

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
B19056 Supplemental Security Income in the Past 12 Months for Households

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Households Below Poverty Level

To determine a person's poverty status, the ACS compares the person's total household income in the last 12 months with the poverty threshold appropriate for that person's household size and composition. If the total income of that person's household is less than the threshold appropriate for that household type, then the person is considered "below the poverty level," together with every member of his or her household.[11] According to the ACS five-year estimate, described in Table 6 and illustrated in Figures 11 – 12, there are approximately 78,000 households below poverty level within Northeast Florida. These households represent 14% of the region's total households. Duval County has the most households below poverty level (almost 51,000), representing 66% of the region's households below poverty level. Putnam County is also significant within the region, with 25% of its total households below poverty level.

Table 6: Households Below Poverty Level

County	Households			Density	
	Total Households	Households Below Poverty Level	Percentage of Households Below Poverty Level	Square Miles	Households Below Poverty Level per Mile
Baker	8,299	1,220	15%	589	2
Clay	71,939	7,486	10%	644	12
Duval	347,783	50,987	15%	856	60
Nassau	30,454	3,301	11%	674	5
Putnam	27,951	7,030	25%	827	9
St. Johns	83,744	7,744	9%	685	11
Region	570,170	77,768	14%	4,275	18

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[11] https://www.socialexplorer.com/data/ACS2016_5yr/metadata/?ds=ACS16_5yr&table=B17017

Figure 11: Percent Households below Poverty Level
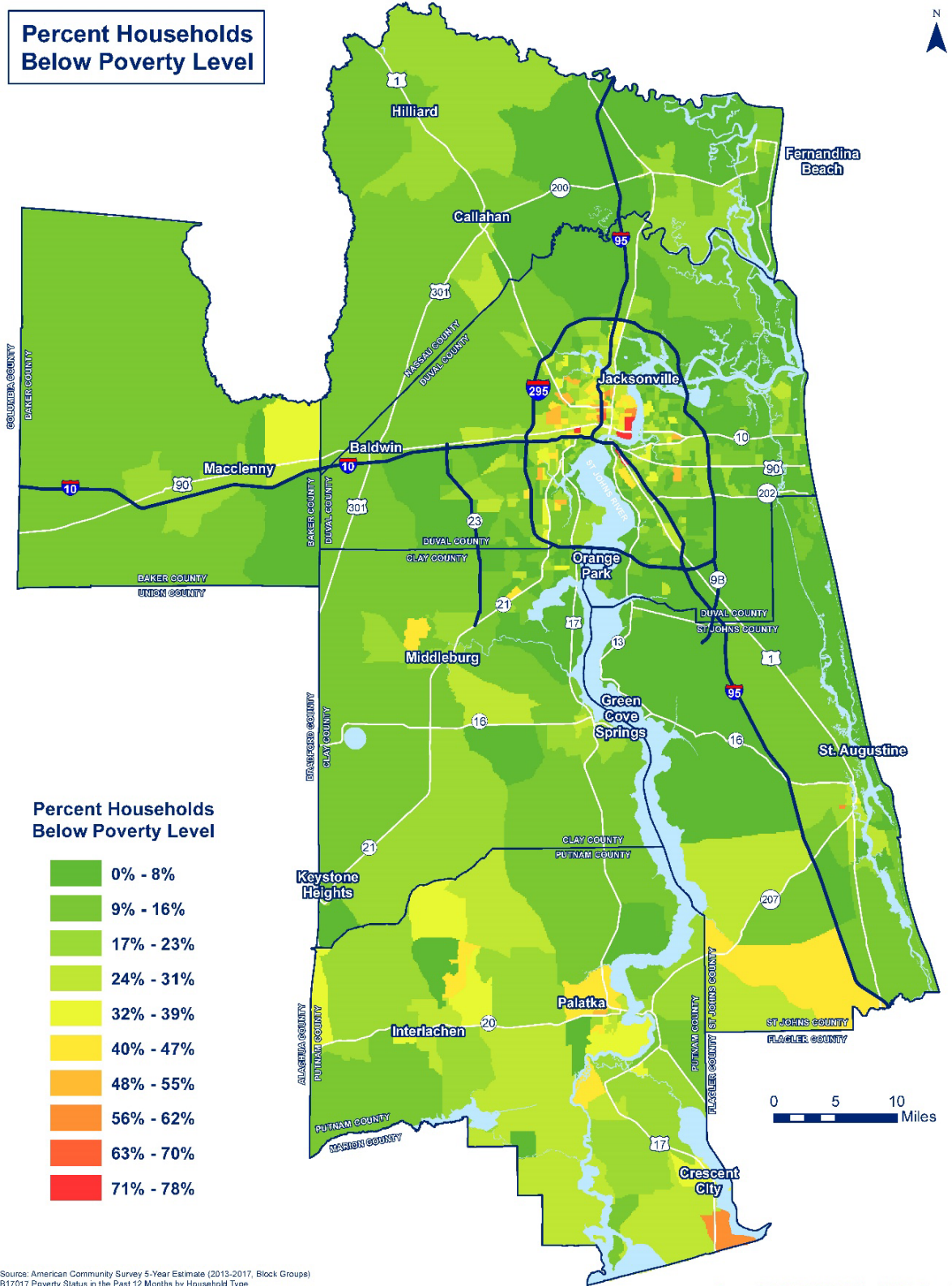
Figure 12: Households below Poverty Level Density

Households Below Poverty Level Density
(Households per Square Mile)

Households Below
Poverty Level
Per Square Mile

- 0 - 39
- 40 - 105
- 106 - 183
- 184 - 272
- 273 - 385
- 386 - 546
- 547 - 743
- 744 - 1,098
- 1,099 - 1,783
- 1,784 - 10,074

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
B17017 Poverty Status in the Last 12 Months by Household Type

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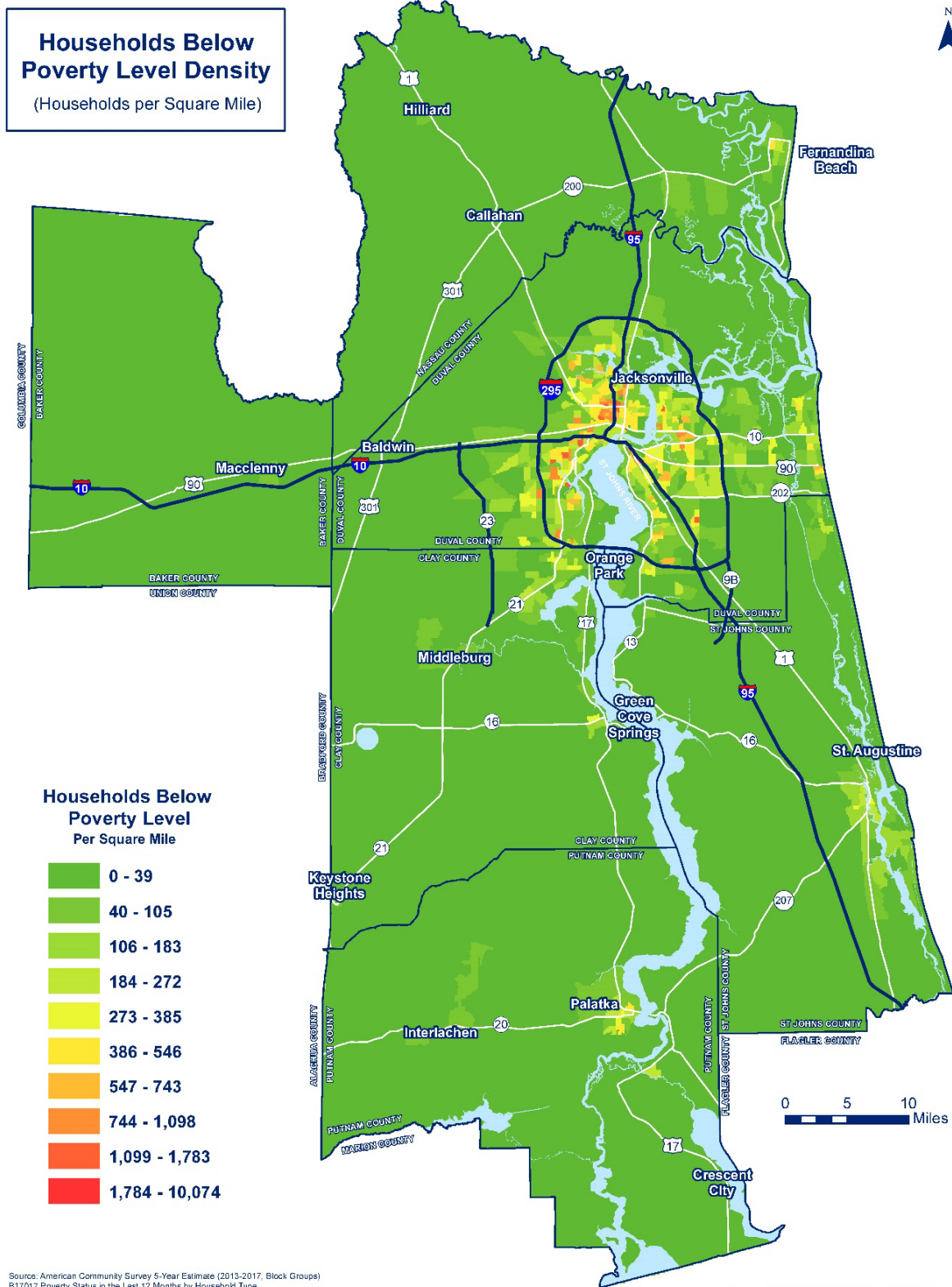
Public assistance income includes general assistance and Temporary Assistance to Needy Families (TANF)[12]. Public assistance income does not include any Supplemental Security Income (SSI) or noncash benefits such as food stamps. According to the ACS five-year estimate, described in Table 7 and illustrated in Figures 13 – 14, there are approximately 14,000 households receiving public assistance within Northeast Florida, representing 2% of the region's total households.

Table 7: Households Receiving Public Assistance

County	Households			Density	
	Total Households	Households Receiving Public Assistance	Percentage of Households Receiving Public Assistance	Square Miles	Households Receiving Public Assistance per Mile
Baker	8,299	191	2%	589	0
Clay	71,939	1,286	2%	644	2
Duval	347,783	9,743	3%	856	11
Nassau	30,454	745	2%	674	1
Putnam	27,951	913	3%	827	1
St. Johns	83,744	1,135	1%	685	2
Region	570,170	14,013	2%	4,275	3

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[12] https://www.socialexplorer.com/data/ACS2015_5yr/metadata/?ds=ACS15_5yr&table=B19057

Figure 13: Percent Households Receiving Public Assistance

Percent Households Receiving Public Assistance

Percent Households Receiving Public Assistance

- 0% - 3%
- 4% - 7%
- 8% - 10%
- 11% - 13%
- 14% - 16%
- 17% - 20%
- 21% - 23%
- 24% - 26%
- 31% - 33%

Source: American Community Survey 5-Year Estimate (2013-2017; Block Groups)
B19057 Public Assistance Income in the Past 12 Months for Households

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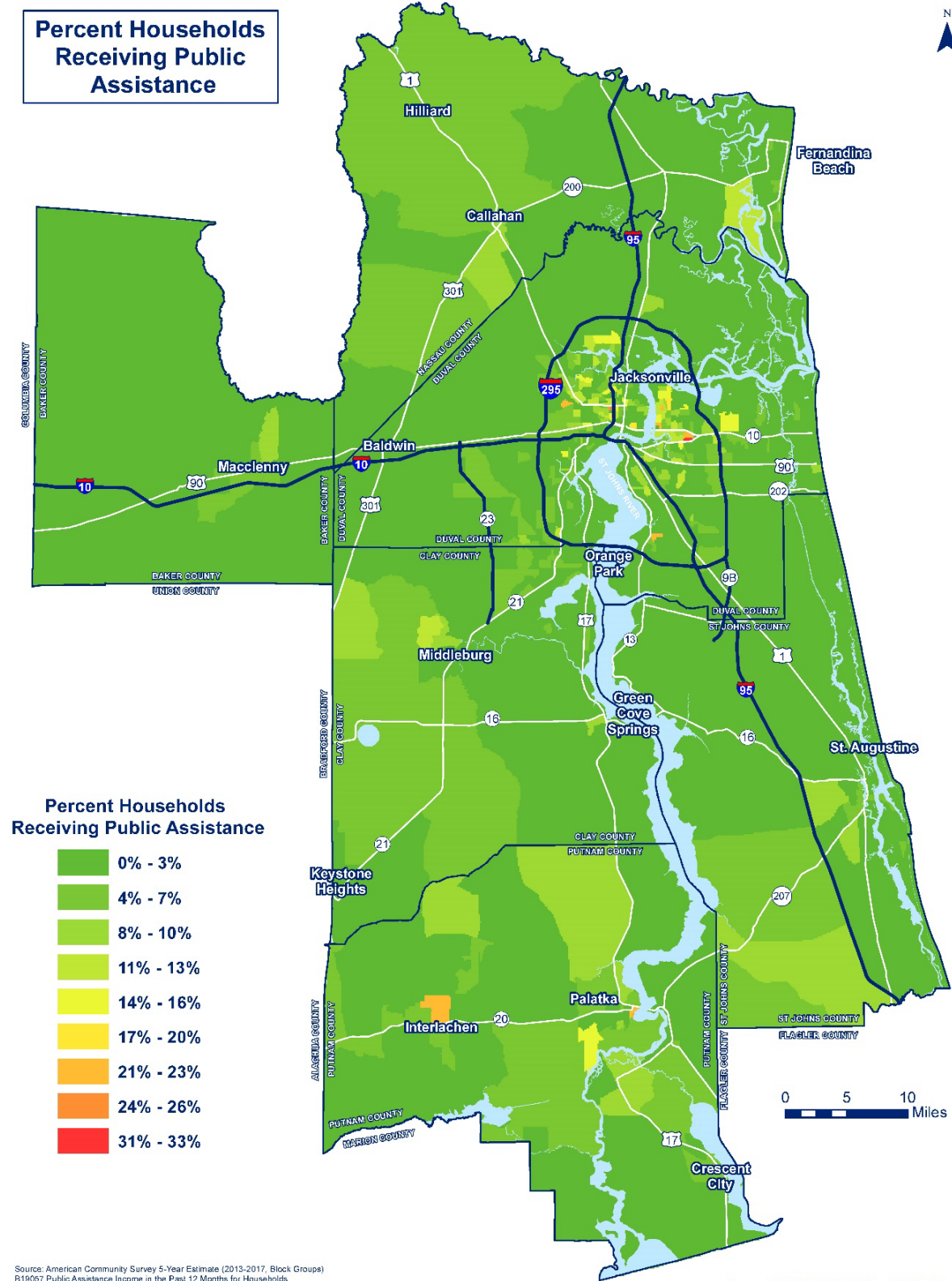
Figure 14: Households Receiving Public Assistance Density
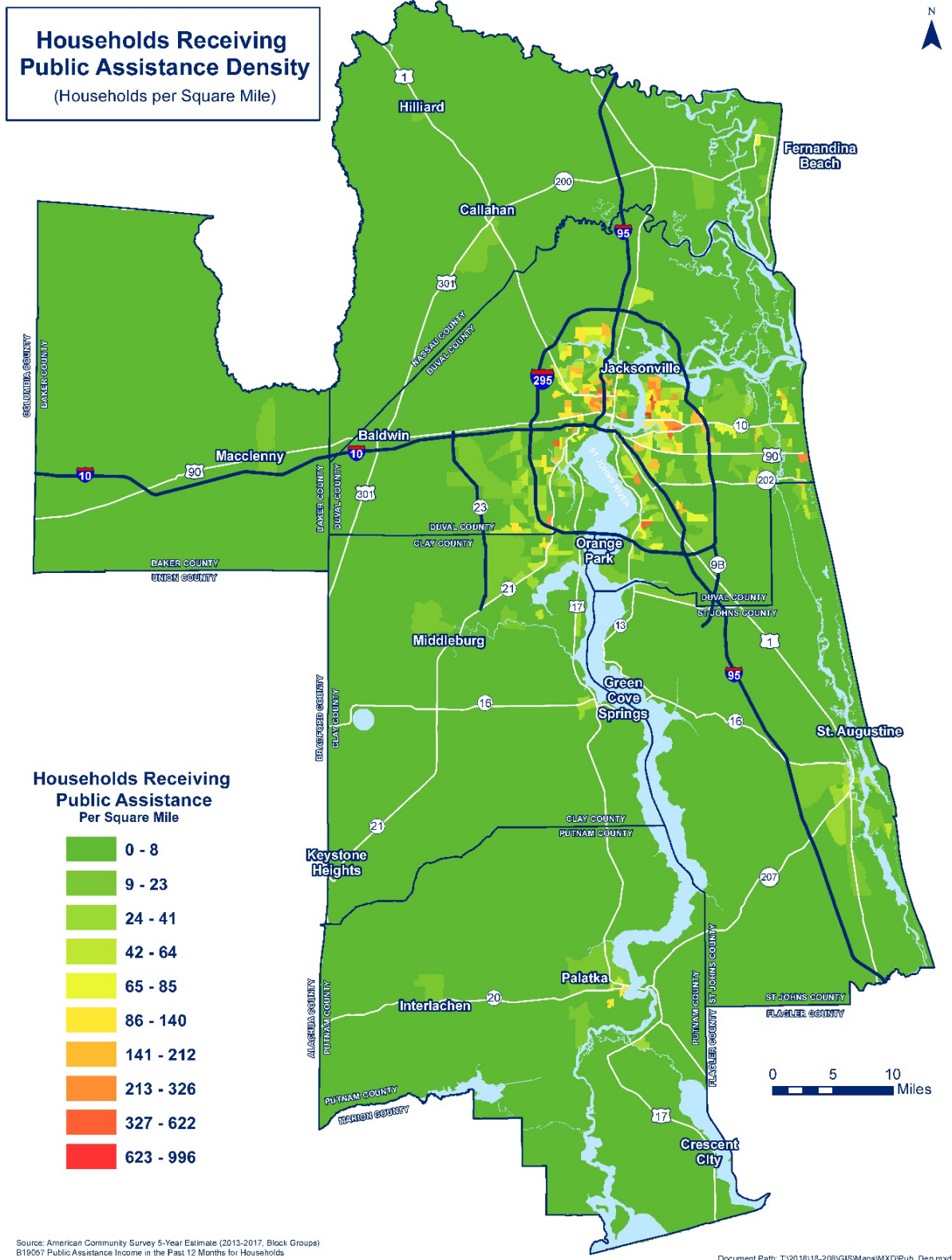
Composite Transportation Needs

Figures 15 and 16 display potential transportation needs for seniors, persons with disabilities, and other transportation disadvantaged individuals. The previously described socioeconomic information was summarized to develop a Regional Composite Transportation Needs Index which describes the relative concentrations of transit dependent populations within Northeast Florida along with the degree of need for transportation services. Relatively high concentrations of transportation disadvantaged individuals are displayed red and orange, while lower concentrations are green.

More specifically, to create an overall transportation needs index incorporating all datasets, the data is summarized according to the ten categories shown on the maps. A value of 1 through 10 is assigned to each census block group for each of the five datasets. The overall needs index is the resulting average of the values, such that a score closer to 1 indicates a lower representation of transportation disadvantaged individuals, while a score closer to 10 indicates a relatively higher representation of transportation disadvantaged individuals**.**

Table 8 contains index values for each county within the region. When examining the index values by county, Duval County has the highest need index (2.75), followed by Putnam (1.96), St. Johns (1.86), Clay (1.80), Nassau (1.74), and Baker (1.44). It is important to point out that these overall regional and county index values are averages. Individual block groups within the region range from 1.00 to 7.30. The overall average index value for the region is 2.42.

Table 8: Transportation Need Index

Regional Transportation Composite Need Index	
Baker	1.44
Clay	1.80
Duval	2.75
Nassau	1.74
Putnam	1.96
St. Johns	1.86

Figure 15: Composite Transportation Needs

Composite Needs

Composite Needs
- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 5
- 5+

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)

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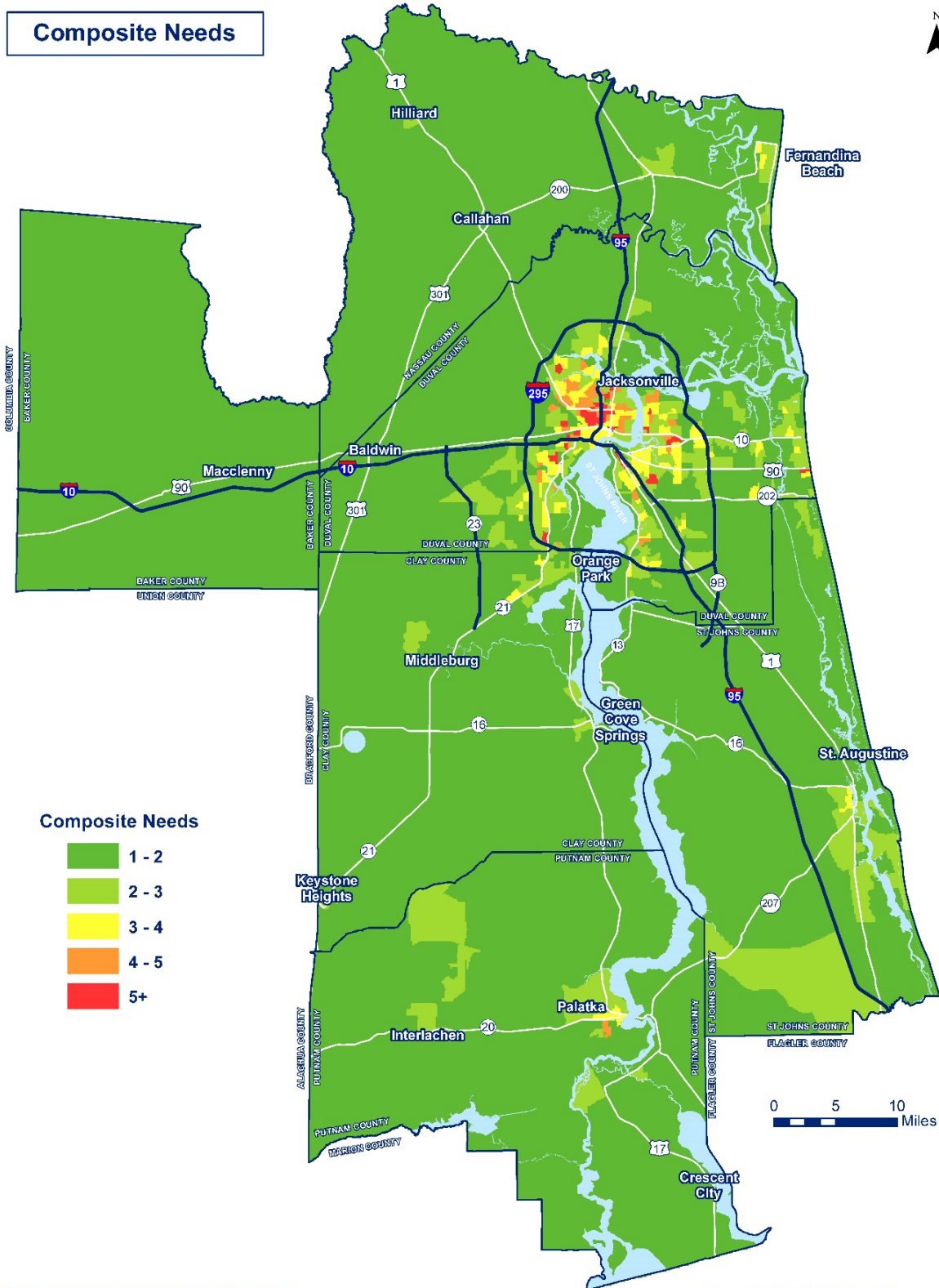
Figure 16: Composite Transportation Needs – Jacksonville, I-295 Area
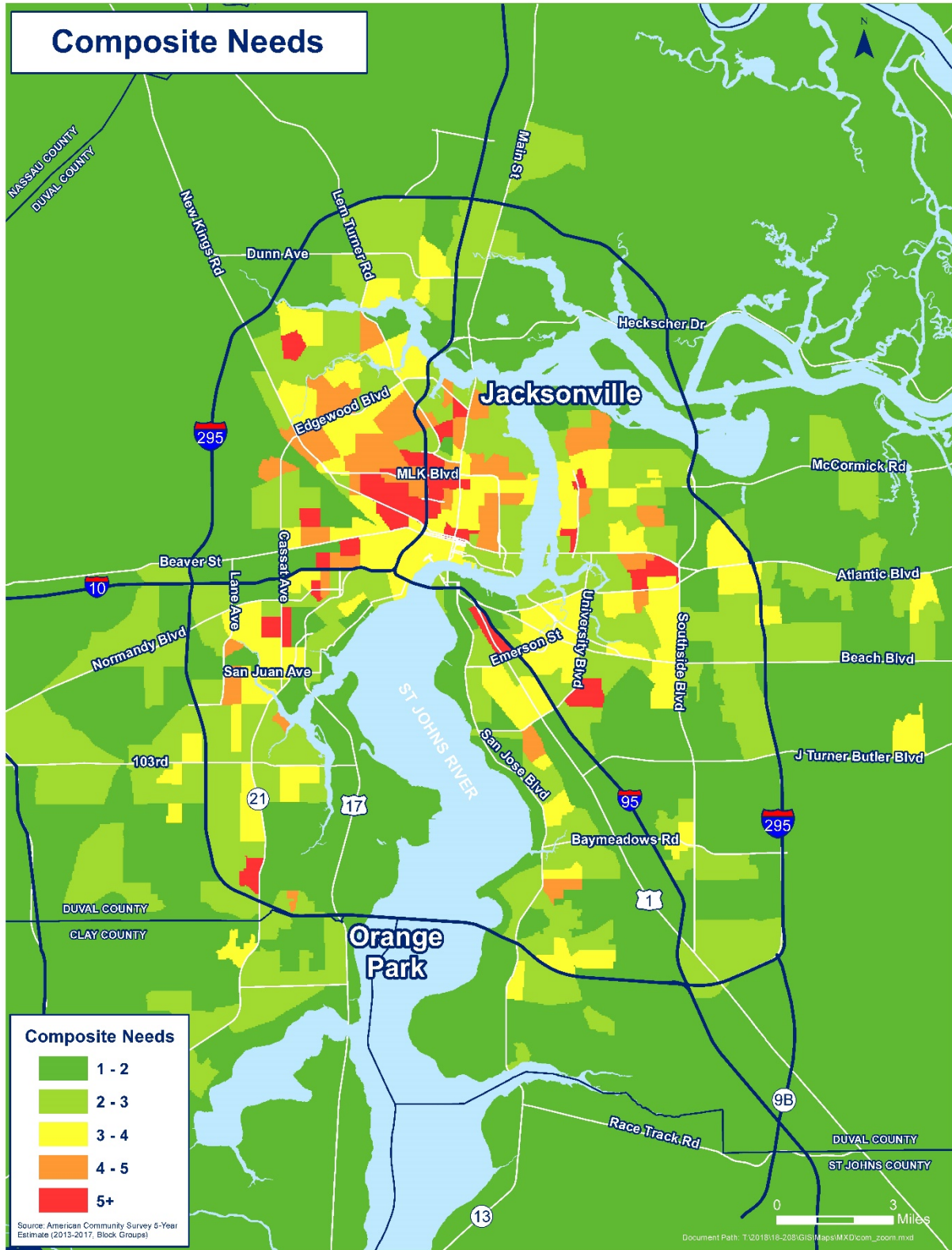
REGIONAL DESTINATIONS

Employment Density

Figure 17 represents relative employment density with the greatest concentrations of jobs in red and smallest in green. Based on the data, the greatest job concentrations are generally located in Jacksonville. Some additional concentrations of employment opportunities are located in St. Augustine, Orange Park, Green Cove Springs, Fernandina Beach and Palatka.
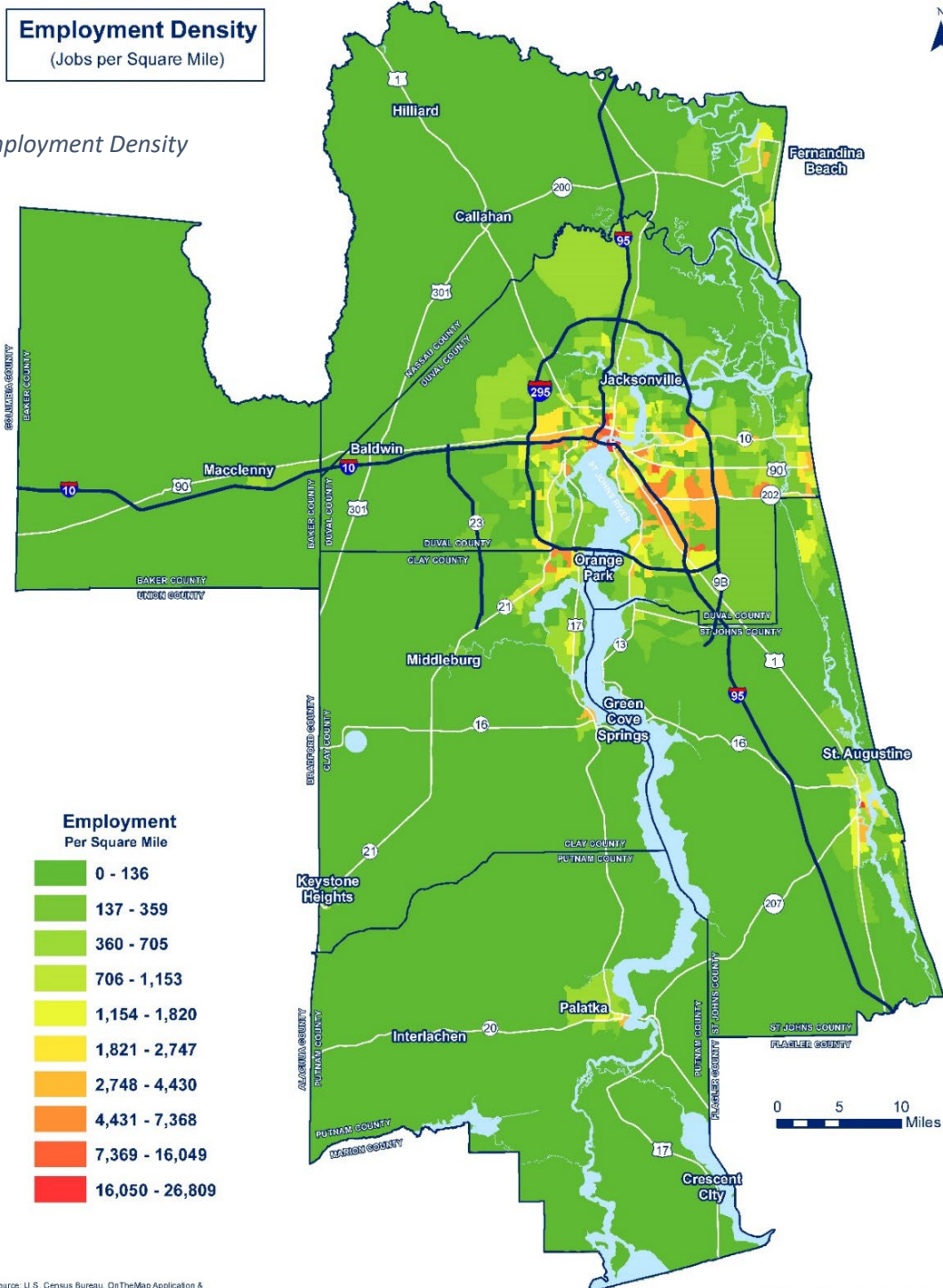
Figure 17: Employment Density

Major Medical Facilities

Northeast Florida's major medical facilities are shown in the following Figure 18. Tables 9 and 10 list 24 hospitals, over 30 dialysis clinics, three veteran affairs outpatient clinics and several other clinics. Most are in Duval County. Baker, Clay, Nassau, Putnam, and St. Johns Counties have significantly fewer facilities, increasing the travel distance required for their citizens to access health care.

Figure 18: Major Medical Facilities
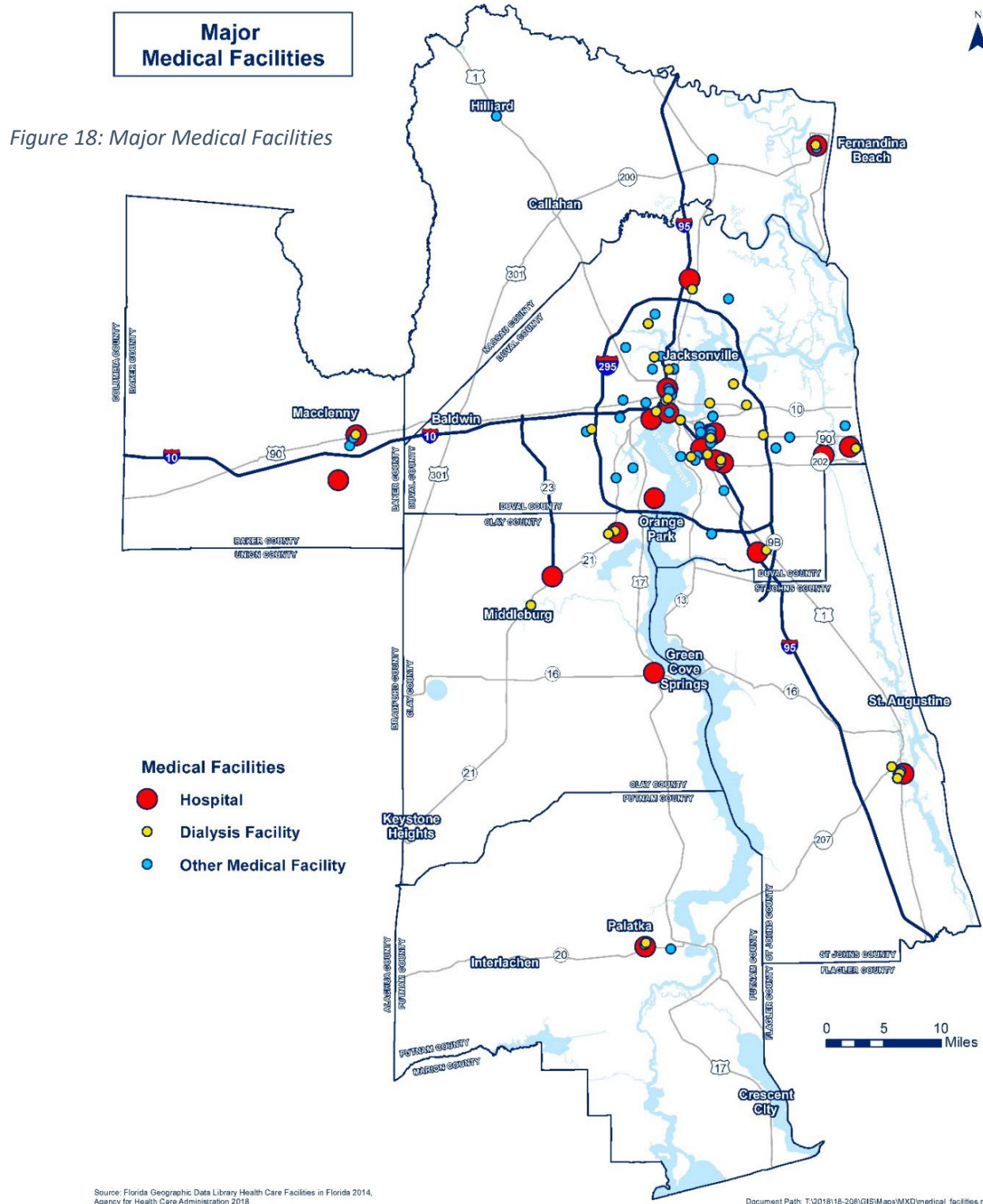
Table 9: Hospitals (sorted by county and hospital)

County	Hospital
Baker	Ed Fraser Memorial Hospital - Baker County Medical Services
	Northeast Florida State Hospital
Clay	Kindred Hospital - North Florida
	Orange Park Medical Center
	St. Vincent's Medical Center - Clay County
Duval	Baptist Medical Center - Downtown Jacksonville
	Baptist Medical Center - Beaches
	Baptist Medical Center - South
	Brooks Rehabilitation Hospital
	Curahealth Jacksonville LLC
	Mayo Clinic Jacksonville
	Memorial Hospital Jacksonville
	Naval Hospital - Jacksonville
	River Point Behavioral Health
	Specialty Hospital - Memorial Health
	St. Vincent's Medical Center Riverside
	St. Vincent's Medical Center Southside
	UF Health Jacksonville
	UF Health North
	Wekiva Springs
	Wolfson Children's Hospital
Nassau	Baptist Medical Center - Nassau
Putnam	Putnam Community Medical Center
St. Johns	Flagler Hospital St. Augustine

Table 10: Other Medical Facilities (sorted by county and facility)

County	Medical Facility
Baker	Baker County WIC
	Florida Department of Health in Baker County
	Fresenius Medical Care Macclenny
Clay	Middleburg Dialysis Center
	Northeast Florida Dialysis Center
	Orange Park Kidney Center
Duval	A Jacksonville Women's Health Center, Inc.
	All Women's Health Center, Inc.
	American Renal Assoc. (ARA) - West Jacksonville, LLC
	ARA Normandy Village Dialysis Center
	ARA Northwest Jacksonville, LLC
	ARA-Arlington Dialysis Center

County	Medical Facility
	Beach Boulevard Dialysis
	BMA Jacksonville Kidney Dialysis Center
	Davita Dialysis D/B/A Jacksonville South Dialysis
	DCHD-Immunizations
	DCI D/B/A Gateway Dialysis Center
	Department of Health- Laboratory Services
	Dialysis Clinic, Inc.
	Dialysis Clinic, Inc.
	FDOH- Agape/West Jax Community Health Center
	FDOH- Bcc/Center for Preventive Services/Refugee
	FDOH- Beaches Family Health Center
	FDOH - Jacksonville Central Health Plaza
	FDOH - Royal Terrace Plaza Dental Center
	FDOH - South Jax Dental Clinic
	FDOH - Wesconnett Family Health Center
	FDOH - WIC Emerald Tiger Nutrition Services
	FDOH - WIC Pearl St.
	FDOH - DUVAL SOUTH Jacksonville
	FDOH - DUVAL SOUTH JAX Primary
	Florida Women's Center, Inc.
	Fresenius Medical - First Coast Dialysis Center
	Fresenius Medical - St. Johns
	Fresenius Medical Care Dialysis
	Fresenius Medical Care Oceanway
	Fresenius Medical Care-N. America
	Jacksonville Arlington Dialysis
	Jacksonville Kidney Center
	Jacksonville VA Community Based Outpatient Center ✚
	Jacksonville VA Southpoint ✚
	Kidney Kare Of Jacksonville, Inc.
	Memorial Plaza Dialysis
	NX Stage Jacksonville
	Planned Parenthood of North Florida, Inc.
	Regency Dialysis Center
	UF Augustine Oaks Family Practice Center
	UF Baymeadows Family Practice & Pediatric Center
	UF Beaches Women's Health Specialists
	UF Blanding Family Medicine and Pediatric Center
	UF Commonwealth Family Practice Center
	UF Dunn Avenue Family Practice Center
	UF Facility Clinic
	UF Family Medicine Center at Lem Turner
	UF First Coast Child Protection Team
	UF Health Pediatrics- San Jose
	UF Kernan Square Family Medicine Center

County	Medical Facility	
	UF Merrill Family Medicine Center	
	UF Murray Hill Family Practice Center	
	UF New Berlin Family Medical Center	
	UF Normandy Family Practice Center	
	UF Ophthalmology Research Lab	
	UF Outreach Lab	
	UF Pediatric Cardiovascular Center	
	UF Pediatric Multi-Specialty Center	
	UF San Jose Family Practice Center	
	UF Soutel Plaza Family Practice & Pediatric Center	
	UF Southside Women's Health Specialists	
	University of North Florida - Student Medical Serv	
	University of North Florida-Athletic Training	
Nassau	Davita Amelia Island Dialysis	
	NCHD – Fernandina Health Center	
	NCHD - Hilliard Health Center	
	NCHD - Yulee Health Center	
Putnam	BMA Palatka	
	Davita/Palatka Dialysis	
	Florida Department of Health - Putnam County	
	Palatka VA Community Based Outpatient Clinic	✚
St. Johns	Florida Department of Health- St. Johns County	
	Fresenius Kidney Care - St. Augustine South	
	Fresenius Medical Care Dialysis Services	
	St. Augustine Dialysis	
	St. Augustine Home Training	
	St. Augustine VA Community Based Outpatient Clinic	✚
✚	**Veterans Affairs Facility**	

Major Educational Facilities

There are over 50 colleges, technical schools, career schools, and universities within the six-county study area, identified on Figure 19 and listed in Table 11. Some of these schools have multiple campus sites. Like medical facilities, most educational facilities in the region are located in Duval County.

Figure 19: Major Educational Facilities
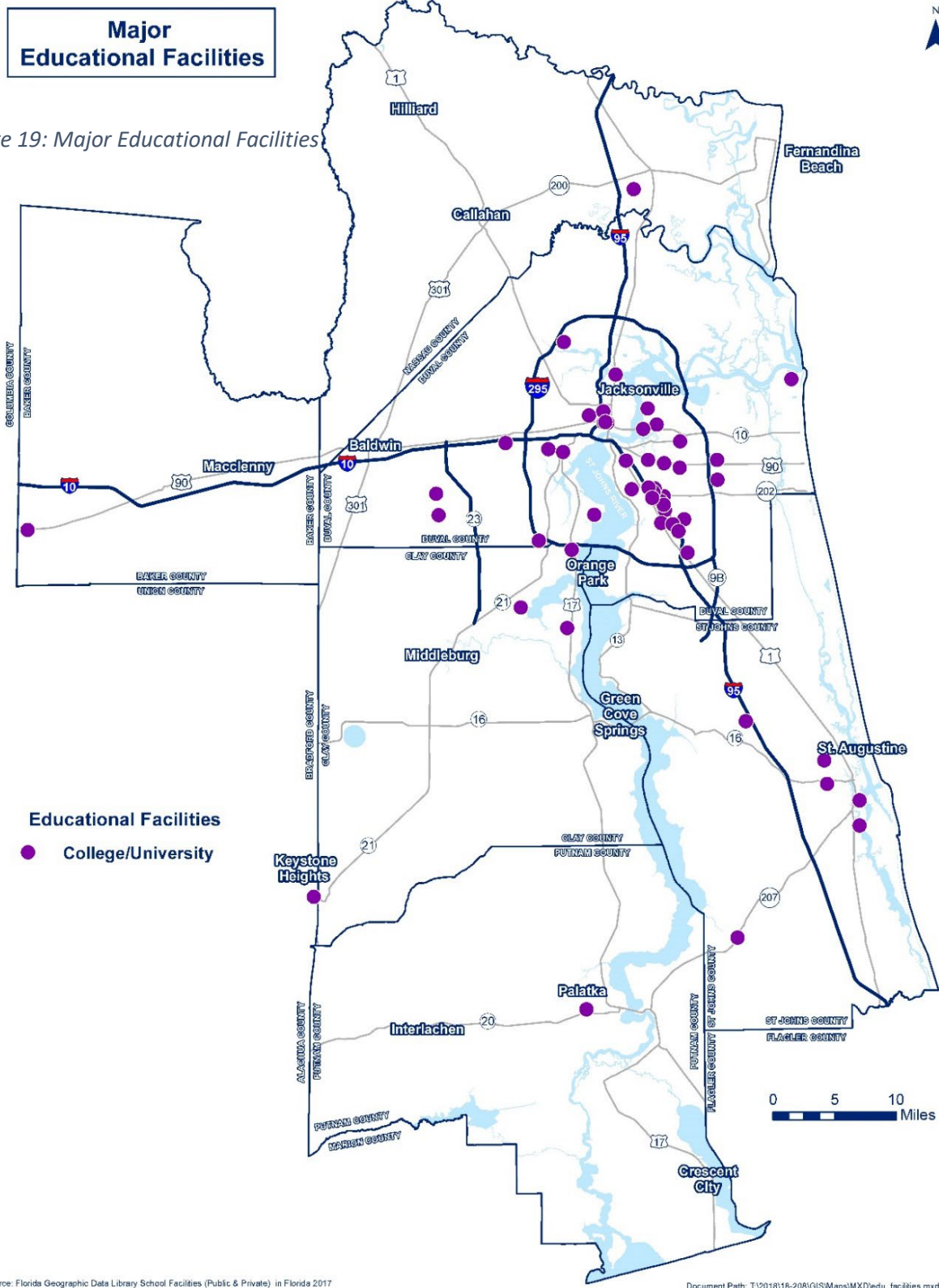
Table 11: Educational Facilities (sorted by county and facility)

County	Educational Facility	Type
Baker	Florida Gateway College - Public Service Training Center Olustee	Public
Clay	Embry-Riddle Aeronautical Univ - Jacksonville-Fleming Island	Private
	Fortis College-Orange Park	Private
	Santa Fe College Watson Center	Public
	St. JohnsRiver State College-Orange Park Campus	Public
Duval	CDA Technical Institute	Private
	Chamberlain College of Nursing-Florida	Private
	Columbia College - Jacksonville	Private
	Columbia College-NAS Jacksonville	Public
	Concorde Career Institute-Jacksonville	Private
	Edward Waters College	Private
	Embry-Riddle Aeronautical University	Private
	Embry-Riddle Aeronautical Univ - Jacksonville-NS Mayport	Private
	Everest University-Jacksonville	Private
	Florida Beacon Clergy and Seminary	Private
	Florida Career College-Jacksonville	Private
	Florida Coastal School of Law	Private
	Florida State College at Jacksonville (FSCJ)	Public
	FSCJ Advanced Technology Center	Public
	Florida State College at Jacksonville Aviation Center	Public
	Florida State College at Jacksonville Deerwood Center	Public
	Florida State College at Jacksonville Downtown Campus	Public
	Florida State College at Jacksonville Kent Campus	Public
	Florida State College at Jacksonville North Campus	Public
	FSCJ Open Campus & Urban Resource Center	Public
	Florida State College at Jacksonville South Campus	Public
	Heritage Institute-Jacksonville	Private
	ITT Technical Institute-Jacksonville	Private
	Jacksonville University	Private
	Jones College-Jacksonville	Private
	Kaplan College-Jacksonville	Private
	Keiser University-Jacksonville	Private
	Sanford-Brown Institute - Jacksonville	Private
	Southeastern College-Jacksonville	Private
	Southern Illinois University at NAS Jacksonville	Public
	Stenotype Institute of Jacksonville Inc-Jacksonville	Private

County	Educational Facility	Type
Duval	Strayer University-Baymeadows Campus	Private
	Sunstate Academy-Jones Technical Institute	Private
	The Art Institute of Jacksonville	Private
	Trinity Baptist College	Private
	Tulsa Welding School-Jacksonville	Private
	Tulsa Welding School-Jacksonville Campus	Private
	University of Florida - Autism and Related Disabilities	Public
	University of Florida - Health Science Center	Public
	University of North Florida - Main Campus	Public
	University of Phoenix-North Florida Campus	Private
	Virginia College-Jacksonville	Private
	Zoe University	Private
Nassau	Florida State College at Jacksonville Nassau Center	Public
Putnam	St. JohnsRiver State College - Palatka Campus	Public
St. Johns	Bethune Cookman College	Public
	Embry Riddle Aeronautical University	Private
	First Coast Technical College	Public
	Flagler College - Main Campus	Private
	St. JohnsRiver State College - St. Augustine Campus	Public
	University of St. Augustine For Health Sciences	Private

Common Paratransit Destinations

Figure 20 illustrates the top twenty regional paratransit destinations, representing approximately 86,750 trips taken in 2018. Eleven of these locations are medical facilities. UF Health Jacksonville on West 8th Street represents 28% of the trips. The other locations include colleges/universities, regional shopping malls, and military bases (Table 12).

Table 12: Regional Paratransit Destinations (sorted by County and Destination)

County	Destination	Number of Trips in 2018	Type
Clay	Brooks Rehab Orange Park	1,574	Clinic/Hospital
	Orange Park Mall [Sears]	2,978	Quality of Life/Other
Duval	Avenues Mall [Sears]	2,349	Quality of Life/Other
	Baptist Medical Center	2,889	Clinic/Hospital
	Brooks Club House	6,037	Clinic/Hospital
	Brooks Rehab Hospital - University	7,977	Clinic/Hospital
	Federal Building	1,023	Quality of Life/Other
	FSCJ Downtown Campus	3,165	College/University
	FSCJ Southside Campus	1,580	College/University
	IRS Carmichael	3,806	Quality of Life/Other
	Mayo Clinic	5,683	Clinic/Hospital
	Mayport Naval Station	5,235	Quality of Life/Other
	Memorial Hospital	1,110	Clinic/Hospital
	NAS Admin Building	3,774	Quality of Life/Other
	St Vincent's Medical Center	5,740	Clinic/Hospital
	UF Health Medical Center	24,381	Clinic/Hospital
	UF Health North	1,064	Clinic/Hospital
	UNF	2,196	College/University
	VA Clinic Jacksonville	2,803	Clinic/Hospital
St. Johns	Flagler Hospital	1,388	Clinic/Hospital

Figure 20: Top 20 Regional Paratransit Destinations
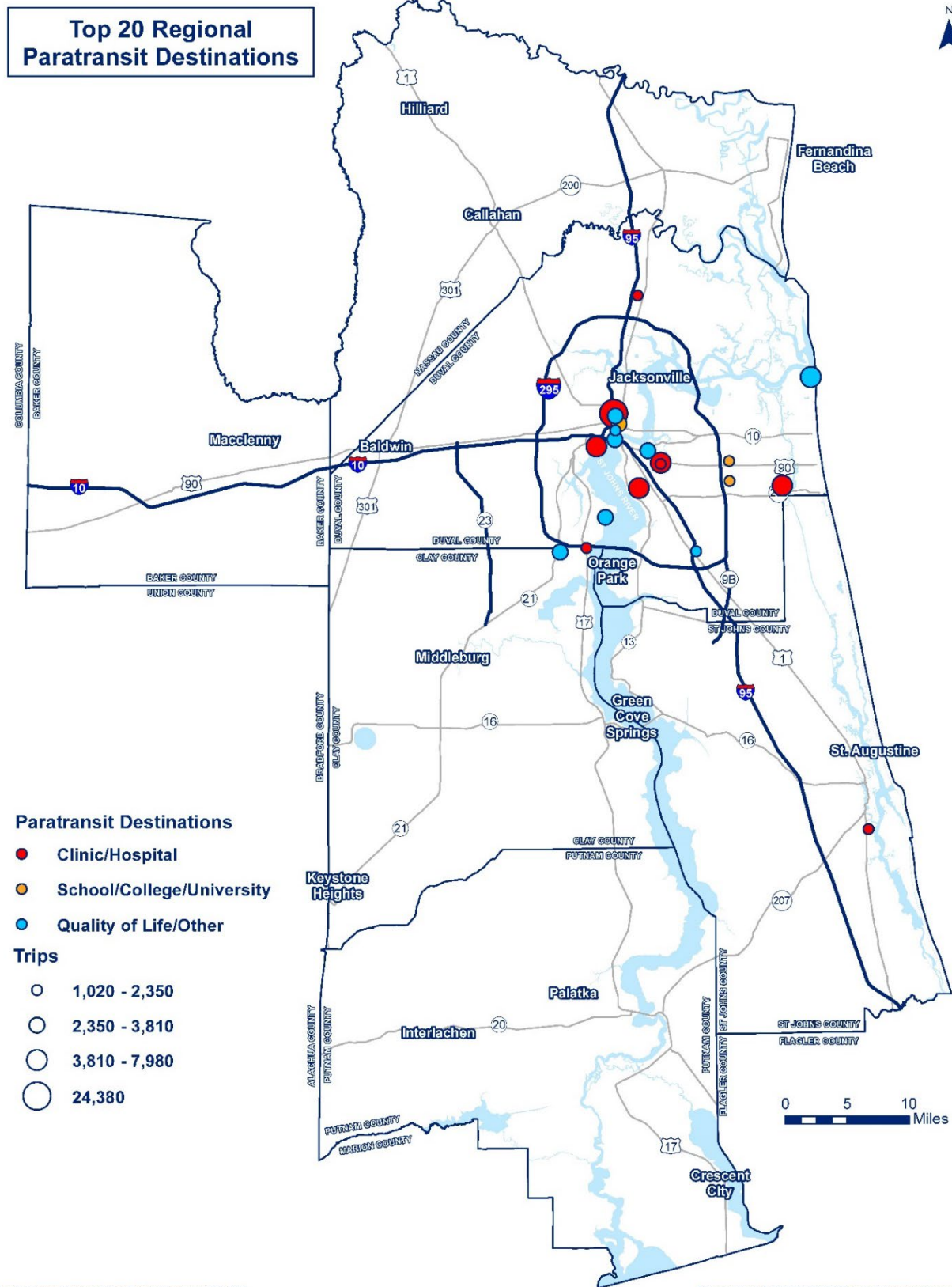
FUTURE REGIONAL DEVELOPMENT AND TRANSIT NEEDS

Regional development plans may indicate potential areas requiring transit service in the future. Figure 21 describes development plans within Northeast Florida. Developments under construction that don't have access to transit are shown in green. Many of these developments are located in either southern Duval County, northern St. Johns County, or northern Clay County. Purple represents anticipated construction within the next five years and blue represents land that is entitled (i.e., approved plans). Major development is defined as 500 or more residential units or 100,000 square feet of non-residential development. Table 13 provides a listing of the 40 numbered locations including the name, land use type, development status, and county.

Table 13: Future Regional Development

Key	Name	Type	Development Status	County
1	Wildlight	Mixed Use	Construction Next 5 Years	Nassau
2	Three Rivers	Residential	Planned (Approved)	Nassau
3	Palmetto Bay	Mixed Use	Planned (Approved)	Duval
4	Duval Station Residential	Residential	Planned (Approved)	Duval
5	Edwards Creek Reserve	Residential	Planned (Approved)	Duval
6	Thomas Creek Village	Mixed Use	Planned (Approved)	Duval
7	West Port	Mixed Use	Under Construction	Duval
8	Imeson Park	Industrial	Under Construction	Duval
9	Shipyards	Mixed Use	Construction Next 5 Years	Duval
10	Brooklyn	Mixed Use	Under Construction	Duval
11	The District	Mixed Use	Construction Next 5 Years	Duval
12	Jackson Square	Mixed Use	Under Construction	Duval
13	Tamaya	Mixed Use	Under Construction	Duval
14	Southside Quarter	Mixed Use	Under Construction	Duval
15	SEQ	Mixed Use	Construction Next 5 Years	Duval
16	Etown	Mixed Use	Under Construction	Duval
17	Wells Creek	Residential	Under Construction	Duval
18	Durbin Park	Mixed Use	Under Construction	St. Johns
19	Twin Creeks	Mixed Use	Under Construction	St. Johns
20	Nocatee DRI	Mixed Use	Under Construction	St. Johns & Duval
21	Cordova Palms	Mixed Use	Construction Next 5 Years	St. Johns
22	Grand Oaks	Residential	Construction Next 5 Years	St. Johns
23	Trailmark	Residential	Under Construction	St. Johns
24	Silverleaf	Mixed Use	Construction Next 5 Years	St. Johns
25	Shearwater	Residential	Under Construction	St. Johns
26	Greenbriar Downs	Mixed Use	Construction Next 5 Years	St. Johns

Key	Name	Type	Development Status	County
27	Middlebourne	Mixed Use	Construction Next 5 Years	St. Johns
28	Rivertown	Mixed Use	Under Construction	St. Johns
29	Governors Park DRI	Mixed Use	Construction Next 5 Years	Clay
30	Saratoga Springs	Mixed Use	Planned (Approved)	Clay
31	Cross Creek	Residential	Under Construction	Clay
32	Avonlea Hill	Residential	Planned (Approved)	Clay
33	Wisteria Dairy	Residential	Planned (Approved)	Clay
34	Annabelle Island	Residential	Construction Next 5 Years	Clay
35	Village Park	Residential	Planned (Approved)	Clay
36	Branan Field Village	Mixed Use	Under Construction	Clay
37	Azalea Ridge	Residential	Under Construction	Clay
38	Cecil Field	Industrial	Under Construction	Duval
39	301 Capital Partners	Mixed Use	Planned (Approved)	Duval
40	Westlake Industrial Park DRI	Industrial	Under Construction	Duval

Figure 22 illustrates existing and potential future transit needs within the region by combining previously described socioeconomic, transit service, and anticipated future development. The transportation disadvantaged Score was previously described as the Regional Composite Transportation Needs Index. The highest concentrations of transportation disadvantaged individuals (shown in red and orange) appear to be served by public transit. Many future developments (shown in gray) are not currently served by transit.

Figure 21: Future Regional Development
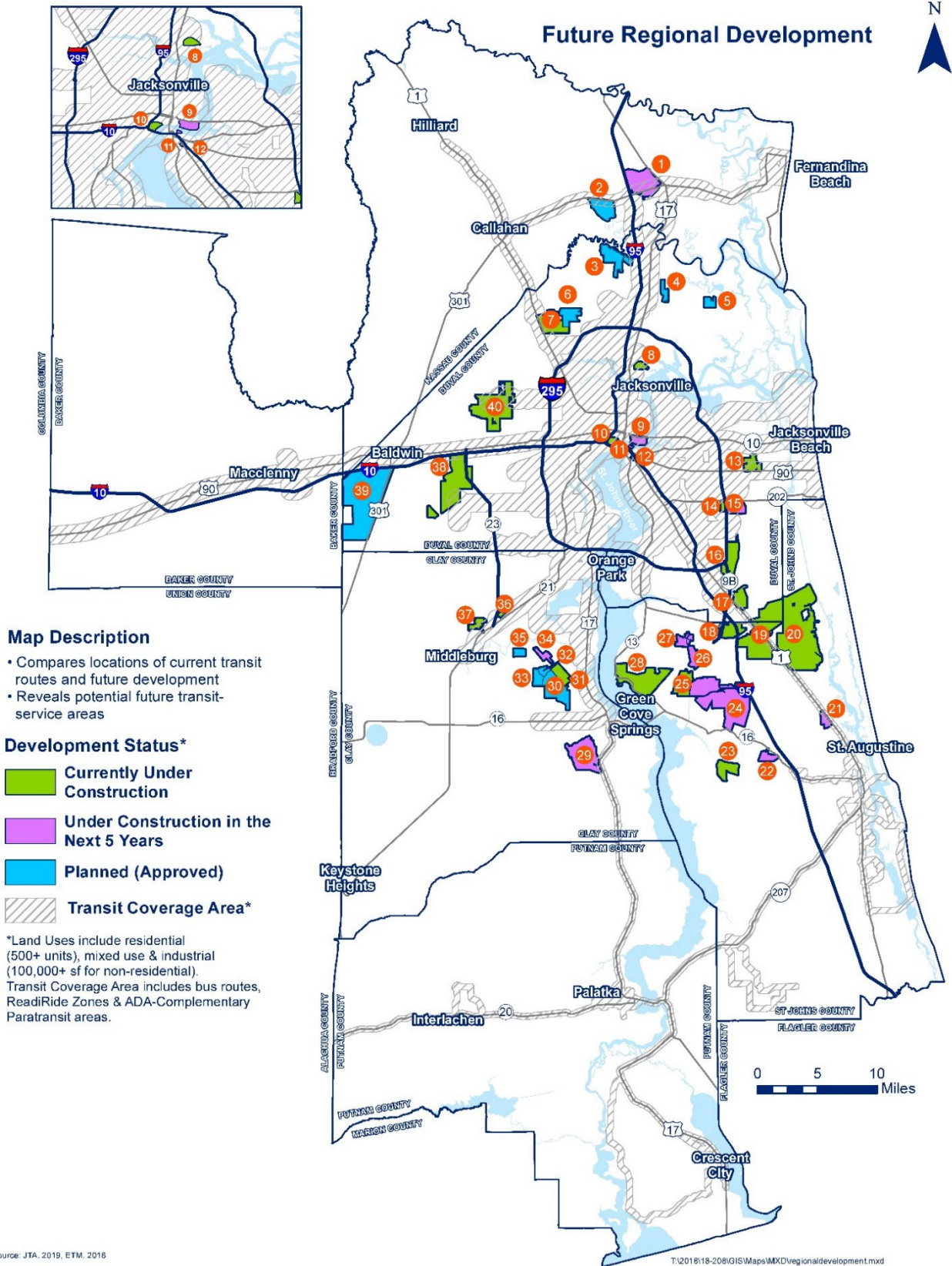
Figure 22: Regional Transit Needs

Regional Transit Needs

Map Description

- Illustrates current transit routes in relation to transportation disadvantaged individuals
- Areas with the highest concentrations of individuals are shown in red and orange
- Also illustrates anticipated future development

Regional Transit Needs

Transportation Disadvantaged Score

1 - 2	(Lower Need) More Demand Response Effective	
2 - 3		
3 - 4		
4 - 5		
5+	(Higher Need) More Traditional Transit Effective	

Express, Fixed or Flex Route

Transit Coverage Area

Future Regional Development

Source: American Community Survey 5-Year Estimate (2013-2017, Block Groups)
JTA, 2019, ETM, 2018

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FUTURE TRANSPORTATION DISADVANTAGED DEMAND

Transportation planners and mobility service providers must have the ability to interpret future transportation demand to project operating and capital needs. This is especially important for agencies serving transportation disadvantaged individuals who are unable to transport themselves. The transportation disadvantaged (TD) are defined as "those persons who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are handicapped or high-risk or at-risk as defined in s. 411.202, Florida Statutes." (Chapter 427, FS)

The National Center for Transit Research (NCTR) at the University of South Florida developed a tool for the Florida CTD to help agencies forecast TD population growth and travel demand. The tool uses data from the U.S. Census, ACS, the Bureau of Economic and Business Research (BEBR) and a series of formulas to project future travel demand. Some of the data points include percent transit coverage; number of annual transit service days; population projections; population by age; population below poverty level by age; population with a disability by age; and total population with a disability and below poverty level by age.

Table 14 below demonstrates the population growth estimates in each county in Northeast Florida including the number of people in each county over the age of 65 or with a disability. St. Johns County, with its high number of developments of regional impact under construction, has an estimated 3.17% growth projection.

Table 14: Population Growth Estimates

Latest Census	Baker	Clay	Duval	Nassau	Putnam	St. Johns	Total
Total Population	23,975	209,450	910,699	81,081	71,683	239,676	1,536,564
Total with Disability	3,541	31,695	122,399	11,971	15,006	28,304	212,916
Total Elderly	2,881	32,666	125,100	17,596	16,217	46,911	241,371
Total Below Poverty	4,476	22,911	138,164	1,145	19,840	24,981	211,517
BEBR annual pop. growth estimate	0.74%	1.81%	1.34%	1.89%	0.16%	3.17%	1.52%
Estimated 2025	**Baker**	**Clay**	**Duval**	**Nassau**	**Putnam**	**St. Johns**	**Total**
Total Population	25,414	241,819	1,012,745	93,775	72,603	304,071	1,750,427
Total with Disability	3,754	36,593	136,114	13,845	15,199	35,909	241,413
Total Elderly	3,054	37,714	139,118	20,351	16,425	59,515	276,177
Total Below Poverty	4,745	26,452	153,646	1,324	20,095	31,693	237,954

Source: One-year 2017 ACS for all counties except Baker. The 3-year 2013 is the latest record available for Baker County and was used in this table.

Some individuals may fall into one or more of these demographic or socioeconomic categories. The forecasting tool helps to eliminate the "double counts" as it combines the total number of people with disabilities, below poverty, over the age of 65 and children who meet the "high-risk" or "at-risk" definition. The result is a non-duplicated general TD population figure. Table 15 demonstrates this general TD population in each county and the percentage of the total population that is transportation disadvantaged. As illustrated, over 30% of each county's population is transportation disadvantaged except Putnam County were 54% of the population is transportation disadvantaged.

Table 15: General TD Population in Northeast Florida

	Baker	Clay	Duval	Nassau	Putnam	St. Johns	Total
General TD population non-duplicated	8,513	68,911	303,713	28,311	38,836	81,178	529,462
Percent of Population that is TD	35.5%	32.9%	33.3%	34.9%	54.2%	33.9%	34.5%

The general TD population groups are further refined to identify the "critical need TD" population. The critical need TD population includes individuals who due to severe physical limitations or low incomes are unable to transport themselves or afford the cost of transportation. They are dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

While age and income questions on the ACS are pretty straight forward, the questions to identify individuals with a disability do not describe the severity of an individual's disability, particularly as it relates to the need for specialized transportation. The U.S. Census Bureau's 2010 Survey of Income and Program Participation (SIPP) asks questions about the ability of respondents to perform functional and participatory activities. The responses to these and other questions were used to develop three overall measures of disability: any disability, severe disability and needs assistance. The forecasting tool applies the national average rate of disability prevalence to identify the number of individuals with a "critical need" for transportation in each county. Table 16 below describes the critical TD population forecast in each county for the next 5 years based on the earlier inputs including estimated population growth.

Table 16: Critical TD Population Forecast

	Baker	Clay	Duval	Nassau	Putnam	St. Johns	Total
2019	1,354	9,947	33,654	3,704	6,045	10,525	65,228
2020	1,364	10,127	34,104	3,774	6,055	10,859	66,282
2021	1,374	10,310	34,559	3,845	6,065	11,203	67,357
2022	1,384	10,497	35,021	3,918	6,075	11,559	68,454
2023	1,394	10,688	35,489	3,992	6,085	11,926	69,573

Unmet Transportation Demand

Unmet transportation demand is measured differently throughout Florida. The Florida CTD requires that each CTC submit an Annual Operating Report (AOR) with specific operating data including the unmet trip requests. Table 17 lists each Florida CTC and the number of trips and unmet trips they each reported in 2018.

Table 17: AOR report for trips and unmet trips for the 2018 Fiscal Year

County	Trips	Unmet Trips	County	Trips	Unmet Trips
Alachua	88,740	28	Lee	185,368	560
Baker	26,792	96	Leon	91,807	29
Bay	114,165	1,019	Levy	30,232	132
Bradford	26,278	-	Liberty	28,524	10
Brevard	904,902	20	Madison	18,470	-
Broward	2,397,592	8,444	Manatee	177,812	328
Calhoun	11,657	-	Marion	106,024	50
Charlotte	71,428	442	Martin	50,226	31
Citrus	161,260	369	Miami-Dade	4,933,229	1,284,192
Clay	131,171	96	Monroe	49,915	-
Collier	109,623	199	Nassau	52,493	733
Columbia	50,757	12	Okaloosa	96,042	1,266
Desoto	7,594	87	Okeechobee	8,835	2
Dixie	7,092	-	Orange	1,106,254	5,513
Duval	336,018	-	Osceola	267,642	1,335
Escambia	97,904	53	Palm Beach	1,125,188	-
Flagler	108,175	242	Pasco	197,606	206
Franklin	5,260	-	Pinellas	4,597,551	210
Gadsden	104,978	8	Polk	626,435	441
Gilchrist	5,409	-	Putnam	133,615	3
Glades	4,390	35	St. Johns	349,641	2
Gulf	21,757	88	St. Lucie	239,171	16,642
Hamilton	11,185	2	Santa Rosa	25,318	108
Hardee	16,715	2	Sarasota	718,285	19,338
Hendry	25,762	80	Seminole	410,385	2,044
Hernando	114,114	-	Sumter	69,424	-
Highlands	72,219	6	Suwannee	18,251	7
Hillsborough	734,320	241	Taylor	17,233	-
Holmes	29,256	59	Union	4,549	-
Indian River	75,099	720	Volusia	611,404	-
Jackson	44,073	51	Wakulla	12,939	-
Jefferson	17,079	1	Walton	44,138	84
Lafayette	4,274	-	Washington	20,592	139
Lake	153,217	-	**Total**	**22,514,853**	**1,345,805**

Source: Florida CTD 2018 Annual Performance Report
https://ctd.fdot.gov/docs/AORAPRDocs/ApprovedAOR2017-2018.pdf

Most agencies in Northeast Florida measure unmet transportation demand by tracking the number of requests for trips that were denied. The typical reasons for trip denials include:

- Time or date that the service did not operate

- Location requested was outside of the service area

- Ineligible passenger or trip purpose

- Service capacity was exceeded

JTA, like many agencies providing ADA paratransit service, reports no unmet trips on their AOR each year because JTA does not deny any eligible trips for eligible ADA clients.

Other agencies in Florida track unmet transportation demand as the difference between the forecasted demand and the actual or forecasted trips provided by the available public transportation services. The figures in Table 18 were calculated using the updated CUTR transportation demand estimation tool and the actual trips report in the Florida CTD 2018 Annual Performance Report.

The Unmet Trip Demand figures generally do not take in consideration the availability of other transportation alternatives (private transportation alternatives, highly walkable areas, or golf cart community), population density, types of transit services available and other factors.

Table 18: Unmet Trip Demand

County	General TD population non-duplicated	Estimated 2018 Trip Demand	2018 Trips Provided	Unmet Trip Demand
Baker	8,513	436,769	26,792	409,977
Clay	68,911	2,262,211	131,171	2,131,040
Duval	303,713	5,725,866	336,018	5,389,848
Nassau	28,311	1,019,329	52,493	966,836
Putnam	38,836	1,862,873	133,615	1,729,258
St. Johns	81,178	2,394,806	349,641	2,045,165
Total	529,462	13,701,856	1,029,730	12,672,126

Source: CUTR transportation demand model tool and the Florida CTD 2018 Annual Performance Report

It should be noted that the Duval County trip count includes paratransit services only. It does not include trips provided on fixed route, ferry or fixed guideway (Skyway).

Impacts of Dialysis Transportation

The demand for dialysis trips has steadily increased each year. The Transportation Research Board (TRB) states that cases of End Stage Renal Disease (ESRD) have increased by 80% between 2000 to 2015[13] (Figure 23). More than 700,000 people in the United States have ESRD and that number increases by about 20,000 each year.

Figure 23: Number of ESRD Cases between 1980 and 2015
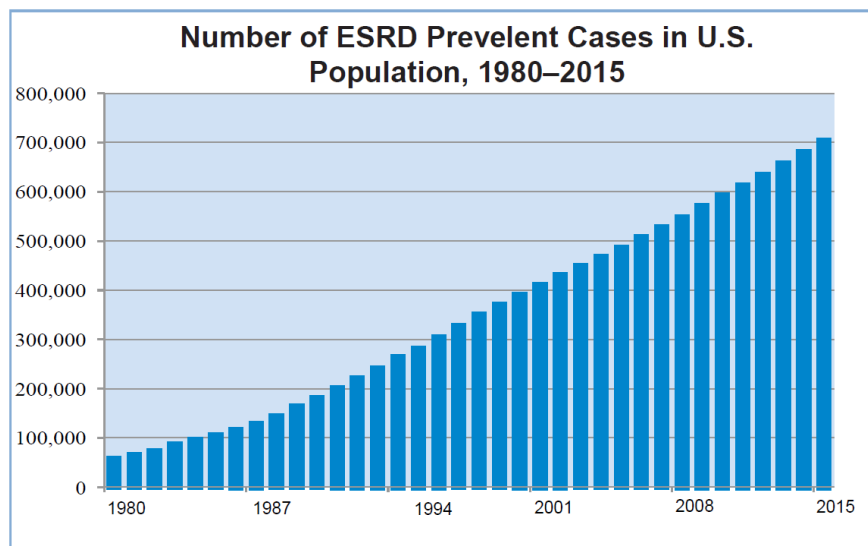
ESRD patients must receive dialysis treatments three times a week. More than 90% of these patients receive treatment in a facility. Less than half (46%) of the patients drive themselves or obtain rides from family and friends. The other patients must use alternative transportation options including paratransit services.

Each dialysis treatment may affect patients differently. Treatment often leaves patients exhausted, nauseated and bleeding. Most patients are ready to go to bed immediately after their appointment and cannot tolerate being on a vehicle for long periods of time. There are times when patients are unable to leave the facility due to medical concerns. While transit agencies and operators are sympathetic to the needs of patients undergoing dialysis treatments, these factors are impacting the transit agency's ability to serve other clients.

Patients with a Monday, Wednesday and Friday treatment schedule are easier for the transit agencies to accommodate than those with a Tuesday, Thursday, and Saturday schedule. Saturday sessions are extremely difficult and costly for rural agencies. Typically, dialysis trips are the only service provided by the rural agency on Saturday and those trips generate two trip demand spikes with a four-hour gap.

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[13] National Academies of Sciences, Engineering, and Medicine 2019. Dialysis Transportation: Intersection of Transportation and Healthcare. Washington, DC: The National Academies Press. https://doi.org/10.17226/25385.

The National Center for Transit Research (NCTR) at the University of South Florida surveyed Florida's CTCs in 2014[14] to identify best practices in reducing the impact of dialysis trips on public transportation. Some of their recommendations include:

- Designating a staff person to represent the CTC in interactions with dialysis treatment facilities. This staff person is responsible for conducting frequent (often monthly) meetings with treatment center personnel, identifying issues and challenges that may be inhibiting the effective delivery of dialysis patients, working collaboratively to solve problems, and ensuring that effective communication exists between the CTC and the dialysis treatment facilities.

- Recognizing that improved communications and relations between CTCs and dialysis treatment centers are a function of:
    - Willingness of some treatment centers to adjust chair times to accommodate the needs of the CTC
    - Collaborative approach to chair time and transportation scheduling
    - Willingness of dialysis treatment facilities to provide treatment time priority to CTC customers

- Identifying dialysis patients who reside within a common geographic trip origination zone and transporting them using a single vehicle.

- Assigning the same driver to the same patient as frequently as possible to help ease both the physical and emotional discomfort of dialysis treatment.

- Implementing a "counseling" program to educate patients and family members about the operational and financial impacts to the system when patients fail to cancel if they are unable to make the scheduled trip, resulting in a "no-show."

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[14] National Center for Transit Research 2014. Impacts of Dialysis Transportation on Florida's Coordinated Public Transportation Programs. Sponsored by the Florida Department of Transportation.

TRANSPORTATION SERVICES

An operational survey of the transit providers in the region was completed in February 2017 in support of the Fare Collection Technologies task for the Regional Fare Best Practices and Feasibility Study. The following includes excerpts of that survey, information gathered for the past Coordinated Plans and additional information collected for this technical memo.

This section explores each of the transit agencies in the region, other regional transportation options and human service agencies that provide transportation services.

Transit Service Types

More than 13 million annual transit and paratransit trips were provided in Northeast Florida in 2017. Table 19 demonstrates the services that are used by these riders. There are three primary types of transit services that are currently provided in the region including:

Fixed - Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations. This includes regular bus, express bus, trolley, and BRT.

Paratransit or demand response - A transit mode comprised of passenger cars, vans, or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.

Flex or deviated fixed route – A transit mode like a fixed route as it keeps to a general schedule at one or more designated locations. The vehicle can deviate from the route to pick up or drop off passengers from other locations.

Jacksonville offers additional modes including a passenger and vehicle ferry operating between Mayport and Ft George Island and an automated vehicle (Skyway) operating in Downtown Jacksonville.

Table 19: Transit Ridership in the Region

County	Total Trips	Fixed Route	Flex Route	Paratransit	Ferry	Automated Vehicle
Baker	31,478	0	7,632	23,846	0	0
Clay	143,424	0	46,969	96,455	0	0
Duval	12,659,047	10,794,798	0	368,596	442,032	1,053,621
Nassau	53,028	0	9,609	43,419	0	0
Putnam	130,852	0	60,137	70,715	0	0
St. Johns	332,824	0	275,098	57,726	0	0
Total	13,350,653	10,794,798	399,445	660,757	442,032	1,053,621

Source: 2017 Annual Operating Reports and National Transit Database

Community Transportation Coordinators

The Florida CTD and the local planning agency in each county designates a CTC. The CTC is responsible for the coordination of safe and cost-effective transportation services for the transportation disadvantaged in the county. In Northeast Florida, each county's CTC is also a public transportation provider. Below is a summary of each county's CTC and the services they provide. A map illustrating all the transit services can be found as Figure 24 on page 79.
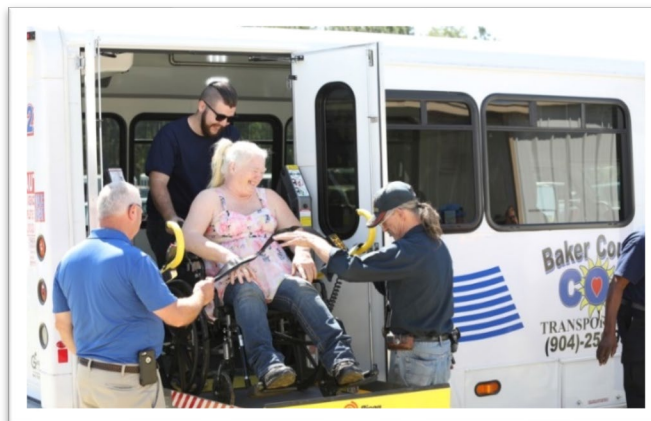
Photo 11: Baker County Council on Aging takes special care of their passengers

Baker County

The Baker County CoA provides demand response services within Baker County, to Jacksonville and Orange Park every weekday; to Lake City on Monday, Wednesday and Friday; and Gainesville on Tuesday and Thursday from 7:30 a.m. to 5 p.m.

The agency also provides two flex route services that are open to the public. These routes include:

- Bobcat Shuttle operating from Macclenny to the VA Medical Clinic in Lake City twice daily via US 90, each weekday between 6 a.m. and 7 p.m.
- Wildcat Shuttle operating from Macclenny to UF Health in Jacksonville via US 90 each weekday between 6 a.m. and 7 p.m.

The Baker County services are operated with 21 vehicles and 21 drivers[15].

Clay County

On January 1, 2019, the CTC designation transferred from the Clay County CoA to JTA. The agency's 29 vehicles were also transferred to JTA. The Demand Response service is contracted by JTA to MV Transportation. This service operates throughout the county from 4:30 a.m. to 6:30 p.m. JTA currently operates three flex routes throughout Clay County including:

- Blue Line operating between Green Cove Springs, Orange Park and Naval Air Station Jacksonville
- Red Line operating between Middleburg and Orange Park
- Magenta Line operating between Keystone Heights and Gainesville

The Clay County services are operated with 45 vehicles and 57 drivers[16]

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[15] 2017 Annual Operating Report
[16] 2017 Annual Operating Report

Duval County

JTA is an independent state agency serving Duval County with multi-modal responsibilities. It designs and constructs bridges and highways and provides varied mass transit services. These services include:

- Bus System (regular bus, express bus and trolley): Operating seven days a week generally from 5 a.m. to 10:30 p.m. with an abbreviated schedule on Sundays and holidays
- Skyway (an Automated Guideway System): Operating weekdays 6 a.m. to 9 p.m. and weekends for special events only
- Demand Response (contracted service): Operating weekdays 5 a.m. to 10:30 p.m., Saturdays/Sundays from 5 a.m. to 8 p.m.
- BRT service named the First Coast Flyer: Operating seven days a week from 4:30 a.m. to mid-night
- ReadiRide: Operating on demand in select areas Monday through Saturday from 6 a.m. to 7 p.m.

Photo 12: River Ferry staff directing traffic

- St. Johns River Ferry (Mayport Ferry): Operating weekdays from 6 a.m. to 7:30 p.m. and weekends from 7 a.m. to 9 p.m.
- Gameday Xpress: Operating during various sporting events at TIAA Bank Field

JTA services are operated with 192 fixed route vehicles, 98 paratransit vehicles, one ferry boat and six automated Skyway vehicles[17]

Nassau County

NassauTRANSIT, a subsidiary of the Nassau County CoA, is the CTC for Nassau County. NassauTRANSIT provides paratransit services and local flex route services throughout the county. Medical and dialysis trips are primarily delivered on Monday, Wednesday and Friday. Shopping trips are provided on Tuesday and Thursday.

NassauTRANSIT operates an Island Hopper (Amelia Island Circulator) and flex routes weekdays from 6:15 a.m. to 6:40 p.m. The flex routes run east and west of the county with connections in Yulee at US 17 and SR 200. NassauTRANSIT also manages a Nassau Express Select Route in partnership with JTA which is funded by FDOT and operated by OWL Transportation.

The Nassau County services are operated with 23 vehicles and 21 drivers[18].

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[17] 2017 National Transit Database
[18] 2017 Annual Operating Report

Putnam County

Ride Solution provides demand response service within Putnam County and to St. Augustine, Gainesville and Jacksonville. The agency provides several other transportation services including:

- Flex Routes: Three local flex routes operating weekdays from 7:30 a.m. to 4:30 a.m.
- Greyhound Routes: Two intercity routes operating 365 days a year from Palatka to St. Augustine, Gainesville and Jacksonville
- Commuter Route: One route operating weekdays to Orange Park
- Van pool commuter services operating weekdays from Gainesville to Palatka

Photo 13: Ride Solution's bus entering the Greyhound station

Putnam County services are operated with 32 vehicles and 29 drivers[19].

St. Johns County

The St. Johns County CoA provides demand response service throughout the county and into Jacksonville from 4:30 a.m. to 6 p.m. Monday through Saturday. The agency provides flex route services Monday through Saturday from 5:30 a.m. to 8 p.m. as the Sunshine Bus Company. These flex routes include:

- Red Line: A1A, Downtown St. Augustine and St. Johns County Government Center
- Blue Line: US 1 and Downtown Areas
- Purple Line: SR 16 Outlet Malls and Avenues Mall Area
- Orange Line: West St. Augustine
- Green Line: A1A and US 1
- Teal Line: Hastings and Flagler Estates
- Connector Line: St. Augustine South, Vilano Beach, Government Center and Seabridge Square
- Hastings Circulator: Connects Hastings and East Palatka
- Express Line: US 1 - Connects SR 206 and Northeast Regional Airport/County Government Center

The St. Johns County services are operated with 39 vehicles and 68 drivers[20].

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[19] 2017 Annual Operating Report
[20] 2017 Annual Operating Report

Figure 24: Current Transit Services Map
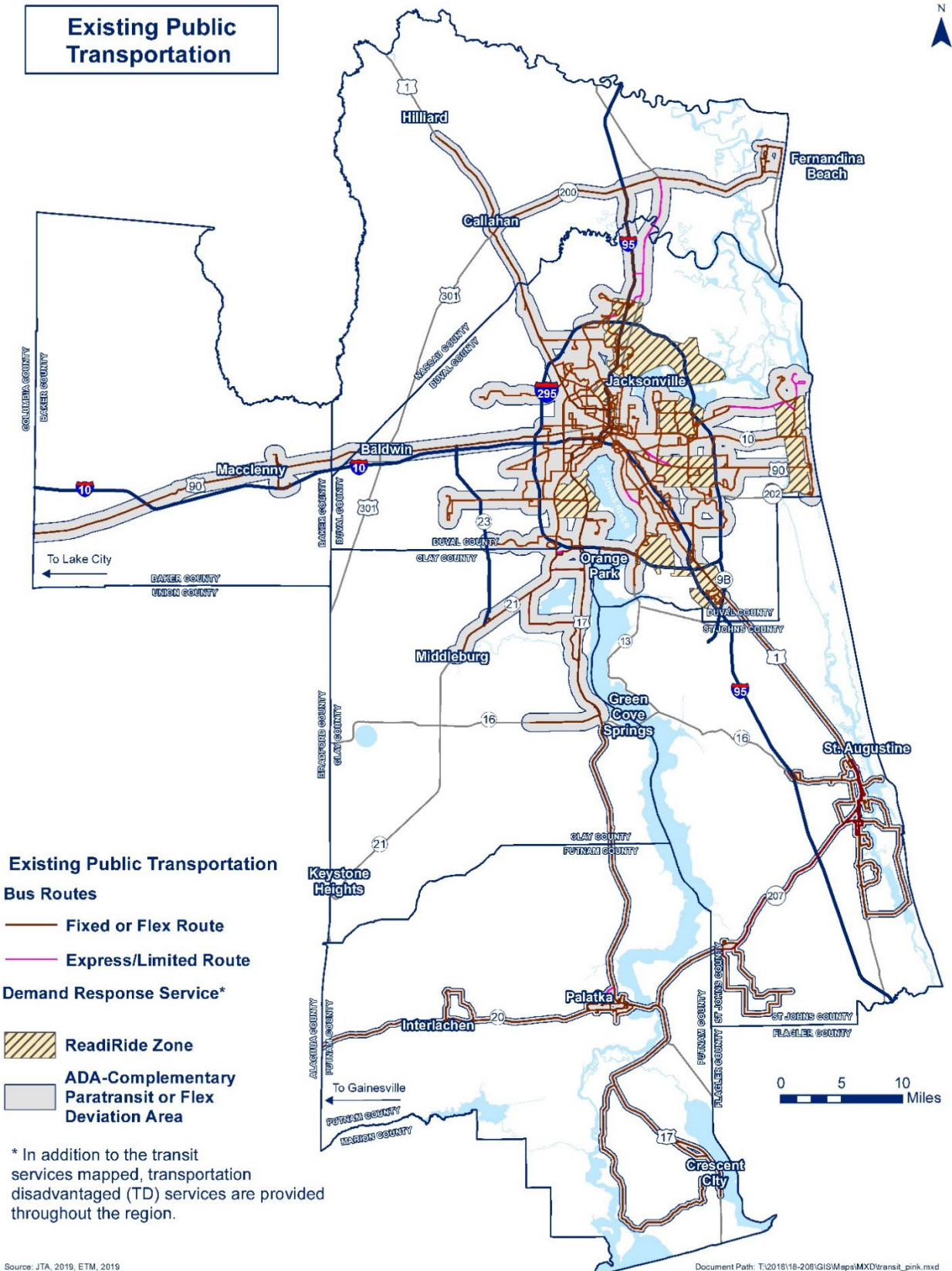
Other Regional Transportation Options

For customers who desire to travel through or outside of Northeast Florida, other regional transportation options include Amtrak, Greyhound, and Megabus.

Amtrak

Passenger rail service in Northeast Florida is served by Amtrak's Silver Service including the Silver Meteor and Silver Star lines. The Silver Service operates daily between Boston, Massachusetts and Miami, Florida. Stations in the region include the Jacksonville (JAX) Clifford Lane Facility north of Downtown Jacksonville and the Palatka (PAK) Station located in Downtown Palatka. Consistent with Amtrak regulations, each station features ADA accessible platforms and waiting areas.

Photo 14: Amtrak train at the Palatka Train Station with a Ride Solution bus

Ticket prices between Jacksonville and Orlando range from $35 to $77 for coach seats to $157 for a roomette (private room with bed, table and restroom facilities).

Greyhound

Greyhound Lines is an intercity bus common carrier serving over 3,800 destinations across the United States, Mexico, and Canada. The company's first route began in Hibbing, Minnesota in 1914 and the company adopted the Greyhound name in 1929. Since October 2007, Greyhound has been a subsidiary of FirstGroup.

Greyhound has stations in Jacksonville, St. Augustine, Palatka (via Ride Solution), Gainesville, and Daytona Beach. Ticket prices range from $17 to $37 depending on the time of day for a trip between Jacksonville and Orlando.

Amtrak passengers use Greyhound to make connections to cities not served by rail on Amtrak Thruway service. Passengers may purchase a ticket for the bus connection from Amtrak in conjunction with the purchase of their rail ticket or directly buy their ticket from Greyhound.

Greyhound meets the needs of customers with disabilities, offering a variety of assistance in scheduling trips and accommodations for service animals, wheelchairs and other personal medical devices. Greyhound is taking part in a Disability Community Involvement Initiative launched in association with leading advocacy groups for people with disabilities; and for those customers who may have difficulties with typing or reading.

Megabus

Megabus, a subsidiary of Coach USA, has stops in Downtown Jacksonville, Gainesville, Daytona Beach, and Orlando as well as other cities across Florida and throughout the United States. Megabus offers trips on

luxury double-decker buses with reclining seats, tables, free Wi-Fi and personal power outlets for fares as low as $1.00. Fares tend to average about $15 per ticket between Jacksonville and Orlando.

Megabus provides accessible transportation service to those with special requirements including but not limited to those with walking difficulties or sight impairments, customers who use mobility devices or breathing aids, and customers with service animals.

Rideshare Program

The Cool to Pool Rideshare program is administered by the North Florida TPO. It is available to individuals who commute to and from work by providing an online tool to find a carpool partner and/or form a carpool. The program is free and covers Baker, Clay, Duval, Nassau and St. Johns Counties. Individuals can register by visiting the program's webpage. Special tools are available to employers who want to establish a carpool program for their employees. Individuals who are actively participating in a carpool may qualify for the Emergency Ride Home Program which provides an unscheduled ride home by taxi or rental car in predefined emergency situations. Additional information about the program guidelines and the online registration can be found at www.CoolToPool.com.

Other Local Transportation Options

Beach Buggy

Beach Buggy provides free rides along Jacksonville beaches and San Marco areas on weekday evenings and all day during the weekends.

They operate environmentally friendly, zero emission, long-range, electric carts and 14 passenger vans. They partner with local business sponsors for advertisement, who are listed as official Beach Buggy stops and destinations in their app. Riders can request rides between the

Photo 15: Beach Buggy vehicle

sponsor network locations, businesses, hotels, and residential addresses via their mobile app. Riders are not charged any fee but are encouraged to tip drivers.

Bicycle Trails and Rentals

Northeast Florida offers many opportunities for bicyclists including some of the nicest bicycle trails in the State. The Jacksonville-Baldwin Rail-Trail often ranks as one of the top 10 trails in Florida. The Palatka to St. Augustine State Trail is part of the developing 260-mile, five-county regional trail network known as the St. Johns River-to-Sea Loop extending from St. Augustine, through Palatka and south to Titusville. Figure 25 details the Loop trail with the green line demonstrating the existing trail, gold demonstrating portions of the trail that are funded, purple is partially funded and red is planned but not funded.

Bicycle rentals catering mostly to tourists are available in Fernandina Beach, St. Augustine, Jax Beach, and Riverside.

Flagler Health has committed $100,000 to sponsor a more traditional bike-share program in St. Augustine through a partnership with Gotcha bikes and the city. The city has agreed to provide locations and related equipment for the program. When fully operational, the system will provide 100 GPS-enabled e-bikes throughout the city. Riders will be able to use an app to locate bikes at mobility hubs and may use a variety of payment options to ride on a daily, monthly, or annual basis.

Figure 25: St. Johns River-to-Sea Trail

Non-Emergency Medical Transportation (NEMT) For-Profit Providers

Non-emergency medical transportation (NEMT) services are funded by a number of programs including Medicaid. While some of the services are operated by public transportation agencies, most are operated by for-profit transportation companies. Some of the for-profit NEMT providers in Northeast Florida include Access Transport, BKCK Transportation Services, Homebound Alternatives, JAX Care, and Lomisa Transportation. Several taxi companies as well as Uber and Lyft also provide NEMT.

Taxicab

A taxicab is a vehicle for hire, used by a single passenger or small group of passengers, often for a non-shared ride. Riders may hail the taxi from the curb or from taxi stands located at the airport and a few hotels. Most taxi rides are requested through a central dispatch office typically via a phone call request from the passenger.

Taxi drivers are employees of the taxi company and drive vehicles that are owned and maintained by the taxi company. These companies are heavily regulated. Taxis can be found throughout Northeast Florida, with more taxis available with shorter lead time in the more urban areas. People in the rural areas may have a challenging time arranging a trip and may have to pay more for their taxi rides. A taxi ride from Downtown Jacksonville to the Jacksonville Airport will cost an average of $35 (Taxi Fare Finder).

Tourist Trolleys

Private trolley services are typically offered in areas with high concentrations of tourists. In Northeast Florida, the Cities of St. Augustine and Fernandina Beach have private trolleys.

The historic town of St. Augustine offers more than 50 different attractions including historical sites and points of interest, living history museums, animal parks and ghost tours. Two trolley companies offer tourists hop on and off service at 23 stops around the city of St. Augustine. Old Town Trolley Tours offers transportation, parking and attraction ticket packages ranging from $25 for one day to $70 for a two-day package with a beach shuttle. The Red Train offers a three-day transportation and parking ticket for $24.99.

Amelia Island Trolleys offer a daily historic tour of downtown Fernandina Beach. Each tour is about one hour and 15 minutes and costs $20 for adults. They also offer private tours, ghost tours, wedding transportation and event transportation around Amelia Island.

Transportation Network Companies

Transportation Network Companies (TNC) are private sector transportation providers that employ an on-demand, ride-hailing business model. Passengers can request a ride from a nearby driver using a mobile app. Once confirmed, the app shows the driver's name, ratings by past passengers and photos of the driver and car. Following the ride, the rider is given the opportunity to tip and rate the driver. TNC drivers are independent contractors operating their own vehicles. While the TNCs do perform some background checks on their drivers, they are not as stringent as those conducted for taxi or public transit drivers.

The most prominent TNC providers are Uber and Lyft. The websites for both companies state that their service areas cover the entire Northeast Florida region. Access to TNCs is difficult outside of the urbanized areas. A TNC ride from Downtown Jacksonville to the Jacksonville Airport will cost between $18 to $21.

Water Taxi

The St. Johns River Taxi service in Downtown Jacksonville is operated by Lakeshore Marine Center under a contract with the City of Jacksonville. An all-day adult pass costs $10. Four boats with seating for 50 to 100 people circulate between five stops (Figure 26) along the Jacksonville Riverwalk and Metropolitan Park Marina.

Figure 26: Water Taxi Route
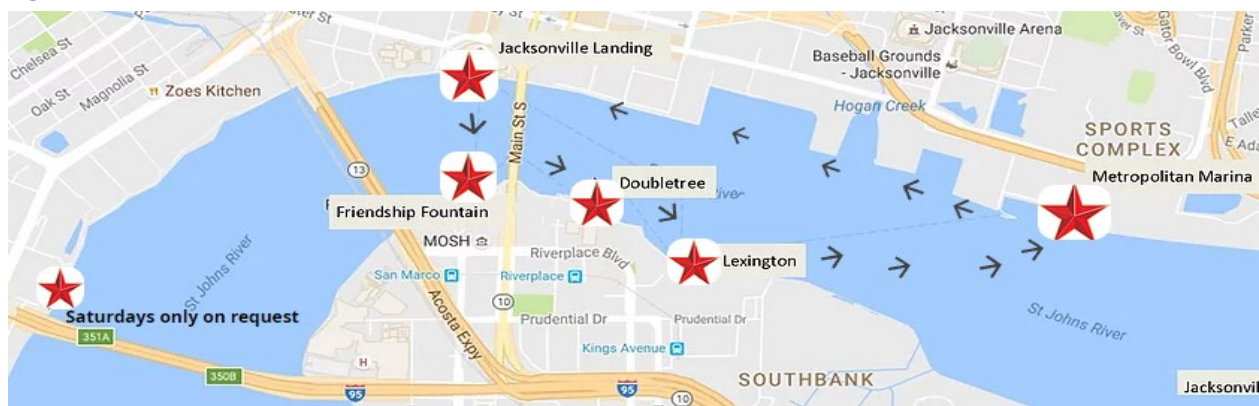
Human Service Agency Transportation Options

Transportation services for individuals are also provided by private, nonprofit, and/or for-profit agencies. Typically, these services are restricted by eligibility requirements. Human Services Transportation (HST) providers in Northeast Florida include the following:

Beaches Council on Aging (Dial A Ride)

Dial-a-Ride is the flagship service of the Beaches CoA, a nonprofit formed in 1975 to represent elder care concerns within the Jacksonville beaches communities. Elderly individuals may schedule trips up to a month in advance, but no later than two to three business days before their trip date. They operate weekdays from 8 a.m. to 4 p.m. in the Duval County beaches area, including Mayport and Mayo Clinic. A $5.00 donation is requested per trip, but no rider is turned away. The agency relies on donations from individuals and corporate sponsors to offset transportation costs.

City of Jacksonville (COJ) Community Services Department, Adult Services Division

The City of Jacksonville offers door-to-door transportation to and from its senior centers for eligible seniors living in Duval County. Door-to-door transportation is available Monday through Friday to 17 of the 20 Senior Activities Centers. These centers provide nutritious congregate meals and other activities and services for the active, independent senior 60 years of age and over.

Florida Agency for Health Care Administration (AHCA) Medicaid Transportation

All Medicaid eligible recipients who have no other means of transportation may receive non-emergency transportation services. If the patient is enrolled in a health plan, the patient can call their plan to find out the name and telephone number for their transportation provider. The patient should call the transportation provider to schedule a ride at least three business days prior to their appointment.

Florida Agency for Persons with Disabilities (APD)

The APD resource directory lists agencies approved to provide transportation for people with developmental disabilities and their families. Table 20 lists the agencies approved by APD operating in Northeast Florida. This list includes only one public transportation provider. Most of the providers offer other services including adult day care, training, or group home services.

Table 20: List of transportation providers approved by APD

Provider	Primary Service
A Sanctuary Home of N Fl Inc	In Home Care Service
Adams Acres Inc	Group Home
Add to Life Adult Daycare Ctr, Inc	Day Care and Training
Ancient City Group Home 1, LLC	Group Home
Angelwood, Inc.	Group Home
Ark of Nassau, Inc.	Day Care and Training
Ashley Precious Hands	In Home Care Service
Basca, Inc	Day Care and Training
Bell Support Services	In Home Care Service
Black Creek Supports And Services, Inc	In Home Care Service
Blazing Star Conveyance, LLC	Private Transportation
C & D Enterprises Of Ne Fl, LLC	Day Care and Training

Provider	Primary Service
Care Centers of Nassau, LLC	Day Care and Training
Care Options Support Services LLC	In Home Care Service
Challenge Enterprises of N Fla, Inc	Day Care and Training
Clay County CoA	Public Transportation
Community Healthcare Alliance Inc	In Home Care Service
Dash Express	Private Transportation
Empowerment Programs Incorporated	In Home Care Service
Evans Quality Provider Care Services	In Home Care Service
Fleming Support Services	In Home Care Service
Homebound Alternatives	In Home Care Service
J.T. & Lydias Care Team	In Home Care Service
L'arche Jacksonville, Inc.	Group Home
Larue Estates	Group Home
Loving Support Med-Waiver Provider, Inc.	In Home Care Service
MVP Group Home 1	Group Home
National Mentor Health Care	In Home Care Service
New Heights of Northeast Florida, Inc	Day Care and Training
Pic Homes Inc	Group Home
Pine Castle Inc	Day Care and Training
Priority Love & Care, Inc.	In Home Care Service
R&R Loving Hands	In Home Care Service
Stepping in The Right Direction	Day Care and Training
The Arc Jacksonville, Inc.	Day Care and Training
The Arc North Florida, Inc	Day Care and Training
The Arc of The St. Johns, Inc	Day Care and Training
The May Institute, Inc.	Day Care and Training
The Ride Solution	Public Transportation
Total Transportation & Services	Private Transportation
United Homemaker and Companion Service, Inc	In Home Care Service
Unlimited Care Inc	In Home Care Service
Utopia Living LLC	In Home Care Service
We R People 2, Inc.	In Home Care Service

Hart Felt Ministries

Hart Felt Ministries was established in 2003 to help frail seniors in the Jacksonville area. Their clients must be 70 or above and must have been diagnosed with a chronic illness or disability. Services are provided by background-screened volunteers at no cost to disabled seniors living independently. These volunteers provide ambulatory transportation services for medical appointments during weekdays from 8 a.m. to 4 p.m. in Jacksonville (Duval County) and Ponte Vedra Beach (St. Johns County).

Jewish Family and Community Services – CALL2GO

Jewish Family and Community Services is a social service agency who provides numerous services to people of all ages. They offer a CALL2GO program for older adults of the Jewish faith. The program contracts with Checker Cab to provide rides during Shabbat and Holy Days at no charge. The program also provides rides for medical appointments and quality of life events at a reduced rate.

Transportation Services for People with Intellectual and Developmental Disabilities

Several agencies in Northeast Florida offer daily workshop activities for their clients with intellectual and developmental disabilities. These agencies include The ARC, Pine Castle, BASCA and Challenge Enterprises. Transportation to these workshops are provided in part by the agency staff and/or the local transit providers. The cost of the trip is typically deducted from the client's account.

Veterans Transportation

Three veteran Community Based Outpatient Clinics (CBOC) are located in Jacksonville's Southpoint

Photo 16: A local veteran at a JTA Skyway Station

area, Palatka and St. Augustine. These CBOCs provide general medical services including phlebotomy, psychiatry, psychology, social work, nutrition, smoking cessation, nursing, wound care, diabetic, women's health and hypertension education.

The Jacksonville VA Outpatient Clinic provides a broad range of general and specialized medical, dental, surgical, psychiatric, nursing and ancillary services. Veterans requiring hospitalization or specialty care not provided by the clinic are assessed, stabilized and transferred to either local facilities or to the VA Medical Centers (VAMC) in North Florida (Gainesville and Lake City) according to the urgency of their needs.

VA's Veterans Transportation Program offers veterans travel solutions to and from VA health care facilities including Beneficiary Travel (BT) and Veterans Transportation Service (VTS).

VTS has partnered with Disabled American Veterans (DAV) to provide transportation for eligible veterans to VA medical centers (VAMCs) using a multi-passenger van that is operated by volunteer drivers. DAV vans can carry seven, nine, or twelve passengers (including driver) and are not equipped to accommodate a passenger in a wheelchair. The system is designed to be used by ambulatory patients or patients that require minimal assistance in ambulating (crutches, cane, walker, etc.). Patients requiring a wheelchair must be capable of performing independent transfers into the vans or buses to include the transfer of their wheelchair into the vehicle.

Depending on transportation requirements and driver availability, the Jacksonville van operates daily Monday through Friday, except holidays. It departs Jacksonville at 7:00 a.m., arrives in Gainesville at 9:15 a.m. and departs Gainesville at 2:00 p.m. or earlier depending on passenger readiness.

The St. Johns County CoA provides the driver for the VA van that operates daily between St. Augustine and Gainesville.

The Beneficiary Travel program reimburses eligible veterans for costs incurred while traveling to and from VA health care facilities. Veterans may be eligible for common carrier transportation (such as bus, taxi, airline, or train) under certain conditions.

A veteran may be eligible for Beneficiary Travel services if the veteran:

- Has a service-connected rating of 30% or more
- Traveling for treatment for a service-connected condition
- Receiving a VA pension
- Income does not exceed the maximum annual VA pension rate
- Traveling for a scheduled compensation or pension consultation

The current mileage reimbursement rate is 41.5 cents per mile for general travel. Scheduled appointments qualify for round-trip mileage, while unscheduled visits may be limited to return mileage only. The reimbursement will be paid for travel to the closest VA facility unless a different location was determined by the Veterans Administration.

Regional Mobility Transfer Hubs and Facilities

Regional transfer facilities and hubs are locations where two or more mobility services meet and provide opportunities for passengers to transfer from one mode or service to another. The amenities at these locations can range from a simple sign to a facility with parking, restrooms and onsite staff.

Current Regional Mobility Transfer Hubs and Facilities in Northeast Florida include:

- **Armsdale Park-n-Ride facility** serves as a regional transfer facility by providing a connection between JTA's First Coast Flyer and the Nassau Express Select Service. The amenities here include parking for 189 vehicles, bike racks, an indoor customer waiting area, restrooms, customer service area with ticket vending machines, safety and security offices and a breakroom for staff and operators.

- **Avenues Mall** transfer hub near the Duval and St. Johns County lines provides a connection between JTA's local and First Coast Flyer services and the Sunshine Bus. The amenities include a shelter and bench in the parking lot.

Photo 17: Avenues Mall transfer hub

- **Baldwin Park-n-Ride** facility has 21 parking spaces with a shelter, benches and bicycle racks. The location is served by the Wildcat Shuttle, a JTA service operated by the Baker County CoA.

- **Black Creek Park-n-Ride** facility has 50 parking spaces with a shelter, benches and bicycle racks. The location is served by the Clay Express route operated by the JTA.

- **Orange Park Mall** transfer hub at the Clay and Duval County line provides a connection between JTA's fixed route and Clay County's flex route services. JTA's services stop along the roadway while

the Clay County services park at the bottom of the hill behind the stop. The amenities include a shelter, bench and bike racks.

- **Palatka Train Station** and multi-modal transfer facility is located in the city of Palatka. This station is served by Amtrak's Silver Service and Ride Solution's local and Greyhound routes. It is also located on the Palatka Urban Trail, a multi-use recreational trail that connects with the State Rail-to-Trail, St. Johns River-to-Sea Loop, East Coast Greenway and U.S. Bike Route Systems.

Photo 18: Orange Park Mall transfer hub

- **Rosa L. Parks Station** located in downtown Jacksonville. The Nassau Express Select service and several JTA services including the Skyway, the First Coast Flyer and local fixed route services meet here. The amenities include covered waiting areas, transit ticket vending machines, food and drink vending machines, benches, restrooms and customer service and security staff. A Produce Market is available at this location, every Friday from 10 a.m. to 2p.m.

Photo 19: Rosa L. Parks Transit Station

- **St. Augustine's Historic Downtown Parking Facility** is a 1,200-space parking garage with bus bays accommodating transfers between the local Sunshine Bus service, regional services provided by Ride Solution and Greyhound and private trolley and charter services. Restroom facilities and customer service agents are located in the adjacent Visitors Information Center.

Photo 20: St. Augustine Historic Downtown Parking and Transfer Facility

JTA is constructing the **Jacksonville Regional Transportation Center (JRTC)** in Downtown Jacksonville. Phase I which includes an Intercity Bus Facility, opened in April 2018 to Greyhound and Ride Solution. Phase II is expected to be completed in early 2020. This phase includes the new Bus Transfer Facility with 21 bus bays for local and regional services, Skyway platform, kiss-n-ride, taxi, car share and bike share. It will also include JTA Administrative Offices and amenities such as passenger waiting lobby, parking, supervisor/driver's area, restrooms and security and customer service staff.

Future phases will include connections with Amtrak, commuter rail and additional Intercity Rail services.

Figure 27: JRTC campus drawing

Photo 21: New Greyhound (Intercity Bus) facility

TRANSIT TECHNOLOGY

Technology used by transit providers is growing and transforming the industry at a very fast pace. Technology may facilitate the communication of driving directions, schedule changes and other information to the driver. Technology may also communicate bus stop, schedule and vehicle location information as well as process fare collection for passengers. Technological tools are typically implemented by transit agencies to reduce data entry, improve on time performance, facilitate schedule changes, and improve customer satisfaction.

A major challenge with implementing new technologies is coordinating the related technological components and policies with diverse modes of transit within the same agency and between multiple transit agencies.

Each transit agency in Northeast Florida provides service within their counties, connects with the transit agencies in adjacent counties and safely transports their most vulnerable passengers directly to their destination within adjacent counties. Given the significant amount of intercounty travel within the region, there exists a high degree of duplicative travel. The agencies operate vehicles at less than full occupancy often traveling directly behind another agency's vehicle as they travel to regional destinations.

Recognizing that technology can help coordinate regional travel, the Northeast Florida transit agencies joined together in 2008 to obtain several grants from FDOT and the FTA to implement a shared regional scheduling system. That system was expanded in 2014 with the launch of a regional One-Call/One-Click Transportation Resource System named TransPortal.

Additional shared transit technologies were recommended in previous Coordinated Mobility Plans, the 2016 Regional Transit Action Plan and in the 2018 Northeast Florida Regional Fare Study. The technological investment recommendation with highest priority defined by the coalition of Northeast Florida transit providers was a regional fare system to lower fare collection costs; and provide a more seamless, convenient and enhanced customer experience for riders as they travel throughout the region.

Assessment of Transit Technologies

A technical assessment was completed in March 2017 to help determine the feasibility of a regional fare program. Transit providers were evaluated on their current hardware, software, and network capabilities for transit scheduling and operations.

The information gathered in that review included:

- Office Environment – workstations, internet access, printers, and servers
- Software Systems – anti-virus, scheduling systems, maintenance tracking systems and fare collection
- In-Vehicle Technologies – Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL), Mobile Data Terminal (MDTs), radio equipment, data communication equipment, camera systems, and etc.
- Communication systems – method of communications between office and vehicle operators
- Technology Support – internal and external support staff, including their scope of support
- Fare Collection – methods, challenges and desired features and functionality

The assessment and interview responses for each county transit system follows.

The Baker County CoA assessment was conducted on February 14, 2017.

- Fare collection methods:
  - Reporting is done using spreadsheets, then aggregated and shared as needed
  - Monthly passes are available on a printed card for $25 for use on flex routes
  - Cash fare collected via manual cash box

- Challenges with existing fare system:
  - Cash fare boxes are expensive. A few hundred dollars each. They don't fit easily and sometimes the drivers just collect the cash without using the fare box.

- Desired fare collection features and functionality:
  - Card reader for debit card payment- most customers don't carry cash
  - Mobile pay capabilities- most customers have smartphones
  - Electronic pass system

Table 21: Baker County Technology Assessment

Baker Tech Assessment	Status
Internet Connectivity	Current on DSL (1MB Upload /7MB Download)
Server	Buffalo TeraStation 5200DN-NAS Server 2 TB
Office Suite	Office 2016
Radio	Verizon with push-to-talk capability.
Communication Vehicle	Verizon with push-to-talk
IT Support Contractor	K&H at an annual rate of $4,000

Clay County

The Clay County CoA assessment was conducted on March 22, 2017.

- Fare collection methods:
  - Drivers collect cash and turn in manifest in an envelope with fares
  - Reports are produced and provided to county CoA's executive director monthly.
  - Monthly pass is available on a printed card for $25 for use on flex routes
  - Deviations up to ¾ mile cost $1 and need to be scheduled 2 hours prior or the previous day.

- Challenges with existing fare system:

  - None reported
- Desired fare collection features and functionality:
  - Single fare structure regionally
  - Automated pass system

Table 22: Clay County Technology Assessment

Clay Tech Assessment	Status
Server	HP Proliant DL320E – 3 years old
Office Suite	Office 2010
Virus Protection	Malware Bytes and "Unknown" virus protection
Fare Collection/Tracking	Manual envelopes; 1 vehicle with cash box for occasional use
Radio	Kenwood 2-way radio
Data Communication Equipment	Verizon on MDTs
Camera System	Some vehicles have Apollo cameras
IT Support Contractor	Contract with Computer Solutions as needed ($30K yr)

Duval County

The Jacksonville Transportation Authority provided their assessment in 2017.

Figure 28: JTA's Mobile Fare Payment Application

- Fare collection methods:
  - Buses are equipped with GFI Odyssey fareboxes with integrated smart card readers
  - Smart card (STAR Card) fare payments accepted on all fixed route and paratransit services
  - A mobile ticketing option that works on both Android and iOS smart phones are accepted on all fixed route buses
  - Ticket vending machines are available at 19 locations around the city. Passengers may reload their STAR Cards or purchase limited use cards online or at point of sale (CPOS) machines at local Winn Dixie grocery stores

- Challenges with existing fare system:
  - Multiple applications and methods are available to pay fares, plan trips, and locate buses including:
    - myJTA: Allows customers to purchase and activate single ride tickets, 1-day, 3-day, 7-day and 31-day e-tickets as well as St. Johns River Ferry and Gameday Xpress tickets from their mobile device
    - See'n'Say: Makes it easy for individuals to communicate threats, safety and security concerns in real-time
    - TransPortal: Offers regional trip planning and paratransit trip booking
    - NextBus: Provides real-time bus arrival information by stop
    - thebus.mobi: Provides Connexion passengers with their scheduled trips and vehicle location

Table 23: Duval County Technology Assessment

Duval Tech Assessment	Status
Office Internet connectivity	LambdaRail
Office Internet speed	300Mbps
Server Type	Physical and Virtual
Server Capacity	EMC VNX5200 has a total space of 145TB with 69TB free.
CPU Connected	95% of servers are virtual and hosts are running a mix of (128) Logical AMD Opteron 6376 CPUs at 2.294Ghz and (168) Logical Intel Xeon E5-2697 CPUs at 2.6Ghz
Operating System	Operating Systems range from Linux, Ubuntu, Windows 2003, Windows 2008 and Windows 2012
Virus Protection	Trend Micro and Triton AP-Endpoint
Maintenance Tracking System	Oracle
Radio Equipment	Motorola
Camera System	Apollo

Nassau County

The Nassau County CoA assessment was conducted on February 22, 2017.

- Fare collection methods:
  - Driver collects fares in envelope. Ridership is counted based on fares collected
  - Printed tickets are sold for a set number of rides. The driver circles or crosses out each trip until all rides on the ticket are used
  - Driver tally sheets are submitted daily and entered into Excel spreadsheets

- Challenges with existing fare system:
  - Passengers not having cash

- Desired fare collection features and functionality:
  - Tap or swipe card technology for fares

In 2018, Nassau County installed Azuga modules on their vehicles to track vehicle speed and braking.

Table 24: Nassau County Technology Assessment

Nassau Tech Assessment	Status
Internet Connectivity	60MB Download; 15MB Upload
Server	HP ProLiant DL320e – 2 years old
Server Capacity	x 1TB drives
Server Operating System	Windows Server 2012 R2
Virus Protection	MSE and Defender
Radio	Verizon Push to Talk
Communication Vehicle	Polycom VVX310 phones – Edgewater System
IT Support Contractor	Tech Amelia

Putnam County

The Ride Solution assessment was conducted on February 22, 2017.

- Fare collection methods:
  - o Driver collects fares in an envelope and ridership is counted based on fares collected
  - o Ride Solution sells tickets at $1 which can be used as fare
  - o Agencies that purchase tickets in bulk pay a $0.25 administrative surcharge per ticket[21]
  - o Ridership data is entered into Excel spreadsheets daily and aggregated weekly
- Challenges with existing fare system:
  - o Ticket counterfeiting has been an issue in the past
  - o The accounting system associated with the current fare technology is labor intensive and doesn't provide robust information

- Desired fare collection features and functionality:
  - o Monthly pass program
  - o Mechanism to track who is getting on and off at each stop

Table 25: Putnam County Technology Assessment

Putnam Tech Assessment	Status
Server	Server is 4 years old
Office Suite	Office 365 and Office 2013
Virus Protection	Symantec
Maintenance Tracking	MP2
Data Communication Equipment	Verizon through MDT
Communication Vehicle	Radios, Cell Phones and MDT
IT Support Contractor	John Palmer with Palmer Tek $1200/year

St. Johns County

The St. Johns County CoA assessment was conducted on March 20, 2017.

- Fare collection methods:
  - o Cash or check collected in envelope on Paratransit
  - o Cash fare, tokens or monthly passes are collected in cash box on Sunshine Bus
  - o Sunshine Bus monthly passes are a laminated printed card, color coded by month
  - o The Billing Department compares driver tally sheets to fares collected on bus and reports ridership daily using Excel

- Challenges with existing fare system:
  - o Drivers counting incorrect amounts when collecting fares
  - o Drivers accepting torn bills
  - o "Cheating the system" with counterfeit passes

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[21] The bulk ticket surcharge was discontinued in April 2017.

- Desired fare collection features and functionality:
  - Electronic scanner (barcode or other)
  - STAR card or some other automated pass system
  - Pass Partner Program
  - Compatibility with one pass throughout the region

Table 26: St. Johns County Technology Assessment

St. Johns Tech Assessment	Status
Internet Connectivity	54.12 MB Download/ 20.8 MB Upload
Office Suite	Mix of 2003, 2007, 2010, 2013
Maintenance Tracking	Transitioning to Fleetwise from Excel-based documentation.
AVL Technology	Verizon Service on Trapeze Mobile Data Terminals Exploring the use of Swiftly- a vehicle location app for customers.
Other Vehicle Technologies	Monitors on vehicles
Communication Vehicle	Motorola 2-Way Radio on Paratransit MDTs only on Paratransit Verizon push to talk on Sunshine Bus
IT Support Contractor	CoA has a part-time IT external contractor used for more complicated IT issues.
Other:	The building has been equipped with card reader access.

Figure 29: Sunshine Bus Pass

TRANSIT ASSET MANAGEMENT

The FTA defines Transit Asset Management (TAM) as the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risk and costs over their life cycles. The *Moving Ahead for Progress in the 21st Century* (MAP-21) Act, a federal surface transportation reauthorization, or funding bill signed into law in 2012, required that the FTA develop a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. The 2015 *Fixing America's Surface Transportation* (FAST) Act reaffirmed this requirement.

The FTA published the TAM Final Rule on July 26, 2016. The TAM rule requires every transit provider that receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a TAM plan or be a part of a group TAM plan prepared by a sponsor.

FDOT is the sponsor of the group plan developed on the behalf of the rural transit providers and Section 5310 subrecipients in the state of Florida. The small and large urban agencies were required to develop their own TAM Plans. In Northeast Florida, Baker County CoA, Clay County CoA, Nassau County CoA and Ride Solution were a part of the FDOT Group TAM Plan. St. Johns County and JTA each developed their own TAM Plans.

As a Tier I agency, JTA is required to include more details in their TAM Plan. JTA's 2018 TAM Plan addresses FTA's requirements as listed in 49 CFR Parts 625, § 625.25. Their TAM Plan documents JTA's efforts to initiate, implement, and advance asset management practices for improved life cycle management, better maintenance practices, extended useful life, reduction of total life cycle cost, reduced risk, as well as increased asset efficiency and performance.

Asset Inventory Data Analysis

The TAM Plans were completed by September 2018 and included asset inventories collected between March and September that year. The asset inventory is a listing of all vehicles, facilities and equipment that support the delivery of public transportation services. All assets must be reported in the TAM regardless of the funds used to purchase the asset or if the asset is still under a lien.

The TAM assets include:

- Revenue vehicles providing passenger service which may include:
  - Large buses including rubber wheeled trolleys
  - Cutaway buses
  - Mini-vans
  - Ferry
- Equipment having a replacement value of $50,000 or more
- Facilities for which the agency has direct capital responsibility, for example maintenance and administrative facilities, passenger stations and parking facilities

The combined 2018 Northeast Florida transit asset inventory contains 12,154 assets of which 505 are revenue vehicles, 10,167 are equipment assets and 1,482 are facilities that support public transit service.

An overwhelming number (99% or 11,978) of Northeast Florida transit assets belong to JTA. This document analyzes JTA assets separately from the other transit providers to ensure equitable discussion.

JTA's TAM Plan also includes "Infrastructure" assets associated with the Skyway, an automated guideway. Because JTA is planning to overhaul the entire Skyway system as a part of their Ultimate Urban Circulator (U^{2}C) program, those assets are not included in this analysis.

Assets from Clay County are identified here as Clay County assets because the inventories were conducted prior to January 2019, when JTA became the CTC.

Photo 22: A variety of transit vehicles

Revenue Vehicles

Northeast Florida revenue vehicles includes buses, cutaways, vans and a ferry. The following table demonstrates a summary of the combined revenue vehicle asset inventory and the percentage of those vehicles exceeding the useful life benchmark (ULB).

Table 27: Northeast Florida Transit Revenue Vehicles

Revenue Vehicles	Rural and Small Urban			Urban System			Total Assets
Asset Category/Class	Assets	Average Age	% At or Past ULB	Assets	Average Age	% At or Past ULB	
BU - Bus	11	8.0	9%	232	5	23%	243
CU - Cutaway Bus	126	6.7	54%	105	4	23%	231
FB - Ferryboat				1	14	0%	1
MB - Mini-bus	5	2.0	0%	-		0%	5
MV - Mini-van	25	6.8	32%	-		0%	25
Revenue Vehicles	167	5.9	46%	338	5	22%	505

More than 50% of the rural and small urban cutaway bus fleet is at or past the useful life benchmark.

Equipment and Facilities

The equipment evaluated in TAM Plans includes all non-revenue service vehicles used primarily to support maintenance and repair work, supervisory duties, or for the delivery of materials, equipment, or tools. JTA operates more than 80 non-revenue vehicles that include vans, SUVs, cars, and trucks. About 70% of these vehicles are at, or past, their useful life benchmark. St. Johns County CoA operates 2 non-revenue vehicles, both of which are at, or past, their useful life benchmark. No other agency reported owning non-revenue vehicles.

Facilities are defined as any structure used to support public transportation services that the agency owns or has a direct capital responsibility. These facilities include administrative buildings, maintenance buildings, and passenger facilities. Passenger facilities include the ferry terminals and docks, park-n-ride lots, parking garages and the Skyway stations.

Baker, Duval, Putnam, and St. Johns County transit providers have Administration and Maintenance facilities. Clay County Transit has an Administration building. The Clay County government owns the maintenance facility and it is not included in this count as they do not have a direct capital responsibility for the facility. Nassau County CoA leases their facilities from their County and has no direct capital responsibilities.

Table 28: Northeast Florida Transit Equipment and Facilities

Equipment and Facilities Asset Category/Class	Rural and Small Urban Assets	Urban Assets
Equipment – Non-revenue vehicles	2	83
Facilities		
Administration	2	9
Maintenance	1	5
Combined Admin & Maintenance	2	1
Passenger Facilities		
Parking Structures	-	1
Passenger Stations	-	13
Docks	-	2
Parking Lots	-	7
Equipment and Facilities Total	7	121

Investment Prioritization

FDOT has published a goal to maintain or improve the FDOT Group TAM Plan percentage of assets in adequate or better condition. State-wide, 121 cutaways are beyond their useful life benchmark. FDOT has placed a priority on replacing cutaway vehicles currently rated as poor or marginal. Their second priority is to evaluate the van class fleet needs with the goal of having no vans with a poor condition rating. Should enough funding be available, their third priority will be to reduce the number of vehicles in all other service categories that have a rating of poor or marginal.

JTA's TAM Plan spans a period of 20 years and identifies a state of good repair replacement schedule with a combined cost of about $585 million. The replacement need fluctuates from year to year and can be as low as $7 million or as high as $97 million. Recognizing that the targets cannot be reached with current funding levels, or even infusions of additional funding alone, JTA will address the performance and funding gap by implementing programs to increase asset efficiency, useful life, intelligent investment prioritization and optimization of available funding.

TRANSIT FUNDING OPPORTUNITIES

Most federal, state and human service agencies that fund programs for people that are disabled, elderly or are economically disadvantaged also fund transportation programs. These programs are often fragmented and lack coordination with other transportation programs. This occurs on a national level, at the state level and even locally within our regional and individual counties.

Federal Transportation Funding Opportunities

The Coordinating Council on Access and Mobility (CCAM) is an interagency partnership established in 2004 to coordinate the efforts of the federal agencies that fund transportation services. The recent transportation funding bill, Fixing America's Surface Transportation (FAST) Act signed into law in December 2015, directed CCAM to develop a strategic plan that:

- Outlines the roles and responsibilities of each CCAM federal agency
- Addresses outstanding recommendations previously made by the Council
- Addresses U.S. Government Accountability Office (GSO) recommendations concerning local coordination of transportation services
- Proposes changes to laws and regulations to eliminate barriers to transportation coordination

CCAM has been involved in many activities since the FAST Act including hosting focus group sessions with state, local and industry stakeholders to discuss local and federal barriers to vehicle sharing, cost sharing, transportation coordination and medical care for rural communities and older adults. CCAM has also undertaken a variety of interagency efforts to improve the availability, accessibility, and efficiency of transportation including:

- United We Ride (2004)
- Mobility Services for All Americans (2005)
- Veterans Transportation Community Living Initiative (2011)
- Transit & Health Access Initiative (formerly Rides to Wellness, 2016)

CCAM was also able to update the 2012 GAO report named ***Transportation Disadvantaged Populations: Federal Coordination Efforts Could Be Further Strengthened***. This report recommended enhanced coordination between funding agencies and a strategic plan in order to promote collaboration, state coordinating councils, one-call centers, mobility managers, vehicle sharing, among others. report with a new inventory of Federal Programs providing transportation services to the transportation disadvantaged. It also identified 80 individual federal funding sources or programs with transportation services allocations.

The CCAM survey, completed in May 2019, identified 122 federal programs that provide transportation funding for people with disabilities, older adults, and/or individuals of low income. Programs included in this inventory are those where transportation service for one or more CCAM target populations is an eligible program expense, but inclusion does not necessarily imply grantees are using funds for such purpose. A detailed listing of each of the funding opportunities identified by CCAM in 2019 may be found in the appendices. A summary of the non-DOT transportation services funding includes:

- **Department of Agriculture** has 2 programs including: Supplemental Nutrition Assistance Program (SNAP) – Employment and Training; and Community Facilities Loans and Grants.

- **Department of Education** has 9 programs including: Special Education Grants (various programs); Vocational Rehabilitation Services Program (various programs); Independent Living (various programs); Supported Employment Services; Education for Homeless Children and Youth; 21st Century Community Learning Centers; Refugee and Entrant and Voluntary Public-School Choice.

- **Department of Health and Human Services** has 58 programs including: Medicaid; Healthy Communities; Special Programs for the Aging (various programs); Grants to Indian Tribes (various programs); Grants to Native Hawaiians; Health Center Program; Diabetes Prevention and Treatment (various programs); Substance Abuse and Mental Health Services (various programs); Transitional Living (various programs); Temporary Assistance for Needy Families; Refugee and Entrant Assistance (various programs); Community Services Block Grant; Head Start; Developmental Disabilities Projects (various programs); Social Services Block Grants; Children's Health Insurance Program; Rural Health Care Services (various programs); HIV Programs (various programs); Healthy Start Initiative; Chafee Foster Care Program for Successful Transition to Adulthood; National Cancer Programs (various programs); and Maternal and Child Health Services Block Grant.

- **Department of Housing and Urban Development** has 12 programs including: Supportive Housing and Housing Opportunities (various programs); Congregate Housing Services Program; Community Development Block Grants (various programs); Emergency Solutions Grants Program; and Choice Neighborhoods Implementation Grants.

- **Department of the Interior** has 5 programs including Indian Child and Family Education; Indian Schools – Student Transportation; Indian Education Assistance to Schools; Indian Employment, Training and Related Services; and Indian Employment Assistance.

- **Department of Justice** has 10 programs including Comprehensive Opioid Abuse Program; Residential Substance Abuse Treatment Program, Adult Drug Court Discretionary Grant Program, Veterans Treatment Court Program; Family Drug Court Program; Juvenile Drug Treatment Court Program; Tribal Juvenile Healing to Wellness Courts, Second Chance Act; Justice and Mental Health Collaboration Program; and Youth Mentoring Program.

- **Department of Labor** has 14 programs including: Job Corps; Senior Community Service Employment Program; Trade Adjustment Assistance; Workforce Investment Act (various programs); Native American Employment and Training; Veterans' Employment Program; Homeless Veterans' Reintegration Project; Youthbuild; National Farmworkers Jobs Program; Coal Mine Workers' Compensation; and Welfare to Work grants (various programs).

- **Department of Veterans Affairs** has 3 programs including: Veterans Transportation Service; Highly Rural Transportation Grants; and Beneficiary Travel.

Department of Transportation Funding Opportunities

The FAST Act establishes transit funding through fiscal year 2020 managed by the FTA. The grant programs provide financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries.

The FTA offers nine grant programs that matches the CCAM list criteria of providing funding for transportation services including:

- **Section 5307 Urbanized Area Formula Program** makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation related planning. This section also has a competitive Passenger Ferry Grant Program.

- **Section 5309 Capital Investment Grant** supports transit capital projects that are locally planned, implemented, and operated.

- **Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program** provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

- **Section 5311 Formula grants** provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000; the Tribal Transit Program; and intercity transportation.

- **Section 5312 Public Transportation Innovation Program** funds research projects that have the ultimate goal to develop and deploy new and innovative ideas, practices, and approaches; innovation and development projects that improve public transportation systems nationwide to provide more efficient and effective delivery of public transportation services; and demonstration, deployment, and evaluation projects that should build on successful research and innovation to promote the early deployment and demonstration of innovation in public transportation that has broad applicability. This program may also be called Mobility on Demand (MOD) Sandbox demonstration program or Integrated Mobility Innovation (IMI).

- **Section 5324 Emergency Relief Program** provides operating assistance and capital funding to aid recipients and sub-recipients in restoring public transportation service, and in repairing and reconstructing public transportation assets to a state of good repair, as expeditiously as possible following an emergency or major disaster.

- **Pilot Program for Innovative Coordinated Access and Mobility Grants** finds and tests promising, replicable public transportation health care access solutions that support the goals of increased access to care, development of coordination technology, and reduced health care costs.

The FTA also provides planning and capital grants to support transit initiatives including:

- **Better Utilizing Investments to Leverage Development (BUILD)** Transportation Grants Program (formerly TIGER) funds investments in transportation infrastructure including transit.

- **Congestion Mitigation and Air Quality (CMAQ)** Program provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

- **Sections 5303, 5304, 5305 Metropolitan & Statewide Planning and Nonmetropolitan Transportation Planning** provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states.

- **Section 5314 Technical Assistance and Standards Development** provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce. It also provides funding for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

- **Section 5337 State of Good Repair Grants** provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair.

- **Section 5339 Bus and Bus Facilities Program** provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The program also includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program to provide funding for major improvements to bus transit systems that would not be achievable through formula allocations.

- **Surface Transportation Block Grant Program** (23 USC 133) provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

Florida Transportation Funding Opportunities

Several funding programs are passed from Federal Departments to State Departments. Most of FTA's formula and competitive programs for small urban and rural agencies are funneled to FDOT. The Department of Health and Human Services channel the Medicaid program funds through the Florida AHCA and Developmentally Disabled programs through the Florida Agency for Persons with Disabilities (APD).

Florida AHCA

AHCA manages Florida's Medicaid program including its covered non-emergency transportation (NEMT) services for eligible recipients who have no other means of transportation available to access Medicaid covered services. Medicaid also covers medically necessary emergency ground or air ambulance transportation.

Before the implementation of the Managed Medical Assistance program in 2014, AHCA contracted with the Florida CTD to manage the NEMT program. The CTD contracted with each of their designated CTCs to coordinate NEMT services in their counties. This contract allowed the CTCs to coordinate NEMT rides with riders using other funding sources. This practice is often called "multi-loading" and drives down the overall cost of providing paratransit service.

The Managed Medical Assistance program divided the state into 11 managed care regions with two or more Managed Care Organizations (MCO) in each region. AHCA pays each MCO a capitated rate to provide medical care. NEMT is wrapped up in that capitated rate. Each MCO then seeks out and contracts with a broker. The brokers then contract with a variety of transportation providers including public transit agencies, taxis, transportation network companies (Uber, Lyft, etc), human service agencies and other private transportation companies. Each county may have one or as many as four brokers. The brokers are under no obligation and have no incentives to contract with public transit agencies. They also establish their own operational standards and certification, training, trip validation and billing programs. The administrative effort to contract with each of the brokers annually has caused many CTCs to withdraw from the program[22].

Some CTCs report a significant loss of revenues since the loss of the coordinated Medicaid trips. With fewer shared NEMT passenger trips, the cost per passenger trip for other transportation programs has increased.

Florida Agency for Persons with Disabilities (APD)

The APD works in partnership with local communities and private providers to assist Floridians who have intellectual and developmental disabilities (IDD) and their families. APD provided $28 million in transportation funding for slightly more than 11,000 customers, spending approximately $2,556 per client

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[22] National Academies of Sciences, Engineering, and Medicine 2018. Handbook for Examining the Effects of Non-Emergency Medical Transportation Brokerages on Transportation Coordination. Washington, DC: The National Academies Press. https://doi.org/10.17226/25184.

per year through the Medicaid Waiver program in 2017[23]. APD waiver transportation is transportation to and from the customer's home and community-based waiver services when such services cannot be accessed through natural or unpaid supports.

FDOT

FDOT's Transit Office administers Federal and State transit grants, monitors compliance with transit regulations, Title VI, and provides planning, commuter assistance and technical assistance to Florida's transit agencies and communities. The Transit Office administers the FTA Sections 5310, 5311 and 5339 grants for rural, small urban and some large urban apportionments. The Transit Office also administers Florida specific programs to fund transit projects including:

- **Commuter Assistance** program was established to encourage public/private partnerships to provide brokerage services to employers and individuals for carpools, vanpools, buspools, express bus service, subscription transit service, group taxi services, heavy and light rail, and other systems designed to increase vehicle occupancy.

- **Intermodal Development** Program was developed to provide funding for major capital investments in fixed-guideway transportation systems; access to seaports, airports and other transportation terminals; and construction of intermodal or multimodal terminals.

- **New Starts Transit** Program funds the development and construction of fixed-guideway and BRT projects to accommodate and manage urban growth and development.

- **Park and Ride Lot** Program provides organized, safe parking for vehicles constantly congregating on roadsides. Park and Ride facilities constructed by or funded in whole or in part by FDOT, must be sited, sized, and promoted in such a way that there is a reasonable expectation of at least an average 60 percent occupancy.

- **Public Transit Block Grant** Program was established to provide a stable source of funding for public transit. Recipients of FTA Section 5307 funds and Section 5311 providers who are not CTCs are offered 85% of the funds available. The Florida CTD distributes 15% of the funds to CTCs according to their own funding formula.

- **Public Transit Service Development Program** provides initial funding for special projects including new technologies; services, routes, or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing passenger service. Service Development Projects are subject to specified times of duration, but no more than three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program funds.

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[23] Center for Urban Transportation Research 2017.Transportation Disadvantaged State-Wide Service Analysis. Florida Agency for Persons with Disabilities. http://apdcares.org/publications/legal/docs/APD%20Final%2012-14-2017.pdf

- **Rural Economic Development Initiative (REDI) Waiver** or waiver to reduce match requirements may be requested by counties and communities that meet certain statutory criteria. To be eligible to request a waiver, a county or community must meet the statutory definition of "rural" and meet three or more of the "economic distress" conditions such as:

  o low per capita income

  o low per capita taxable values

  o high unemployment

  o high underemployment

  o low weekly earned wages compared to the state average

  o low housing values compared to the state average

  o high percentages of the population receiving public assistance

  o high poverty levels compared to the state average

  o a lack of year-round stable employment opportunities

- **State Revenue Toll Credits** (funds received from toll revenue) can be applied to a grant project as a soft match reducing the amount of funding a state or local entity has to contribute. These credits are distributed to transit agencies annually by the State Public Transportation and Modal Administrator. The Administrator is also responsible for approving the use of toll revenue credits on proposed transit capital projects.

- **Transit Corridor Program** provides funding to CTCs or transit agencies to support new services within specific corridors when the services are designed and expected to help reduce or alleviate congestion or other mobility issues within the corridor. Transit Corridor funds are discretionary and are distributed based on documented need.

- **Transportation Regional Incentive Program (TRIP)** was created to improve regionally significant transportation facilities in regional transportation areas. This program can be used to leverage investments in regionally significant transportation facilities and must be linked to growth management objectives.

Local Transportation Funding Opportunities

Counties, cities, special districts and transportation agencies are able to raise local funds through:

- User fees such as fares, tolls and impact fees

- Public-Private Partnerships (P3) using private equity to leverage competitive public funding for transit development and transportation improvements

- Tax revenues and fees collected on motor fuels, infrastructure, and sales. The tax rates vary by county and increases must be approved by a simple majority vote of the county commission or its citizens. State law restricts rates that can be charged. These taxes and fees include:

- o Local Option Motor Fuels Tax: Up to 12 cents in the form of three separate levies
- o 1 cent on every net gallon of motor and diesel fuel sold (Ninth-Cent)
- o 1 to 6 cents on every net gallon of motor and diesel fuel sold
- o 1 to 5 cent levy upon every net gallon of motor fuel sold except diesel
- o Charter County and Regional Transportation System Surtax: Up to 1 percent
- o Local Government Infrastructure Surtax: 0.5 or 1 percent
- o Small County Surtax: 0.5 or 1 percent Local County or City General Funds may be used for transportation but are not considered stable long-term sources
- o Regional Transportation Authority may levy up to 3 mills ad valorem tax

Photo 23: Baldwin Park-n-Ride ribbon cutting

Regional Goals and Strategies for Coordination

The Regional Mobility Coordination goals were reviewed by the members of the RTWG and by the members of each of the Local Coordinating Committees around the region. They each agreed that the four past goals should remain Coordinated Mobility Plan goals with some minor word changes. The final four Regional Goals for Coordination are:

Goal 1: Regional Mobility Management System - Develop a customer-centered, mobility management system that provides a full range of mobility options within each county and across the region.

Goal 2: Regional Transportation Availability and Accessibility - Expand the availability and accessibility of transportation options in the region.

Goal 3: Regional Marketing - Market the Regional Mobility Management System to amplify customer and partner (including elected officials) awareness.

Goal 4: Regional Collaboration - Improve regional cooperation and coordination with mobility providers so that service can be more convenient, reliable, and safe for clients, more cost-efficient for providers and supports more economic development.

Each goal was compared with other applicable plans and an implementation plan was developed with strategies and action steps.

COORDINATION WITH OTHER PLANNING ACTIVITIES AND THEIR GOALS

Regional transit coordination requires collaboration with many different agencies who are also required to produce planning documents with future goals and strategies to accomplish those goals. The relevant goals and strategies of the 2060 FTP; North Florida's Long-Range Transportation Plan; JTA and St. Johns County's TDPs; and the TDSPs are listed with each Northeast Florida Coordinated Mobility Plan goal to ensure collaboration.

Goal 1: Mobility Management System

Develop a customer-centered, mobility management system that provides a full range of mobility options within each county and across the region. This goal will initiate a shift from the current system of decentralized transportation service providers to a centralized mobility management system of collaborating agencies focused on meeting the mobility needs of people.

Goal 1 aligns with the following plans and goals:

2060 FTP:

- Integrate modal infrastructure, technologies, and payment systems to provide seamless connectivity for passenger and freight trips from origin to destination

- Develop a governance structure to promote integrated regional transit throughout Florida, including potential consolidation of existing transit agencies, or creation of regional transit agencies

JTA TDP:

- Deliver a superior and reliable customer experience

St. Johns County TDP:

- Maintain and continuously improve customer focused service and products

TDSPs (Baker, Clay, Nassau, Putnam and St. Johns):

- Focus on consumer choice and efficiency. Arrange transportation services to maximize consumer choice and vehicle efficiency

Duval County TDSP:

- To provide consumer-oriented transportation programs that offer comfortable convenient and reliable transportation services

Goal 2: Transportation Availability and Accessibility

Expand the availability and accessibility of transportation options in the region. This goal seeks to improve specific segments of transportation service operations and delivery, as funding is available and as mobility partners can execute agreements.

Goal 2 aligns with the following plans and goals:

2060 FTP:

- Improve transportation connectivity for people and freight to established and emerging regional employment centers in rural and urban areas
- Optimize the efficiency of the transportation system for all modes
- Expand transportation options for residents, visitors, and businesses
- Develop and operate a statewide high speed and intercity passenger rail system connecting all regions of the state and linking to public transportation systems in rural and urban areas
- Expand and integrate regional public transit systems in Florida's urban areas
- Increase the efficiency and reliability of travel for people and freight

LRTP:

- Invest in projects that enhance economic competitiveness
- Enhance access to jobs, services, and retail for all
- Invest in livable and sustainable communities
- Enhance transit accessibility and ridership
- Enhance bicycle and pedestrian quality of service
- Support micro transit, mobility as a service (MaaS) and other new and innovative transit options
- Enhance mobility and accessibility

- Optimize the quantity and quality of travel

- Improve the accessibility to mode choices

- Optimize the utilization of the system

- Preserve and maintain our existing system

- Create reliable and resilient multimodal infrastructure

  - Provide reliable mobility access and minimize impact of disruptions to regional mobility

- Enhance tourism transport management

  - Improve and provide diverse tourism transportation options

  - Encourage the integration of alternative transportation into tourist activities

- Ensure North Florida is ready for connected and autonomous vehicles and Internet of Things (IOT) technologies that support transportation

  - Deploy strategies to support First Mile/Last Mile travel options

  - Implement scenario planning activities surrounding connected, automated, electric and shared vehicles to determine the impacts on network usage, funding and other performance measures

  - Consider autonomous vehicle only lanes or zones to support enhanced mobility opportunities resulting from automated vehicles

JTA TDP:

- Deliver innovative transportation choice providing accessible mobility throughout the community

- Advance transportation solutions that support environmental goals and are mindful of the context of our community

St. Johns County TDP:

- Provide mobility and access to meet current and evolving mobility market needs, opportunities and to improve the economy

- Provide an effective and efficient Public Transportation System

- Enhance economic prosperity, livability and environmental sustainability within the service area

- Establish the appropriate infrastructure necessary to maintain and expand fixed-route and paratransit services in the future

Duval County TDSP:

- Promote cost and service efficiency by designing services that are based directly on demand, with consideration given to efficient routing, scheduling and operation procedures

Goal 3: Regional Marketing

Market the Regional Mobility Management System to amplify customer and partner (including elected officials) awareness

Goal 3 aligns with the following plans and goals:

LRTP:

- Enhance equity in decision making

St. Johns County TDPs:

- Inform the community on the value of a quality public transportation system and develop a highly qualified workforce

TDSPs (Baker, Clay, Nassau, Putnam and St. Johns):

- Market the system within the County and regionally

Duval County TDSP:

- To increase participation in the coordinated transportation system by the transportation disadvantaged

- To improve communication within the coordinated transportation system. Clear and concise communication is a vital component of all systems

Goal 4: Regional Collaboration

Improve regional cooperation and coordination with mobility providers so that service can be more convenient, reliable, and safe for clients, increases cost-efficiency for providers and supports more economic development.

Goal 4 aligns with the following plans and goals:

2060 FTP:

- Optimize the efficiency of the transportation system for all modes

LRTP:

- Encourage safe and secure travel
  - Reduce crashes for all modes
  - Enhance security for all modes through the appropriate use of authorized access, surveillance systems and Intelligent Transportation Systems (ITS)
- Preserve and maintain our existing system
  - Maintain and update transit systems to current standards

JTA TDP:

- Ensure safety and security throughout the transportation system and in the Authority work environment

- Financial Stability: Ensure long-term financial sustainability

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St. Johns County TDP:

- Enhance and improve multimodal coordination and connectivity to promote travel efficiencies and effectiveness

TDSPs (Baker, Clay, Nassau, Putnam and St. Johns):

- Increase coordination with other counties in Northeast Florida and surrounding communities

Duval County TDSP:

- Maximize the economic efficiency of the transit system while providing the basic transportation needs of the transit dependent

- To improve regional cooperation and coordination with transportation partners in neighboring counties so that service can be more convenient for clients and more cost-efficient for all providers

- To encourage participation in initiatives that improve the mobility and accessibility of pedestrians, cyclists, transit users, and persons with disabilities in North Florida
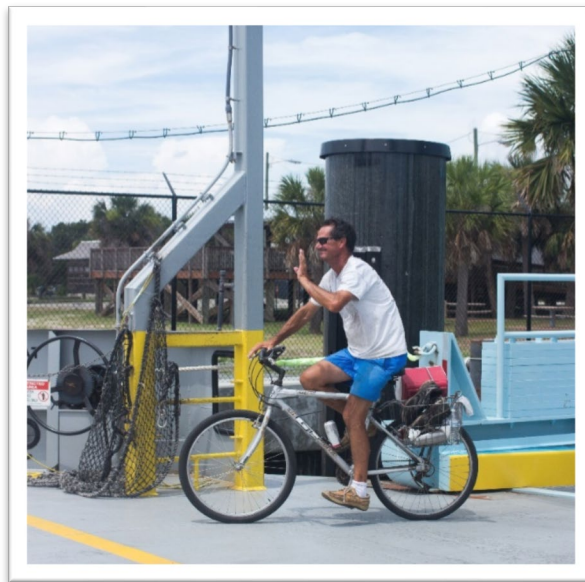
Photo 24: A bicyclist boards the St. Johns River Ferry

REGIONAL STRATEGIES IMPLEMENTATION PLAN

The Regional Coordination Goals provide general direction and answers the questions of what the region wants to do and why. An implementation plan is necessary to turn these goals into strategies and action steps to answer the questions of where, when and how the goals will be implemented.

The Regional Coordination Goals with their initial strategies include:

Goal 1: Regional Mobility Management System - Develop a customer centered, mobility management system that provides a full range of mobility options within each county and across the region. This goal will initiate a shift from the current system of decentralized transportation service providers to a centralized mobility management system of collaborating agencies focused on meeting the mobility needs of people.

1.1. Develop a customer friendly, regional trip reservation and payment system with features that include a trip reservation system, website, mobile application and automatic callbacks. This system must be accessible and easy for everyone to use, including seniors and persons with disabilities.

1.2. Facilitate transparent and complementary policies and practices across the region to minimize confusion (i.e. age for senior discount and unattended child, etc.).

1.3. Establish a regional mobility governance structure to advance regional transportation coordination programs and projects in Northeast Florida.

Goal 2: Regional Transportation Availability and Accessibility - Expand the availability and accessibility of transportation options in the region. This goal seeks to improve specific segments of transportation service operations and delivery, as funding is available and as mobility partners can execute agreements.

2.1. Engage and educate city and county officials in discussions to improve the accessibility of transportation infrastructure (shelter, stops, etc.).

2.2. Develop innovative methods to transport people quickly through or around congested corridors, between counties, and within their own neighborhoods.

2.3. Develop regional access to existing and emerging activity centers.

Goal 3: Regional Marketing - Market the Regional Mobility Management System to amplify customer and partner (including elected officials) awareness.

3.1. Implement a regional brand and marketing plan to increase the visibility, promotion and utilization of services including the new Regional Fare/Super App program.

3.2. Provide travel training programs to encourage people with disabilities, seniors, and persons with low income to utilize lower cost trip options and improve rider and provider understanding of transportation services.

Goal 4: Regional Collaboration - Improve regional cooperation and coordination with mobility providers so that service can be more convenient, reliable and safe for clients, more cost-efficient for providers, and supports more economic development.

4.1. Sponsor a collaborative network to encourage the exchange of information and resources between transportation providers and agencies supporting individuals in need of transportation.

4.2. Coordinate support services such as driver training, grant applications, purchases, standards, requirements, eligibility determinations, and technology.

4.3. Promote business partnerships such as shelter advertising, talking bus program, expanded bus advertising, and other sponsorship or naming rights opportunities.

This final section of the Coordinated Plan details how each strategy will be implemented with action steps, priority level, resources needed, potential cost, probable funding source and performance measures. The performance measures specified in each strategy are simply to provide a means to track our success and encourage continued progress. There are no penalties built into these measures.

Photo 25: A training session being held on board a transit vehicle

Goal 1: Regional Mobility Management System

Strategy 1.1 – Regional Fare Payment

Develop a customer friendly, regional trip reservation and payment system with features that include a trip reservation system, website, mobile application, and automatic callbacks. This system must be accessible and easy for everyone to use, including seniors and persons with disabilities.

Priority: High

Action Steps:

1. Publish a Request for Information (RFI) to obtain the most up to date information on system possibilities
2. Obtain signed Memorandums of Understanding from each partner
3. Establish a Regional Working Group to provide a forum for collaboration
4. Develop a concept of operations
5. Obtain a grant to fund the system
6. Create a phased implementation plan
7. Select a vendor though a competitive selection process
8. Implement and market the system
9. Develop a process to track, monitor and evaluate the system

Resources Needed: Grant funding, staff time, local cash, technology, and training

Potential Cost Range: $1 million to $2 million

Potential Funding Source(s): FTA's Integrated Mobility Innovation program

Performance Measures:

- **Participating agencies** – It is anticipated that at least two counties and their transit agencies will participate in the system during the first implementation year with at least two more counties joining the system within the second implementation year and another two during the third year
- **System users** – The number of registered system users will be tracked and reported by county of residence
- **Completed trips** – Trips will be tracked through the trip inquiry, trip payment and the token activation stage for trip completion

Strategy 1.2 – Policies and Practices

Facilitate transparent and complementary policies and practices across the region to minimize confusion (i.e. age for senior discount and unattended child, etc.).

Priority: High

Action Steps:

1. Complete an assessment of transit policies and practices throughout the region. The assessment should include:

    a. Categorization of policies and practices

    b. Identification of differences and similarities

    c. Best practices

    d. Impact of the differences

2. Convene a meeting to review the assessment and identify any policies and practices that should and could be modified

3. Develop a complementary policies and practices implementation plan

4. Incorporate changes into the TDSPs

Resources Needed: TDSPs, meeting place, staff to conduct assessment and develop the implementation plan

Potential Cost Range: $0 to $10,000 for consultant services, if necessary

Potential Funding Sources: Due to the low cost, the project should be combined with another when seeking grant funds

Performance Measures:

- **Assessment document completed** – It is anticipated that this document could be completed within 6 months of the notice to proceed

- **Meeting participation** – All transit agencies in the region should have representation at the meeting, either in person or over the telephone

Strategy 1.3 – Regional Mobility Governance

Establish a regional mobility governance structure to advance regional transportation coordination programs and projects in Northeast Florida.

Priority: High

Action Steps:

1. Adopt and maintain a Coordinated Public Transit Health and Human Services Transportation Plan

2. Obtain professional guidance to establish bylaws and voting structure

3. Establish formal written agreements among participating agencies and programs outlining the decision making process for implementing a coordinated system

4. Obtain the resources necessary to implement coordinated transportation services in Northeast Florida

Resources Needed: Staff to facilitate meetings, meeting space and materials, and legal assistance

Potential Cost Range: $0 - $15,000 depending on the amount of professional guidance obtained

Potential Funding Sources: Due to the low cost, the project should be combined with another when seeking grant funds

Performance Measures:

- **Action steps completed** – The first two action steps are anticipated to be completed within six months

- **Participating agencies** – It is anticipated that all six counties will participate in the Regional Mobility Governance activities during the first year

Goal 2: Regional Transportation Availability and Accessibility

Strategy 2.1 – Regional Transportation Infrastructure

Engage and educate city and county officials in discussions to improve the accessibility of transportation infrastructure (shelter, stops, etc.).

Priority: Medium

Action Steps:

1. Obtain funds for a regional bus stop and hub assessment

2. Complete a regional bus stop assessment identifying potential regional transfer hubs and any required accessibility improvements

3. Identify and promote land use policies which are compatible with the effective and efficient delivery of public transportation services

4. Prioritize regional transit infrastructure projects and submit recommendations to the North Florida TPO

5. Publicize information to local and regional planning staff

6. Identify and apply for funding opportunities

Resources Needed: Staff and/or consultants to complete assessment

Potential Cost Range: $80,000 to $200,000

Potential Funding Sources: Transportation Alternatives Program (TAP), Section 5307 and others

Performance Measures:

- **Assessment completed** – The assessment should be completed within one year following funding availability and notice to proceed

- **Regional transfer hubs** – The number and condition of regional transfer facilities

Strategy 2.2 – Innovative Regional Mobility

Develop innovative methods to transport people quickly through or around congested corridors and across county lines.

Priority: High

Action Steps:

1. Establish and track common performance measures to track successes

2. Identify travel and employment trends to maintain dynamic customer focused services

3. Develop innovative methods to transport people between counties and within their own neighborhoods including:

   a. Expand the Connexion Plus project beyond a pilot project

   b. Provide more flexible on demand service

   c. Offer more seamless, multimodal transportation options (bus, bike, walk, air, train, ferry) to travel within and between counties

   d. Explore public private partnerships to fund the new innovative services and facilities

   e. Invite Transportation Network Companies (TNC) to participate in the planning process

   f. Increase the frequency of the St. Johns River Ferry service by adding an additional Ferry vessel

   g. Provide more options to transport people across the St. Johns River in Downtown Jacksonville (water taxi or pedestrian/bike bridge)

   h. Provide autonomous vehicle service in major activity centers such as Downtown Jacksonville and its surrounding communities, St. Augustine, and the St. Johns Town Center

4. Support the development of new service including express bus (Express Select), BRT and commuter rail services between:

   a. Hilliard, Callahan, Yulee, and regional employment and health service centers

   b. VA Medical Centers in Gainesville, Lake City, and Northeast Florida cities

   c. St. Augustine, World Golf Village, Nocatee, and Jacksonville

   d. Ponte Vedra Beach and regional employment and health service centers

   e. Northwest St. Johns County and regional employment and health service centers

   f. Oakleaf and Argyle Forest area and regional employment and health service centers

   g. Jacksonville International Airport and regional employment and residential communities

   h. South Clay County and regional employment and health service centers

   i. St. Johnsand Clay Counties

   j. Palatka and regional employment and residential communities

   k. Macclenny and regional employment and residential communities

5. Expand the availability of community transportation resources to veterans, military service members, and their families including:

   a. Provide more transportation options to the VA medical facilities in Lake City and Gainesville

   b. Extend transportation service hours to compliment demand, particularly demand at the VA clinics which opens as early as 6:00 am and remains open until 6:30 pm

6. Explore opportunities to develop a regional innovative pilot program that would:

   a. Ensure safety and security for riders

   b. Give options for on demand travel service

   c. Promote efficient utilization of resources

Resources Needed: Studies, service planning, funding, vehicles, drivers, and infrastructure

Potential Cost Range: To be determined

Potential Funding Sources: FDOT Service Development, Corridor Development, and Commuter Assistance grants. Other Federal, State, and local grants and funding sources

Performance Measures:

- **New Regional Services** – The number of new services implemented throughout the region will be tracked to measure the success of this goal

- **Ridership** – Each mode and system will be tracked for service utilization

Strategy 2.3 – Regional Access

Develop regional access to existing and emerging activity centers.

Priority: Medium

Action Steps:

1. Identify existing and emerging activity centers and current mobility options to and within those centers.

2. Quantify the community's economic benefits when transportation disadvantaged individuals can support local businesses.

3. Meet with activity center developers and/or management companies and encourage them to plan for multimodal regional access.

Resources Needed: Planning and government relations staff. Relationships with developers, chambers of commerce, etc.

Potential Cost Range: $0 to $200,000

Potential Funding Sources: FDOT Commuter Assistance Program and the Service Development Program

Performance Measures:

- **Activity Centers with TOD** – Each existing and emerging activity center with Transit Oriented Design will be tracked

- **Ridership** – Each mode and system will be tracked for service utilization

Goal 3: Regional Marketing

Strategy 3.1 – Regional Marketing Plan

Develop and implement a regional brand and marketing plan to increase the visibility, promotion, and utilization of services including the new Regional Fare/Super App program.

Priority: High

Action Steps:

1. Develop and implement a multiagency marketing plan which shall:

   a. Disseminate information widely and through targeted outlets to educate the community about transportation options to make it easier for people to find services

   b. Market transit as cool and part of the Smart North Florida region to encourage multiloading and remove cars from the road

   c. Gather public feedback on transportation coordination activities on a regular basis

   d. Promote regional employment transportation demand management programs including employer bus pass programs, car and van pooling, bicycling, and walking opportunities

   e. Provide targeted training and information materials about available transportation services

   f. Promote the need for, and benefits of, public transit to residents and public officials to gain support for funding services

2. Create a public listing of transportation options to increase awareness of what is available now and a process to update this information

3. Coordinate bus stop signage and enhance the overall look of the system to increase the appearance of a cohesive system

Resources Needed: Marketing professionals

Potential Cost Range: $80,000 to $200,000

Potential Funding Sources: Service Development

Performance Measures:

- **Ridership** – Each mode and system will be tracked for service utilization

- **Customer Satisfaction** – Transit agencies and passengers will be surveyed for their satisfaction in the marketing provided and their improved understanding of all mobility options available in the region

Strategy 3.2 – Regional Travel Training

Provide travel training programs to encourage people with disabilities, seniors, and persons with low income to utilize lower cost trip options and improve rider and provider understanding of transportation services and emerging technologies to help plan and pay for those services.

Priority: High – To ensure concurrence with new technology implementation

Action Steps:

1. Identify program goals with regional transit providers

2. Develop a marketing plan program with regional transit providers. This plan should include special events and opportunities for travel training in each county

3. Host at least one regional travel training session each quarter

4. Provide regular program updates to regional partners

Resources Needed: Regional Travel Trainer

Potential Cost Range: $0 - $250,000

Potential Funding Sources: Section 5310 program funds

Performance Measures:

- **Ridership** – Each mode and system will be tracked for service utilization

- **Program participation** – The number of people trained for each mode and system will be tracked and reported

Goal 4: Regional Collaboration

Strategy 4.1 – Collaborative Network

Sponsor a collaborative network to encourage the exchange of information and resources among transportation providers and agencies who support individuals in need of transportation.

Priority: Low

Action Steps:

1. Identify network members and goals
2. Develop methods and frequency of collaboration (i.e. website, newsletters, meetings, etc.)
3. Secure funding for collaboration methods, as needed
4. Implement the collaborative network
5. Identify legislative and regulatory changes that could remove barriers and support coordinated public transportation services

Resources Needed: Staff time and technology

Potential Cost Range: $0 to $50,000

Potential Funding Sources: Due to the low cost, the project should be combined with another when seeking grant funds

Performance Measures:

- **Membership** – The number of participating agencies will be measured against the goals established during Action Step 1
- **Member Satisfaction** – Members will be surveyed for their satisfaction in the Regional Collaborative Network results

Strategy 4.2 – Support Services

Coordinate support services such as driver training, grant applications, purchases, standards, requirements, eligibility determinations, and technology.

Priority: High

Action Steps:

1. Identify upcoming procurement needs and establish opportunities to obtain better pricing by pooling the procurements

2. Continue to work on policies that promote joint use of vehicles, facilities, and equipment

3. Coordinate support services such as training and maintenance to include:

    a. Publicized training and internship opportunities

    b. Standardized sensitivity training for all drivers including transportation network and taxi companies as well as transit agencies

4. Establish means to assist human service and community organizations to provide shared rides for their clients

Resources Needed: Staff and/or consultant support

Potential Cost Range: $0 to $30,000 for consultant support as needed

Potential Funding Sources: Due to the low cost, the project should be combined with another when seeking grant funds

Performance Measures:

• **Cooperative procurements** – The number of cooperative procurements issued, and potential cost savings will be tracked

• **Multiagency training** – The number of multiagency training sessions completed will be tracked

Strategy 4.3 – Business Partnerships

Promote business partnerships such as shelter advertising, in bus audio advertising, expanded bus advertising, and other sponsorship or naming rights opportunities.

Priority: Low

Action Steps:

1. Document each of the business partnerships currently supporting transit in the region

2. Host a business partnership meeting to share regional opportunities and connect businesses with other transit agencies

3. Facilitate a regional approach in business partnerships

4. Expand and integrate financial relationships with other human service providers to ensure matching of various funding sources and make more funds available for transportation services

Resources Needed: Staff and/or consultants

Potential Cost Range: $0 - $30,000 for consultant support as needed

Potential Funding Sources: Due to the low cost, the project should be combined with another when seeking grant funds

Performance Measures:

• **Business Partnerships** – The number of business partnerships shared among multiple agencies will be tracked to measure the success of this program

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Appendices

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LIST OF PUBLIC TRANSIT AND HUMAN SERVICES ACRONYMS IN NORTHEAST FLORIDA

- ADA — Americans with Disabilities Act
- AHCA — Agency for Health Care Administration
- AOR — Annual Operating Report
- BRT — Bus Rapid Transit System
- CEDS — Comprehensive Economic Development Strategy
- CFR — Code of Federal Regulations
- CoA — Council on Aging
- CTC — Community Transportation Coordinator
- CTD — Florida Commission for the Transportation Disadvantaged
- DOT — Department of Transportation
- FAC — Florida Administrative Code
- FAST Act — Fixing America's Surface Transportation Act, a 2015 transportation funding act
- FDOT — Florida Department of Transportation
- FTA — Federal Transit Administration
- FTP — Florida Transportation Plan
- FS — Florida Statutes
- JTA — Jacksonville Transportation Authority
- JTAC — Jacksonville Transportation Advisory Council
- LCB — Local Coordinating Board
- LRTP — Long Range Transportation Plan
- MAP-21 — Moving Ahead for Progress in the 21st Century, a 2012 transportation funding act
- MSA — Metropolitan Statistical Area
- RFI/RFP — Request for Information/Request for Proposals
- RTC — Northeast Florida Regional Transportation Commission
- RTCC — Regional Transit Coordinating Committee
- RTWG — Regional Transit Working Group
- SAFETEA-LU — Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, a 2005 transportation funding act, which was extended in 2010
- STIP — State Transportation Improvement Program
- TD — Transportation Disadvantaged (elderly, disabled or economically disadvantaged)
- TDP — Transit Development Plan
- TDSP — Transportation Disadvantaged Service Plan
- TIP — Transportation Improvement Program
- TNC — Transportation Network Company (Uber, Lyft, etc.)
- TPO — Transportation Planning Organization
- U2C or U^{2}C — Ultimate Urban Circulator, JTA's multi-phased autonomous vehicle program
- VA — Veterans Affairs

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APPENDIX B

INVENTORY OF FEDERAL PROGRAMS FUNDING TRANSPORTATION SERVICES

Created by the Coordinating Council on Access and Mobility (CCAM) and is current as of 5/10/2019.

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Indian Employment, Training and Related Services	DOI	Bureau of Indian Affairs	To facilitate the ability of Indian tribes to integrate the employment, training, and related services from diverse Federal sources, and for other purposes		
Indian Employment Assistance	DOI	Bureau of Indian Affairs	To provide vocational training and employment opportunities to eligible American Indians and Alaska Natives to reduce Federal dependence	15.108	
Indian Child and Family Education	DOI	Bureau of Indian Education	To serve families with children from prenatal to age 5 in home and center-based settings. Families may receive services in one or both settings	15.043	
Indian Schools - Student Transportation	DOI	Bureau of Indian Education	To provide funds to each Bureau of Indian Education (BIE) funded school for the round-trip transportation of students between home and the school site	15.044	
Indian Education Assistance to Schools	DOI	Bureau of Indian Education	To fund programs that meet the unique and specialized needs of eligible Indian students	15.130	
Comprehensive Opioid Abuse Program	DOJ	Bureau of Justice Assistance	To reduce opioid misuse and the number of overdose fatalities and to support the implementation, enhancement, and proactive use of Prescription Drug Monitoring Programs to support clinical decision-making and prevent the misuse and diversion of controlled substances.	16.838	Data not collected
Residential Substance Abuse Treatment Program	DOJ	Bureau of Justice Assistance	To assist states and units of local and tribal governments to break the cycle of incarceration for drug addiction and violence by reducing the demand for, use, and trafficking of illegal drugs.	16.593	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Adult Drug Court Discretionary Grant Program	DOJ	Bureau of Justice Assistance	To equip courts and community supervision systems with the necessary tools and resources, utilizing the most current evidence-based practices and principles, to intervene with participants who abuse substances while preparing them for success in the community.	16.585	Data not collected
Veterams Treatment Court Program	DOJ	Bureau of Justice Assistance	To equip courts and community supervision systems with the necessary tools and resources, utilizing the most current evidence-based practices and principles, to intervene with participants who abuse substances while preparing them for success in the community.	16.585	Data not collected
Family Drug Court Program	DOJ	Office of Juvenile Justice and Delinquency	To equip courts and community supervision systems with the necessary tools and resources, utilizing the most current evidence-based practices and principles, to intervene with participants who abuse substances while preparing them for success in the community.	16.585	Data not collected
Juvenile Drug Treatment Court Program	DOJ	Office of Juvenile Justice and Delinquency	To equip courts and community supervision systems with the necessary tools and resources, utilizing the most current evidence-based practices and principles, to intervene with participants who abuse substances while preparing them for success in the community.	16.585	Data not collected
Tribal Juvenile Healing to Wellness Courts	DOJ	Office of Juvenile Justice and Delinquency	To equip courts and community supervision systems with the necessary tools and resources, utilizing the most current evidence-based practices and principles, to intervene with participants who abuse substances while preparing them for success in the community.	16.585	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Second Chance Act	DOJ	Bureau of Justice Assistance	To provide comprehensive responses to the significant number of incarcerated adults who are returning to communities from prison, jail, and juvenile residential facilities; to promote public safety by ensuring that the transition individuals make from prison and jail to the community is successful.	16.812	Data not collected
Justice and Mental Health Collaboration Program	DOJ	Bureau of Justice Assistance	To increase public safety through innovative cross-system collaboration for individuals with mental illness or co- occurring mental illness and substance abuse who come into contact with the criminal justice system.	16.745	Data not collected
Youth Mentoring Program	DOJ	Office of Juvenile Justice and Delinquency	To improve outcomes for at-risk and high-risk youth, and reduce negative outcomes (including juvenile delinquency, substance use, and gang participation) through the provision of mentoring services.	16.726	Data not collected
Trade Adjustment Assistance	DOL	Employment and Training Administration	To assist workers impacted by foreign trade through the provision of a number of employment-related benefits and services	17.245	Data not collected
Youthbuild	DOL	Employment and Training Administration	To provide disadvantaged youth with the education and employment skills necessary to achieve economic self-sufficiency and post-secondary education and training opportunities	17.274	Data not collected
Senior Community Service Employment Program	DOL	Employment and Training Administration	To foster economic self-sufficiency, provide career skills training, and promote useful part-time employment through community service assignments	17.235	Data not collected
WIOA Adult Program	DOL	Employment and Training Administration	To enable workers to obtain good jobs by providing them with job search assistance and training opportunities	17.258	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
WIOA Youth Activities	DOL	Employment and Training Administration	To help low income youth acquire the educational and occupational skills, training, and support needed to achieve academic and employment success and transition into careers and productive adulthood	17.259	Data not collected
National Farmworkers Jobs Program	DOL	Employment and Training Administration	To help individuals, and their dependents, who are primarily employed in agricultural and fish farming labor obtain and retain unsubsidized employment, or stabilize their unsubsidized employment	17.264	Data not collected
Native American Employment and Training	DOL	Employment and Training Administration	To support employment and training services for Native Americans, Alaska Natives, and Native Hawaiian individuals in order to develop the academic, occupational, and literacy skills of such individuals	17.265	Data not collected
WIOA National Dislocated Worker Grants / WIA National Emergency Grants	DOL	Employment and Training Administration	To temporarily expand service capacity at the state and local levels by providing time-limited funding assistance in response to significant dislocation events	17.277	Data not collected
Welfare to Work Grants for Tribes	DOL	Employment and Training Administration	To supplement other program resources that American Indian tribes and Alaska Native villages can draw on to address the employment needs of their members		
Welfare to Work Grants for States and Local	DOL	Employment and Training Administration	To help hard-to-employ welfare recipients move into lasting, unsubsidized jobs		
Job Corps	DOL	Employment and Training Administration	To combine classroom, practical, and work-based learning experiences to prepare youth for stable, long- term, high-paying jobs	N/A	$23,000,000

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Coal Mine Workers' Compensation	DOL	Office of Workers' Compensation Programs	To provide coal industry workers who have been disabled from Black Lung Disease and the widow(er)s and surviving dependents of these workers with monthly cash payments and other benefits from the Black Lung Disability Trust Fund	17.307	
Homeless Veterans' Reintegration Program	DOL	Veterans' Employment and Training Service	To assist in reintegrating homeless veterans into meaningful employment within the labor force and stimulate the development of effective service delivery systems that will address the complex problems facing homeless veterans	17.805	
Veterans' Employment Program	DOL			17.802	
Section 5309 Capital Investment Grants	DOT	Federal Transit Administration	To support transit capital projects that are locally planned, implemented, and operated	20.500	
Section 5311 Formula Grants for Rural Areas	DOT	Federal Transit Administration	To provide funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000	20.509	
Section 5311 Tribal Transit Program	DOT	Federal Transit Administration		20.509	
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	DOT	Federal Transit Administration	To provide formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs	20.513	
Section 5307 Urbanized Area Formula Program	DOT	Federal Transit Administration	To make federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning	20.507	

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Section 5324 Emergency Relief Program	DOT	Federal Transit Administration	To provide operating assistance and capital funding to aid recipients and sub-recipients in restoring public transportation service, and in repairing and reconstructing public transportation assets to a state of good repair, as expeditiously as possible following an emergency or major disaster	20.527	
Section 5312 Public Transportation Innovation Program	DOT	Federal Transit Administration	To fund research projects that have the ultimate goal to develop and deploy new and innovative ideas, practices, and approaches; innovation and development projects that improve public transportation systems nationwide to provide more efficient and effective delivery of public transportation services; and demonstration, deployment, and evaluation projects that should build on successful research and innovation to promote the early deployment and demonstration of innovation in public transportation that has broad applicability.	20.530	
Section 5339 Bus and Bus Facilities Program	DOT	Federal Transit Administration	To provide capital funding to replace, rehabilitate and purchase buses and bus related equipment; to construct bus-related facilities; and to complete low or no emissions bus projects	20.526	
Pilot Program for Innovative Coordinated Access and Mobility Grants	DOT	Federal Transit Administration	To find and test promising, replicable public transportation health care access solutions that support the goals of increased access to care, development of coordination technology, and reduced health care costs	20.513	
21st Century Community Learning Centers	ED	Office of Elementary and Secondary Education	To provide opportunities for communities to establish or expand activities in community learning centers that provide opportunities for academic enrichment for students who attend high-poverty schools	84.287	

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Education for Homeless Children and Youth	ED	Office of Elementary and Secondary Education	To ensure that all homeless children and youth have equal access to the same free, appropriate public education available to other children	84.196	$17,000,000
Special Education Grants to States	ED	Office of Special Education and Rehabilitative Programs	To provide grants to States to assist them in providing special education and related services to all children with disabilities	84.027	Data not collected
Special Education Preschool Grants	ED	Office of Special Education and Rehabilitative Programs	To provide grants to States to assist them in providing special education and related services to children with disabilities ages 3 through 5 years	84.173	Data not collected
Special Education-Grants for Infants and Families	ED	Office of Special Education and Rehabilitative Programs	To provide grants to States to assist them in implementing statewide systems of programs for children with disabilities and making early intervention services available to these children and their families	84.181	Data not collected
Independent Living Services for Older Individuals Who Are Blind - State Grants	ED	Rehabilitation Services Administration	To provide grants to state to support services for individuals age 55 or older whose severe visual impairment makes competitive employment difficult to obtain but for whom independent living goals are feasible	84.177	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
State Vocational Rehabilitation Services Program	ED	Rehabilitation Services Administration	To assist States in operating statewide comprehensive, coordinated, effective, efficient, and accountable vocational rehabilitation programs, each of which is— (a) An integral part of a statewide workforce development system; and (b) Designed to assess, plan, develop, and provide vocational rehabilitation services for individuals with disabilities, consistent with their unique strengths, resources, priorities, concerns, abilities, capabilities, interests, and informed choice so that they may prepare for and engage in competitive integrated employment and achieve economic self-sufficiency.	84.126	$136,562,182
American Indian Vocational Rehabilitation Services (AIVRS)	ED	Rehabilitation Services Administration	To assist tribal governments to develop or increase their capacity to provide a program of vocational rehabilitation services, in a culturally relevant manner, to American Indians with disabilities residing on or near federal or state reservations	84.250	Data not collected
State Supported Employment Services Program	ED	Rehabilitation Services Administration	To assist States in developing and implementing collaborative programs with appropriate entities to provide programs of supported employment services for individuals with the most significant disabilities, including youth with the most significant disabilities, to enable them to achieve an employment outcome of supported employment in competitive integrated employment.	84.187	Data not collected
Transitional Living Program for Homeless Youth	HHS	Administration for Children and Families	To help runaway and homeless youth between the ages of 16 to under 22 establish sustainable living and well-being for themselves and if applicable, their dependent child(ren)	93.550	Data not collected
Native Employment Works	HHS	Administration for Children and Families	To allow eligible Indian Tribes and Alaska Native organizations to operate a program to make work activities available	93.594	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Chafee Foster Care Program for Successful Transition to Adulthood	HHS	Administration for Children and Families	To assist states, territories and eligible Indian tribes in establishing and carrying out programs designed to assist youth currently and formerly in foster care to make the transition from foster care to adulthood	93.674	Data not collected
Community Services Block Grant Discretionary Awards	HHS	Administration for Children and Families	To support program activities to alleviate the causes of poverty in distressed communities	93.570	
Temporary Assistance for Needy Families	HHS	Administration for Children and Families	To foster economic security and stability for low-income families with children. TANF funds monthly cash assistance payments to low-income families with children, as well as a wide range of services that are "reasonably calculated" to address the program's four broad purposes. In general, TANF can be used to fund transportation services that assist low-income adults with children acquire and maintain employment.	93.558	< $400,000,000
Refugee and Entrant Assistance State/Replacement Designee Administered Programs	HHS	Administration for Children and Families	(Transitional and Medical Services and Social Services Formula Grants Only) To reimburse states and state replacement designees for the cost of cash and medical assistance provided to refugees, certain Amerasians from Viet Nam, Cuban and Haitian entrants, asylees, victims of a severe form of trafficking, and Iraqi and Afghan Special Immigrants. Reimbursement is also provided for care of unaccompanied refugee minors and grantee administrative costs.	93.566	Data not collected
Refugee and Entrant Assistance - Voluntary Agency Programs	HHS	Administration for Children and Families	(Matching Grants Only) To assist refugees in becoming self-supporting and independent members of American society by providing grant funds to private nonprofit organizations to support case management, transitional assistance, and social services	93.567	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Community Services Block Grant	HHS	Administration for Children and Families	To provide assistance to States and local communities for the reduction of poverty, the revitalization of low- income communities, and the empowerment of low-income families and individuals in rural and urban areas to become fully self-sufficient	93.569	
Refugee and Entrant Assistance - Discretionary Grants	HHS	Administration for Children and Families	(Refugee Health Promotion, Targeted Assistance and Social Services Discretionary Grants Only) To decrease the numbers of refugees on public assistance and the length of time refugees require such assistance	93.576	Data not collected
Refugee and Entrant Assistance - Wilson/Fish Program	HHS	Administration for Children and Families	To support alternative projects that provide integrated assistance (cash and medical) and services (employment, case management, English language instruction, and other social services) in order to increase refugees' prospects for early employment and self-sufficiency, reduce their level of welfare dependence, and promote coordination among services providers	93.583	Data not collected
Head Start	HHS	Administration for Children and Families	To promote school readiness by enhancing the social and cognitive development of low-income children, including children on federally recognized reservations and children of migratory farm workers, through the provision of comprehensive health, educational, nutritional, social and other services	93.600	Data not collected
Social Services Block Grants	HHS	Administration for Children and Families	To enable each State to furnish social services best suited to the needs of the individuals residing in the State	93.667	
Child Care and Development Fund (CCDF)	HHS	Administration for Children and Families	To assist low-income families in obtaining childcare so that they can work or attend training and/or education activities. The program also improves the quality of childcare and promotes coordination among early childhood development and afterschool programs	93.575	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Promoting Safe and Stable Families	HHS	Administration for Children and Families	To enable states, territories and tribes to develop and operate coordinated programs of community-based family support, family preservation, family reunification, and adoption promotion and support services to prevent child maltreatment and preserve and support families, including foster and adoptive families	93.556	Data not collected
ACL Centers for Independent Living	HHS	Administration for Community Living	To provide discretionary grants to consumer-controlled, community-based, cross-disability, nonresidential, private nonprofit Centers for Independent Living for the provision of independent living services	93.432	
ACL Independent Living State Grants	HHS	Administration for Community Living	To provide grants to states and territories to support state independent living services	93.369	
Special Programs for the Aging, Title III, Part B, Grants for Supportive Services and Senior Centers	HHS	Administration for Community Living	To fund services that enable older adults to remain in their own homes and age in place, rather than enter institutions; the most frequently provided services are home health, personal care, and transportation	93.044	
Special Programs for the Aging, Title VI, Part A, Grants to Indian Tribes, Part B, Grants to Native Hawaiians	HHS	Administration for Community Living	To provide grants to eligible Tribal organizations to promote the delivery of home and community-based supportive services, including nutrition services and support for family and informal caregivers, reducing the need for costly institutional care and medical interventions	93.047	
Developmental Disabilities Basic Support and Advocacy Grants	HHS	Administration for Community Living	To enable individuals with developmental disabilities to become independent, productive, integrated and included into their communities	93.630	

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Developmental Disabilities Projects of National Significance	HHS	Administration for Community Living	To provide for grants, contracts and cooperative agreements for projects of national significance that create opportunities for individuals with intellectual and developmental disabilities to directly and fully contribute to, and participate in, all facets of community life	93.631	
Children's Health Insurance Program (CHIP)	HHS	Centers for Medicare and Medicaid Services	To provide funds to States to enable them to maintain and expand child health assistance to uninsured, low¬ income children, and at a state option, low-income pregnant women and legal immigrants	93.767	$16,412,963
Medical Assistance Grants (Medicaid)	HHS	Centers for Medicare and Medicaid Services	To provide financial assistance to States for payments of medical assistance on behalf of cash assistance recipients, children, pregnant women, and the aged who meet income and resource requirements, and other categorically eligible groups	93.778	$1,414,223,569
Health Center Program	HHS	Health Resources and Services Admin	To fund health centers that provide high quality preventive and primary health care to patients regardless of their ability to pay	93.224	
Coordinated Services and Access to Research for Women, Infants, Children, and Youth	HHS	Health Resources and Services Administration	To provide funds for family-centered primary medical care to women, infants, children, and youth (WICY) living with HIV/AIDS when payments for such services are unavailable from other sources	93.153	
Rural Health Care Services Outreach, Rural Health Network Development, and Small Health Care Provider Quality Improvement Program	HHS	Health Resources and Services Administration	To expand delivery of health care services in rural areas, for the planning and implementation of integrated health care networks in rural areas, and for planning and implementation of small health care provider quality improvement activities	93.912	

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
HIV Emergency Relief Project Grants	HHS	Health Resources and Services Administration	To provide direct financial assistance to Eligible Metropolitan Areas (EMAs) and Transitional Grant Areas (TGAs) that have been the most severely affected by the Human Immunodeficiency Virus (HIV) epidemic to enhance access to a comprehensive, effective and cost-efficient continuum of high quality, community-based care	93.914	
Grants to Provide Outpatient Early Intervention Services with Respect to HIV Disease	HHS	Health Resources and Services Administration	To provide comprehensive HIV primary care and support services in an outpatient setting for low income, uninsured, and underinsured people living with HIV (PLWH)	93.918	
HIV Care Formula Grants	HHS	Health Resources and Services Administration	To enable States and Territories to improve the quality, availability, and organization of a comprehensive continuum of HIV/AIDS health care, treatment, and support services for eligible individuals living with Human Immunodeficiency Virus (HIV) disease	93.917	
Healthy Start Initiative	HHS	Health Resources and Services Administration	To improve perinatal health outcomes and reduce racial and ethnic disparities in perinatal health outcomes by using community-based approaches to service delivery, and to facilitate access to comprehensive health and social services for women, infants, and their families	93.926	
Maternal and Child Health Services Block Grant to the States	HHS	Health Resources and Services Administration	To enable States to improve the health and well-being of the Nation's mothers, children and families by supporting and promoting the development and coordination of systems of care for the maternal and child health population, particularly vulnerable populations who do not have access to adequate health care	93.994	

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Healthy Communities	HHS	Health Resources and Services Administration	Provide grants to local communities to strengthen the health care safety net that serves the uninsured and underinsured		
Rural Communities Opioid Response Program	HHS	Health Resources and Services Administration	To support treatment for and prevention of substance use disorder, including opioid use disorder, in rural counties at the highest risk for substance use disorder	93.912	
Rural Residency Planning and Development Program	HHS	Health Resources and Services Administration	To establish a rural residency planning and development TA center to support HRSA's anticipated Rural Residency Planning and Development (RRPD) program	93.155	
Pediatric Mental Health Care Access Program	HHS	Health Resources and Services Administration	To promote behavioral health integration in pediatric primary care by supporting the development of new or the improvement of existing statewide or regional pediatric mental health care telehealth access programs	93.110	
Urban Indian Health Services	HHS	Indian Health Service	To provide a comprehensive health service delivery system for approximately 2.2 million of the nation's estimated 3.7 million American Indians and Alaska Natives	93.193	$29,871
Special Diabetes Program for Indians Diabetes Prevention and Treatment Projects	HHS	Indian Health Service	To provide grants that implement a proven lifestyle change intervention designed to reduce risk of diabetes in high risk individuals	93.237	$64,850

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Comprehensive Community Mental Health Services for Children with Serious Emotional Disturbances	HHS	Substance Abuse and Mental Health Services Administration	To provide community-based systems of care for children and adolescents with a serious emotional disturbance and their families	93.104	
Substance Abuse and Mental Health Services - Access to Recovery	HHS	Substance Abuse and Mental Health Services Administration	To provide funding to Single-State Agencies (SSAs) for substance abuse services in the states, territories, tribes, and tribal organizations to carry-out voucher programs for substance abuse clinical treatment and recovery support services	93.275	
Block Grants for Community Mental Health Services	HHS	Substance Abuse and Mental Health Services Administration	To provide financial assistance to States and Territories to enable them to carry out the State's plan for providing comprehensive community mental health services to adults with a serious mental illness and to children with a serious emotional disturbance	93.958	
Block Grants for Prevention and Treatment of Substance Abuse	HHS	Substance Abuse and Mental Health Services Administration	To provide financial assistance to States and Territories to support projects for the development and implementation of prevention, treatment and rehabilitation activities directed to the diseases of alcohol and drug abuse	93.959	
Projects for Assistance in Transition from Homelessness (PATH)	HHS	Substance Abuse and Mental Health Services Administration	To provide financial assistance to States to support services for individuals who are suffering from serious mental illness or serious mental illness and substance abuse; and are homeless or at imminent risk of becoming homeless	93.150	

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Cooperative Agreements to Benefit Homeless Individuals (CABHI)	HHS	Substance Abuse and Mental Health Services Administration	To ensure that the most vulnerable people experiencing homelessness and chronic homelessness receive access to housing, treatment, and recovery support services		
Grants for the Benefit of Homeless Individuals–Services in Supportive Housing (GBHI–SSH)	HHS	Substance Abuse and Mental Health Services Administration	To help communities expand and strengthen treatment and recovery support services for veterans who experience homelessness and non-veteran individuals and families who experience chronic homelessness		
SSI/SSDI Outreach, Access, and Recovery (SOAR)	HHS	Substance Abuse and Mental Health Services Administration	To increase access to Social Security disability benefits for people with behavioral health issues experiencing or at risk of homelessness		
Assisted Outpatient Treatment Grant Program for Individuals with Serious Mental Illness	HHS	Substance Abuse and Mental Health Services Administration	To improve the health and social outcomes for the individuals served in the program such as increasing healthcare utilization, improving behavioral health and other health outcomes, and reducing rates of homelessness and incarceration	93.997	
Prevention and Texas Block Grant	HHS	Substance Abuse and Mental Health Services Administration	N/A		

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
National Breast and Cervical Cancer Early Detection Program	HHS	Centers for Disease Control and Prevention	To work with official State and territorial health agencies or their designees, and tribal health agencies in developing comprehensive breast and cervical cancer early detection programs. To the extent possible, increase screening and follow-up among all groups of women in the State, tribe or territory, with special to reach those women who are of low income, uninsured, underinsured and minority, and Native Americans.	93.919	Data not collected
National Comprehensive Cancer Control Program	HHS	Centers for Disease Control and Prevention	To (1) seek efficiencies across the management and operations of cancer prevention and control programs, (2) focus on high-burden cancers with evidence-based, scalable interventions that already exist and can be broadly implemented, (3) develop organized screening programs that are more effective and efficient than current opportunistic approaches, and (4) maintain high-quality cancer registries and expand their application in prevention and screening.	93.898	Data not collected
Monitoring and Evaluating Programs that Support Young Breast Cancer Survivors	HHS	Centers for Disease Control and Prevention	To increase support for caregivers and families for these individuals, to increase awareness of clinical trials by both young women diagnosed with cancer and individuals diagnosed with metastic breast cancer, to increase financial support, and to improve quality of life among young breast cancer survivors.	93.373	Data not collected
Improving the Health of Americans through Prevention and Management of Diabetes and Heart Disease and Stroke	HHS	Centers for Disease Control and Prevention	To implement and evaluate evidence-based strategies to address the challenges and systemic barriers that contribute to prevention and management of cardiovascular disease and diabetes in high-burden populations.	93.426	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Innovative State and Local Public Health Strategies to Prevent and Manage Diabetes, Heart Disease, and Stroke	HHS	Centers for Disease Control and Prevention	To design, test, and evaluate novel approaches to addressing a set of evidence-based strategies aimed at reducing risks, complications, and/or barriers to prevention and control of diabetes and cardiovascular disease among high-burden populations.	93.435	Data not collected
High Obesity Program	HHS	Centers for Disease Control and Prevention	To assist Land-Grant institutions to conduct pilot programs through existing extension and outreach services to enhance and expand efforts to combat the prevalence of obesity in areas where the problem is worst, particularly rural areas.	93.319	Data not collected
State Physical Activity and Nutrition Program	HHS	Centers for Disease Control and Prevention	To implement state and local nutrition and physical activity interventions that support healthy nutrition, safe and accessible physical activity, and breastfeeding within states and/or the District of Columbia	93.439	Data not collected
Racial and Ethnic Approaches to Community Health	HHS	Centers for Disease Control and Prevention	To support the implementation of projects to reduce racial and ethnic health disparities. Program activities will focus on prevention of chronic diseases and conditions across multiple identified health areas, including cardiovascular disease, diabetes, breast and cervical cancer, infant mortality, asthma, and child and adult immunizations.	93.738	Data not collected
Improving the Health of People with Mobility Limitations and Intellectual Disabilities through State- based Public Health Programs	HHS	Centers for Disease Control and Prevention	To (1) support National Centers on Disability to develop, implement, evaluate, and disseminate non-research activities aimed at reducing health disparities and improving the health of people with mobility limitations and/or intellectual disabilities (ID) across their lifespans, and (2) develop and strengthen the capacity of state- based disability and health programs to improve the health and quality of life among people with disabilities through adaptation and implementation of evidence-based strategies in states, U.S. territories, and tribal governments.	93.184	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
National Centers on Health Promotion for People with Disabilities	HHS	Centers for Disease Control and Prevention	To (1) support National Centers on Disability to develop, implement, evaluate, and disseminate non-research activities aimed at reducing health disparities and improving the health of people with mobility limitations and/or intellectual disabilities (ID) across their lifespans, and (2) develop and strengthen the capacity of state- based disability and health programs to improve the health and quality of life among people with disabilities through adaptation and implementation of evidence-based strategies in states, U.S. territories, and tribal governments.	93.184	Data not collected
Strengthening Public Health Systems and Services Through National Partnerships to Improve and Protect the Nation's Health	HHS	Centers for Disease Control and Prevention	To fund nongovernmental organizations with demonstrated capability, expertise, resources, national reach, and track record to strengthen governmental public health system's infrastructure and core services through provision of capacity building assistance (CBA).	93.421	Data not collected
Programs of All-Inclusive Care for the Elderly	HHS	Centers for Medicare and Medicaid Services	To provide comprehensive medical and social services to certain frail, elderly people (participants) still living in the community		
Native Hawaiian Housing Block Grant Program	HUD	Office of Public and Indian Housing	To promote economic and social self-sufficiency for American Indians, Alaska Natives, Native Hawaiians, and Native American Pacific Islanders from American Samoa, Guam, and the Commonwealth of the Northern Mariana Islands	14.894	Data not collected
Emergency Solutions Grants Program	HUD	Office of Community Planning and Development	To provide funding to improve the number and quality of emergency shelters for homeless individuals and families, to help operate these shelters, and to provide essential services to shelter residents	14.231	

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Community Development Block Grants/Entitlement Program	HUD	Office of Community Planning and Development	To develop viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income	14.218	$4,427,034
Community Development Block Grants/Insular Areas Program	HUD	Office of Community Planning and Development	To provide community development assistance to the Pacific Islands and the Virgin Islands by providing decent housing, a suitable living environment, and expanding economic opportunities	14.225	$51,874
Community Development Block Grants/State's program and Non-Entitlement Grants in Hawaii	HUD	Office of Community Planning and Development	To develop viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low- and moderate-income	14.228	$459,696
Supportive Housing Program	HUD	Office of Community Planning and Development	To promote the development of supportive housing and supportive services to assist homeless individuals and families in the transition from homelessness and to enable them to live as independently as possible	14.235	
Housing Opportunities for Persons with AIDS	HUD	Office of Community Planning and Development	To provide States and localities with the resources and incentives to devise long-term comprehensive strategies for meeting the supportive housing needs of low-income persons and their families living with HIV/AIDS	14.241	$1,568,840
Supportive Housing for the Elderly	HUD	Office of Housing	To expand the supply of multifamily housing with supportive services for very low-income elderly persons	14.157	Data not collected
Indian Community Development Block Grant	HUD	Office of Public and Indian Housing	To provide assistance to Indian tribes and Alaska Native villages in the development of viable Indian communities	14.862	Data not collected

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Indian Housing Block Grant	HUD	Office of Public and Indian Housing	To provide Federal assistance for Indian tribes in a manner that recognizes the right of tribal self-governance, and for other purposes	14.867	Data not collected
Choice Neighborhoods Implementation Grants	HUD	Office of Public and Indian Housing	To employ a comprehensive approach to community development centered on housing transformation	14.889	Data not collected
Resident Opportunity & Self- Sufficiency Program	HUD	Office of Public and Indian Housing	To provide service coordinator positions to coordinate supportive services, resident empowerment activities and/or assisting residents in becoming economically self-sufficient or age-in-place	14.870	Data not collected
Supplemental Nutrition Assistance Program (SNAP), Employment and Training Program	USDA	Food and Nutrition Service	To assist members of SNAP households in gaining skills, training, work, or experience that will increase their ability to obtain regular employment.	10.551	$50,000
Community Facilities Loan and Grants	USDA	Rural Development	To provide funding to develop community facilities (facility that provides an essential service to the local community e.g. health care facilities, community centers, fire departments, educational services, utility services, etc.) in rural areas	10.766	
Beneficiary Travel	VA	Veterans' Health Administration	To provide eligible Veterans and other beneficiaries mileage reimbursement, common carrier (plane, train, bus, taxi, light rail etc.), or when medically indicated, "special mode" (ambulance, wheelchair van) transport for travel to and from VA health care, or VA authorized non-VA health care for which the Veteran is eligible.	N/A	$950,000,000 (est.)
Veterans Transportation Service	VA	Veterans' Health Administration	The Veterans Transportation Service (VTS) is designed to ensure that all qualifying Veterans have access to care through convenient, safe, and reliable transportation. VTS provides qualifying Veterans with free transportation services to and/or from participating VA medical centers (VAMCs) in a multi-passenger van.	N/A	$25,000,000

Program	Agency	Sub-Agency	Program Objective	CFDA Number	FY18 Transportation Spending
Highly Rural Transportation Grants	VA	Veterans' Health Administration	To help Veterans in highly rural areas travel to VA or VA-authorized health care facilities.	64.035	$3,000,000 (est.)

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