



**NASSAU COUNTY
TRANSPORTATION DISADVANTAGED
LOCAL COORDINATING BOARD PUBLIC HEARING**

MEETING AGENDA

Nassau County Board of County Commissioner's Conference Room
96135 Nassau Place, Yulee, FL 32097
Zoom Meeting ID: 846 9180 9998
Call in # +1 786-635-1003 or +1 470-250-9358

Thursday, January 16, 2025, at 1:00 p.m.

1. Welcome, Call to Order – Chair Gray
2. Presentation - NEFRC
3. Service Overview – Nassau Transit
4. Public Comment
5. Additional Discussion
6. Adjournment – Chair Gray

The Nassau County Transportation Disadvantaged Program

*Prepared by the
Northeast Florida
Regional Council*



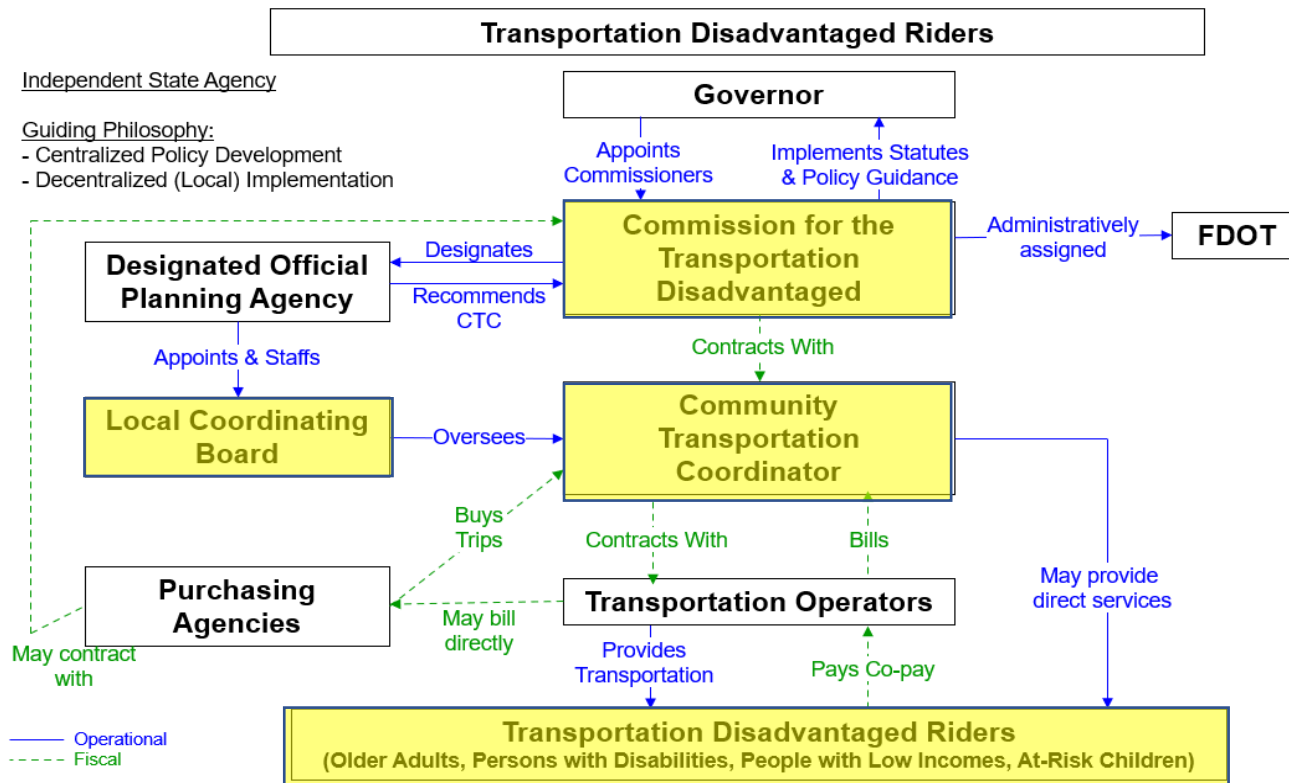
Key Definitions & Governing Statues of Program

Florida State Legislature created the Transportation Disadvantaged Commission (CTD) and Transportation Disadvantaged (TD) Trust Fund in 1989.

What is Transportation Disadvantaged?

- “Transportation disadvantaged” means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202. (F.S)”
427.011 (F.S)
- The Transportation Disadvantaged Program is a coordinated state-wide effort that groups riders together for a shared ride service. Transportation services are available in all 67 Florida counties for those who are eligible and have no access to transportation. Federal, State, and Local agencies join together to provide necessary transportation to medical appointments, employment, educational, and other life-sustaining services.
- [Florida State Statue 427.011-427.017](#)
- [Florida State Administrative Code 41-2](#)

Florida's Coordinated Transportation System Organizational Structure... At A Glance



Where You Participate



Commission for the Transportation Disadvantaged (CTD)

The Commission for the Transportation Disadvantaged (CTD) oversees the coordination of TD services across Florida's 67 counties. The CTD is made up of a 7-member governor-appointed board, with 8 ex-officio members, representing purchasing agencies, and staff that monitors activity at a regional level.

Responsibilities

- Approves the designation of every CTC at least every five years.
- Administers the TD Trust Fund, including the awarding of grants.
- Reviews and approves Commission publications, including the Annual Performance Report.
- Develops/approves policies governing coordinated transportation (e.g., rules, procedures, etc.).
- Participates in professional development events, including an annual training workshop.
- Appoints and oversees Executive Director.

Designated Official Planning Agency (DOPA)

The Northeast Florida Regional Council has proudly served as the CTD designated official planning agency for Baker, Clay, Flagler, Nassau, St. Johns, and Putnam since 1994. The Council was made the designated planning agency for Duval county in 2021.

Responsibilities

- Assist the Community Transportation Coordinator and Local Coordinating Board in the implementation of local Transportation Disadvantaged program(s).
- Staffs Local Coordinating Board.
- Appoints members to Local Coordinating Board(s).
- Procures and recommends Community Transportation Coordinator.
- Coordinates and conducts transportation planning activities for its service area.

Local Coordinating Board (LCB)

The Commission for the Transportation Disadvantaged (CTD) outlines 17 suggested stakeholders from varied communities to form LCB voting membership. These representatives collectively advocate the needs of their communities at LCB meetings to create the local coordinated system.

LCB Community Representation

1. Elected official

**serves as chair of LCB*

2. Florida Department of Transportation

3. Florida Department of Children and Family Services

4. Public Education Community

5. Vocational Rehabilitation/Blind Services

**in areas where they exist*

6. Veterans Services

7. Florida Association for Community Action

**representing the economically disadvantaged*

8. Elderly Community

9. Disabled Community

10. Citizen Advocates (2)

**at least one is a TD rider*

11. Children at Risk

12. Mass Transit Representative

**except in cases where a CTC exists*

13. Florida Department of Elder Affairs

14. Private for-profit-transportation

15. Florida Agency for Healthcare Administration

16. Medical Community

17. Workforce Development Board

Local Coordinating Board (LCB) *Continued*

The LCB meets quarterly and provides guidance on local coordination of transportation services.

Responsibilities

- Assists in establishing eligibility guidelines and trip priorities.
- Assist with the development of the TD Service Plan.
- Evaluates the performance of CTC.
- Identifies and prioritizes local service needs.
- Appoints a grievance committee.
- Reviews and recommends other funding applications.
- Reviews strategies of service provision to the area.
- Evaluates local and regional transportation opportunities.

Community Transportation Coordinator (CTC)

CTCs are contracted agencies that provide transportation to TD customers in designated service areas.

CTCs are funded by the CTD and must abide by their standards, including receiving guidance from an LCB.

CTC by County	
Baker	Baker Council on Aging
Clay	Jacksonville Transportation Authority <i>*MV Transportation (Contracted Operator)</i>
Duval	Jacksonville Transit Authority
Flagler	Flagler County Public Transit
Nassau	Jacksonville Transit Authority (NassauTransit)
Putnam	The Ride Solution
St. Johns	St. Johns Council on Aging

Responsibilities

- Coordinates transportation services for a county.
- Provides and/or contracts with transportation operators to deliver trips for TD customers.
- Determines TD eligibility and performs gatekeeping duties.
- Invoices purchasing agencies.
- Assists Local Coordinating Board in developing their Transportation Disadvantaged Service Plan.
- Submits annual operating report (AOR) data.





THE JTA EXPANDS SERVICES TO NASSAU COUNTY FOR TRANSPORTATION DISADVANTAGED RESIDENTS

As of Tuesday, October 1, the Jacksonville Transportation Authority (JTA) will have assumed all responsibility as the Community Transportation Coordinator for the Transportation Disadvantaged residents of Nassau County.

**NASSAU COUNTY
TRANSPORTATION DISADVANTAGED
LOCAL COORDINATING BOARD (LCB) QUARTERLY MEETING
MEETING AGENDA**

Nassau County Board of County Commissioner's Conference Room
96135 Nassau Place, Yulee, FL 32097
Zoom Meeting ID: 879 4066 1161
Call in # +1 786-635-1003

Thursday, January 16, 2025, at 1:00 p.m.
*Denotes Required Action Item

1. Welcome, Call to Order, Roll Call/Quorum Review – Chair Gray
2. Additions, Deletions, and Changes to the Agenda – Chair Gray
3. Approval of November 21, 2024, Meeting Minutes – Chair Gray* (page 13-18)
4. Regional Mobility Update (page 19-23)
5. LCB Membership – Review/Approval* (page 24)
6. Election of a Vice-Chair*
7. Grievance Committee Appointments*
8. Evaluation Committee Appointments*
9. Northeast Florida Regional Council Update – Ms. Jones
 - a. Annual CTC Evaluation – Discussion of date/time ride-along
10. Approval of Nassau County TDSP* (page 25-76)
11. Community Transportation Coordinator (CTC) System Update – Mr. Calicker/Ms. Johnson
 - a. CTC Quarterly Update (page 77-79)
 - b. Grants Update* (Approval if required)
12. Old Business
13. New Business
14. Public Comment – LIMITED TO 3 MINUTES PER SPEAKER
15. Member and Department Reports
16. Adjournment – Chair Gray

Next LCB Meeting: May 5, 2025, at 1:00 p.m.
Nassau County Commission Chambers, 96135 Nassau Place, Yulee FL 32097



**Nassau County Transportation Disadvantaged
Local Coordinating Board Quarterly Meeting**

Thursday, November 21, 2024

Northeast Florida Regional Council
Elizabeth Payne, AICP
Chief Executive Officer

Nassau County Commission
Hon. Jeff Gray, Chair

State of Florida Transportation
Disadvantaged Commission
Monica Russell, Chair

Meeting Minutes

*Denotes Required Action Item

1. Welcome, Call to Order, Roll Call/Quorum Review

A quarterly meeting of the Nassau County Transportation Disadvantaged (TD) Local Coordinating Board (LCB) was held in person and virtually via Zoom on Thursday, November 21, 2024. Chair Jeff Gray called the meeting to order at 1:02 p.m. with the following members present:

Representing:	Voting Member:
Elected Official/Chair	Jeff Gray (In-person)
FDOT	Janell Damato (In-person)
Department of Children and Families	Donna Johnson (Virtual)
Dept. of Education (Voc. Rehab.)	Rochelle Price (Virtual)
Dept. of Elder Affairs	Janet Dickinson (Virtual)
Dept. of Health Care Admin.	Reeda Harris (Virtual)
Agency for Persons with Disabilities	Sheryl Stanford (Virtual)
Medical Community	Barb Baptista (In-person)

Members Not Present

Representing:	Voting Member:
Public Education	Brad Underhill
Veterans Services	Bob Sullivan
Elderly	Van Dyke Walker
Children at Risk	Patricia Langford
Regional Workforce Dev. Board	Sean Rush

Community Transportation Coordinator Staff Present

Donovan Calicker

Planning Agency Staff Present

Tyler Nolen, Cassidy Taylor, Summer Jones (In-Person)

Guests

Marshall Eyerman, Jennifer Paulk (In-Person)

After a roll call took place, a quorum was confirmed.

2. Additions, Deletions, and Changes to the Agenda

There were no changes to the agenda.

3. Approval of September 19, 2024, Meeting and Minutes*

There was a motion to approve the September 19, 2024, Meeting minutes by Ms. Baptista and seconded by Ms. Stanford. The September 19, 2024, Meeting minutes were approved unanimously.

4. LCB Membership

Ms. Jones went over the LCB Membership and the vacancies. Currently, there are five (5) vacancies which include: Economically Disadvantaged, Disabled, Citizen Advocate/User, Citizen Advocate/Non-User, and Private For-Profit Transportation.

5. Northeast Florida Regional Council Update

Ms. Jones gave an update for the Northeast Florida Regional Council.

- On Wednesday, November 13th, there was a CTD Business Meeting.
- On Thursday, January 9, 2025, the Northeast Florida Regional Council will be hosting the 21st Annual Elected Officials and Regional Awards Luncheon. This event celebrates the outstanding contributions of our region's elected officials and recognizes initiatives that have positively impacted Northeast Florida. Ms. Jones will be sending out information/invites when more information becomes available.
- The Regional Working Group will be at the next LCB meeting to give an update on the Coordinated Mobility Plan.

6. Nassau County TDSP Update

Ms. Jones stated we have 120 days from October 1, 2024, to approve the new TDSP since Jacksonville Transit Authority has become CTC for Nassau County. The 120 days would put us on January 29, 2025, which is before the next quarterly meeting. Ms. Jones suggested the 3rd quarter meeting be held in January instead of February. The LCB members agreed on the next meeting date of Thursday, January 16, 2025, at 1:00 pm.

Mr. Calicker stated JTA has been working behind the scenes on updating Nassau County's Service Plan. They have adjusted some portions based on suggestions they have received.

Mr. Calicker also reviewed the fares. The fare is \$2 per trip, but they have asked the drivers to ask passengers for the fare per policy. They will not deny a rider if they are unable to produce the \$2 fare if they have Medicaid, Medicare, or medical need.

Mr. Eyerman stated the prioritization for trips is life-sustaining and medical. He also stated they are seeking to develop a TDSP that provides better service for riders.

7. Community Transportation Coordinator (CTC) System Update

a) Annual Operation Report*

Ms. Jones reviewed the Annual Operation Report. There was a total of 44,622 trips, which was down from 60,643 in 2023. There was a total of 12 road calls for 2024. There was a total of \$50,460 in donations/contributions. Ms. Baptista questioned where the funding came from. Ms. Jones stated she would reach out to Mr. Hays to get that information.

There was a motion from Ms. Baptista to approve the Annual Operation Report. Ms. Damato seconded the motion. The motion passed unanimously.

b) CTC Quarterly Update:

- Mr. Calicker reviewed the October report. There was a total of 2,017 trips and 2,056 passengers in October. The on-time performance was 81.2%. There were 2 preventable accidents, but there were no injuries.
- Ridership for November is slightly lower due to the Holidays (Veterans Day and Thanksgiving).
- On-time performance for November improved.
- There are currently no accidents so far in November.

Chair Gray brought up complaints that the County had been receiving. Passengers rode the bus for extended periods of time, some up to 2-3 hours. Vehicle parking may be the issue and there were some talks between the LCB members and JTA representatives about the possibility of adding another parking location for the vehicles.

Ms. Damato stated there were some hurdles in getting the vehicles registered/transferred due to the hurricanes. So, it was a possibility that vehicle availability also contributed to the reason why passengers were on the bus for extended periods of time.

Mr. Eyerman stated that JTA has been a good partner and has weekly meetings with the Council on Aging as well as Nassau County.

Ms. Baptista is interested in having a Spanish website and Application Forms. She also wants to know if moving forward, there is a way to track the percentage of riders from certain zip codes. Mr. Calicker stated he would investigate her concerns.

c) Grants Update*

Ms. Damato stated December 13th at 5pm the Federal Grant Applications are due. If they are submitting for any grants, they need to make sure they bring them to the January LCB Meeting for approval.

8. Old Business

There was no old business.

9. New Business

There was no new business.

10. Public Comment

There was no public comment.

11. Member and Department Report.

There were no member or department reports.

12. Adjournment

There being no further discussion, Chair Gray adjourned the meeting at 1:36 p.m. The next LCB meeting will occur on January 16, 2025, at 1:00 p.m. in the Nassau County Board of County Commissioners Meeting Room.

DRAFT

ATTENDANCE RECORD
 NASSAU COUNTY
 LOCAL COORDINATING BOARD

Position	Name/Alt.	11/21/24	9/19/24	5/16/24	3/28/24
1. Chairperson	Jeff Gray	P	P	P	P
2. Dept. of Transportation	Janell Damato / ALT	P	P	P	P
3. Dept. Of Children and Families	Donna Johnson/ ALT	P	P	P	P
4. Public Education	Brad Underhill	a	a	P	a
5. Vocational Rehab. (Dept. Ed.)	Rochelle Price	a	P	P	P
6. Veteran Services	Bob Sullivan	a	a	P	P
7. Econo. Disadvan (Comm. Action)	Vacant	-	-	-	-
8. Elderly	Van Dyke Walker	a	a	a	a
9. Disabled	Vacant	-	-	-	-
10. Citizen Advocate/User	Vacant	-	-	-	-
11. Citizen Advocate /Non User	Vacant	-	-	-	-
12. Children at Risk	Patricia Langford	a	a	a	P
13. Dept. Of Elder Affairs	Janet Dickinson/Neil Ambrus	P	P	P	P
14. Private For Profit Transportation	Vacant	-	-	-	-
15. Dept. of Health Care Adm.	Reeda Harris / ALT	P	P	a	P
16. Agency for Persons w/Disabilities	Sheryl Dick-Stanford / ALT	P	P	a	P
17. Regional Workforce Dev. Brd.	Sean Rush / ALT	a	a	P	a
18. Local Medical Community	Barb Baptista / ALT	P	P	P	P

VACANCIES

Economically Disadvantaged
 Disabled
 Citizen Advocate/User
 Citizen Advocate/Non User
 Private For Profit Transportation

PLEASE SIGN IN!



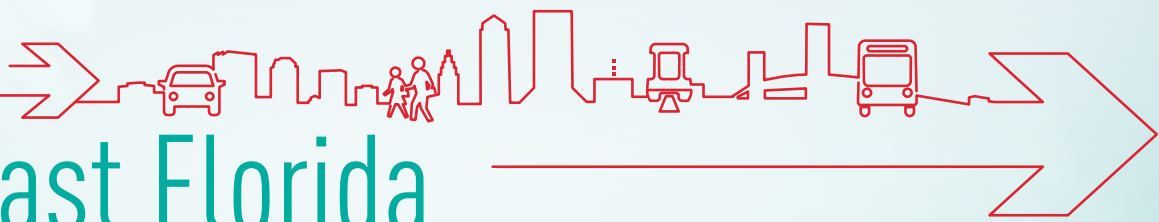
COMMISSION FOR THE
TRANSPORTATION DISADVANTAGED

Date: November 21, 2024
Time: 1:00 p.m.

Nassau County Commission Chambers, 96135 Nassau Place, Yulee FL 32097

Name	Address	Phone	E-Mail
Paul Faptista	1620 1620 Nectarine St	904-753-1258	barbara.faptista@flhealth.gov
Donna Clarke	100 N. Myrtle Ave ^{FB}	904-515-8170	DonnaClarke@jstafla.com
Jimel Domato			
Jeff Gray	BOCC		
Summer Jones	NEFRC		sjones@nefrc.org
Cassidy Taylor	NEFRC		
Tyler Nolen	NEFRC		
Marshall Eyerman	Nassau County		

2024



Northeast Florida

COORDINATED MOBILITY PLAN

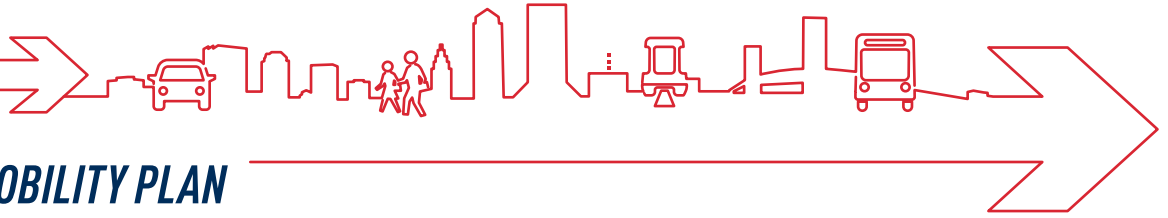


EXECUTIVE SUMMARY

2024

Northeast Florida

COORDINATED MOBILITY PLAN



EXECUTIVE SUMMARY

A Coordinated Mobility Plan, also known as a Coordinated Public Transit-Human Services Transportation Plan, is a locally developed plan to serve as a roadmap for transportation providers, human service agencies, and other organizations to use to improve mobility throughout the region. The coordinated mobility plan identifies the transportation needs of people with disabilities, older adults, and low-income people, and provides strategies to meet those needs.

The Federal Transit Administration (FTA) requires that all projects funded by their Section 5310, Enhanced Mobility for Seniors and Individuals with Disabilities program must be in the local coordinated mobility plan. The Federal Transit Administration (FTA) also requires that these plans “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.”

In Northeast Florida, Coordinated Mobility Plans have been developed every five (5) years since 2007 by a coalition of transit agencies; city, county and regional planners; human service agencies; and the Florida Department of Transportation. During the development of this 2024 Coordinated Mobility Plan, the partners took a fresh look at the transportation needs of individuals across the region and how those needs have changed. During the past 10 years, Northeast Florida’s population has expanded further into the surrounding counties with large regional developments driving up population counts and traffic, especially in Nassau and St. Johns Counties. The partners also recognized the hardship all employers face today to hire and retain employees, including drivers and call center operators. They also recognized that sources of funds for pay raises, service expansion, new technology, other improvements, and day-to-day operations are becoming harder to obtain.

Regional transit and human service agency partners met monthly to review previous coordinated mobility plans and other relevant documents, analyze socio-economic and the other key data, explore new transportation services available across the region, and consider public feedback. Public input for this plan was collected through surveys, public meetings and events, and through participation in the Jacksonville Transportation Advisory Committee (JTAC) meetings and Local Coordinating Board (LCB) meetings throughout the region.

Based on this public input and analysis, the planning partners developed the 2024 Coordinated Mobility Plan goals, strategies, and implementation plan. It is anticipated that the agencies that contributed to the development of this plan will formally adopt it and begin immediately to implement the strategies. The resulting 2024 Coordinated Mobility Plan goals and strategies are summarized on the next page.

Table 1: 2024 Coordinated Mobility Plan Goals and Strategies

Goal		Initiatives
Goal 1: Improve the regional, customer-centric mobility management system.	1.1	Develop a regional customer-friendly trip reservation and payment system (features: trip-planning, website, mobile app).
	1.2	Facilitate transparent and complementary policies and practices across the region.
	1.3	Establish a regional mobility governance structure for transportation coordination.
Goal 2: Expand the availability and accessibility of transportation options.	2.1	Expand accessibility features for individuals with disabilities at buses, stops, and paths.
	2.2	Engage and educate officials to improve transportation infrastructure accessibility.
	2.3	Develop innovative methods to transport people quickly through congested areas and neighborhoods.
	2.4	Develop regional access to existing and emerging activity centers.
Goal 3: Market the regional mobility management system to amplify awareness.	3.1	Implement a regional brand and marketing plan for services including fare and trip-planning applications.
	3.2	Provide travel training programs, especially for people with disabilities, seniors, and low-income individuals.
Goal 4: Improve regional cooperation and coordination for service efficiency.	4.1	Sponsor a collaborative network for information exchange among transportation providers.
	4.2	Coordinate support services (e.g., driver training, grant applications, eligibility determinations).
	4.3	Promote business partnerships (e.g., advertising, sponsorship opportunities).
Goal 5: Enhance safety and support Vision Zero objectives.	5.1	Improve infrastructure for safety (install pedestrian/cyclist infrastructure, upgrade transit stops).
	5.2	Conduct safety audits and assessments (identify hazards, prioritize interventions).
	5.3	Foster community engagement in safety initiatives (establish safety committees, encourage community-led initiatives).
Goal 6: Drive innovation in regional mobility options.	6.1	Integrate advanced ADA and accessibility technologies (implement software for inclusive transit options).
	6.2	Foster research and development initiatives (pilot innovative solutions, create an innovation lab, deploy autonomous vehicles).
	6.3	Establish strategic partnerships (collaborate with transport hubs, develop integrated ticketing systems, create mobility hubs).
	6.4	Leverage VR and AI for workforce training (utilize technologies for employee training and service quality enhancement).

The 2024 Coordinated Mobility Plan for Northeast Florida is a robust, multi-county strategy designed to enhance regional mobility, especially for individuals with disabilities, older adults, and people with limited income. As the population of Northeast Florida continues to expand, particularly in counties such as Nassau and St. Johns, the plan's emphasis on improving regional cooperation, safety, and service accessibility is essential for sustaining long-term growth.

Regional Support

A critical component of ensuring the successful implementation of this Coordinated Mobility Plan is gaining approval and endorsement from various governing bodies and local stakeholders. The approval process for this plan is designed to be thorough, inclusive, and collaborative.

Each of the six counties—Baker, Clay, Duval, St. Johns, Nassau, and Putnam, especially their transit providers, along with major regional players the Florida Department of Transportation (FDOT), the North Florida Transportation Planning Organization (TPO), and the Northeast Florida Regional Council (NEFRC), play a vital role in approving and adopting the plan. Each county’s Local Coordinating Board (LCB) has and will continue to be involved in this process, ensuring that community-specific needs are taken into consideration. Human Services Agencies will also be asked to support the implementation of the plan.

Regional Implementation

Each of the goals and strategies have been developed with clear action steps including the development of a stakeholder map and the identification of a project champion. It is anticipated that many project champions will lead this regional effort.

The performance measures documented in the implementation plan will be examined during the monthly Regional Transit Working Group meetings to ensure regular progress toward achieving seamless, convenient, and cost-effective regional mobility while supporting economic development.

Summary Conclusion

In conclusion, the 2024 Coordinated Mobility Plan reflects a strong commitment to building a sustainable, safe, and innovative transportation system for Northeast Florida. By fostering collaboration, leveraging technology, and prioritizing safety, the plan lays a solid foundation for a future where transportation is more accessible, efficient, and responsive to the diverse needs of the region’s residents. Through a collaborative and inclusive process, the plan seeks to improve regional coordination, enhance safety, embrace innovative technologies, and ensure transportation is accessible to all.

By securing the necessary approvals from counties, transit agencies, and local coordinating boards, the plan is positioned to deliver on its promises, transforming the region’s transportation landscape over the next five (5) years. This forward-looking approach ensures that the transportation system will not only support current needs but will also be flexible and scalable to meet future demands, ensuring continued economic growth and improved mobility for all.



Photo 1: Transit vehicles lined up at UF Health

A RESOLUTION OF THE NASSAU COUNTY LOCAL COORDINATING BOARD ADOPTING THE 2024 NORTHEAST FLORIDA COORDINATED MOBILITY PLAN FOR NORTHEAST FLORIDA, INCLUDING BAKER, CLAY, DUVAL, NASSAU, PUTNAM, AND ST. JOHNS COUNTIES.

WHEREAS, the Nassau County Local Coordinating Board is committed to improving mobility for all residents within Nassau County and the Northeast Florida region, especially individuals who are transportation disadvantaged due to age, disability, or income status; and

WHEREAS, the Federal Transit Administration (FTA) requires the development of a Coordinated Public Transit-Human Services Transportation Plan in accordance with federal regulations for programs funded under Sections 5310 of the FTA; and

WHEREAS, the **2024 Northeast Florida Coordinated Mobility Plan** (the “Plan”) has been developed through an inclusive planning process, which involved input from a wide range of stakeholders, including human service agencies, public transit providers, non-profit organizations, healthcare providers, local governments, and members of the public, including individuals with disabilities, seniors, and representatives of low-income communities, in accordance with FTA requirements; and

WHEREAS, the Plan identifies transportation gaps and promotes coordination among transportation providers to maximize the efficient use of resources; and

WHEREAS, the Plan outlines strategies to address unmet needs and improve access to transportation services for elderly individuals, persons with disabilities, low-income individuals, and other transportation-disadvantaged populations in Baker, Clay, Duval, Nassau, Putnam, and St. Johns Counties; and

WHEREAS, the Regional Transit Working Group (RTWG) has reviewed and supports the goals and strategies outlined in the Plan; and

WHEREAS, the adoption of the Plan supports regional efforts to improve mobility and enhances the capacity of transportation providers to secure federal and state funding for mobility programs;

NOW, THEREFORE BE IT RESOLVED, the 2024 Northeast Florida Coordinated Mobility Plan is hereby adopted by the Nassau County Local Coordinating Board.

WE, the undersigned, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Nassau County Local Coordinating Board held on October 31, 2024.

2024-2029 Nassau County Transportation Disadvantaged Service Plan

Approved by the

Nassau County Transportation Disadvantaged Coordinating Board

1367 South 18th Street
Fernandina Beach, Florida 32063
(904) 261-0700

Hon. Jeff Gray, Chair

with Assistance from



Northeast Florida Regional Council
40 E. Adams Street, Ste 320
Jacksonville, FL 32202
www.nefrc.org
(904) 279-0880

January 2024

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SECTION 1: DEVELOPMENT PLAN

INTRODUCTION OF THE SERVICE PLAN

Background of the Transportation Disadvantaged Program

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

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

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

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

Community Transportation Coordinator Designation Date and History

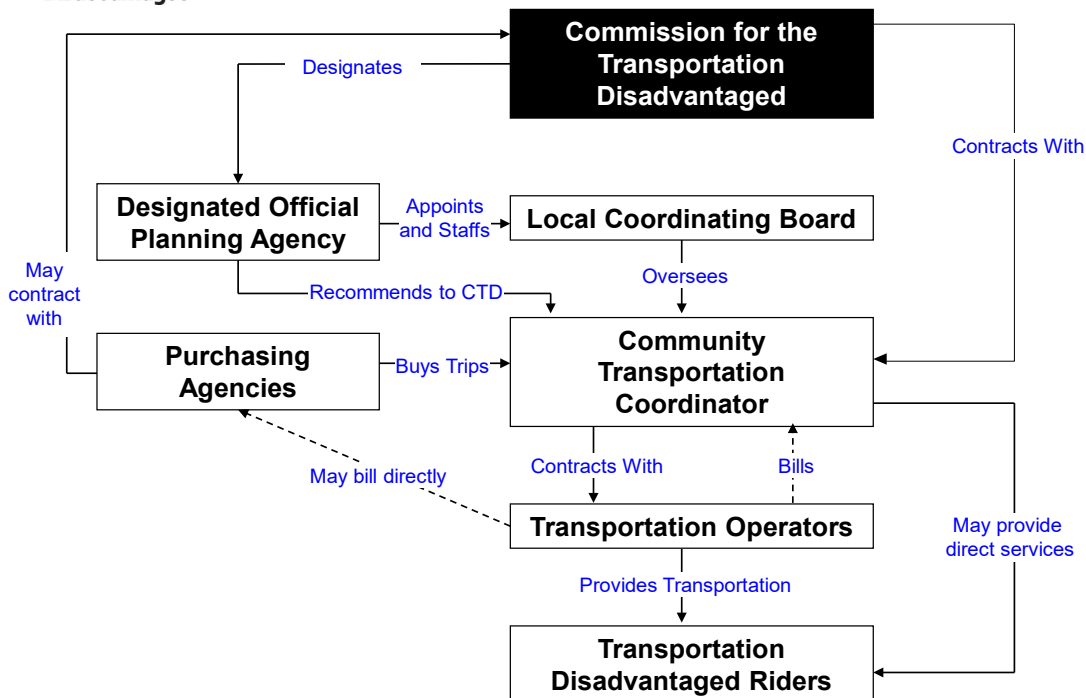
In December of 1982, the Nassau County Board of County Commissioners adopted the Transportation Disadvantaged Plan for Nassau County, recommending the Nassau County Council on Aging, Inc. to serve as the Coordinated Community Transportation Provider. In 1983, the Nassau County Council on Aging amended the Articles of Incorporation to create Caravan as an agency function. The first Memorandum of Agreement was developed and approved in 1983. Beginning in 1984, the Nassau County Council on Aging began to coordinate all county resources and execute Purchase of Service Agreements with other agencies that sponsor transportation for their respective eligible clients. The Nassau County COA has served as the CTC for Nassau County through September 30, 2024. The Northeast Florida Regional Council (NEFRC) is appointed by the Florida Commission for the Transportation Disadvantaged as the “Designated Official Planning Agency,” to assist them in

accomplishing the coordination of transportation services to those who are transportation disadvantaged at the local level. NEFRC conducted a thorough Request for Proposals (RFP) process and selected Jacksonville Transportation Authority (JTA) as the provider and CTC for Nassau County. JTA began serving in this capacity October 1, 2024.

Organizational Chart



Coordinated Transportation System Organization



Consistency Review of Other Plans

This TDSP has been developed to be consistent with the various plans compiled by the North Florida Transportation Planning Organization, including the Unified Planning Work Program, the Transportation Improvement Program, and the Long Range Transportation Program. In addition, the following plans have been reviewed and the TDSP is also consistent with them:

Local Government Comprehensive Plan

The Transportation Disadvantaged program in Nassau County is addressed in the required Transportation Element of the Nassau County Comprehensive Plan by Objective T.08 and related policies T.08.01, 02, 03, and 04.

Strategic Regional Policy Plan

The TDSP is consistent with “Strategic Directions: The Northeast Florida Strategic Regional Policy Plan,” which was adopted by the NEFRC by Rule on January 16, 2014. The regional transportation element supports mobility, the transportation disadvantaged and transit in policies 2, 3 and 16.

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

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

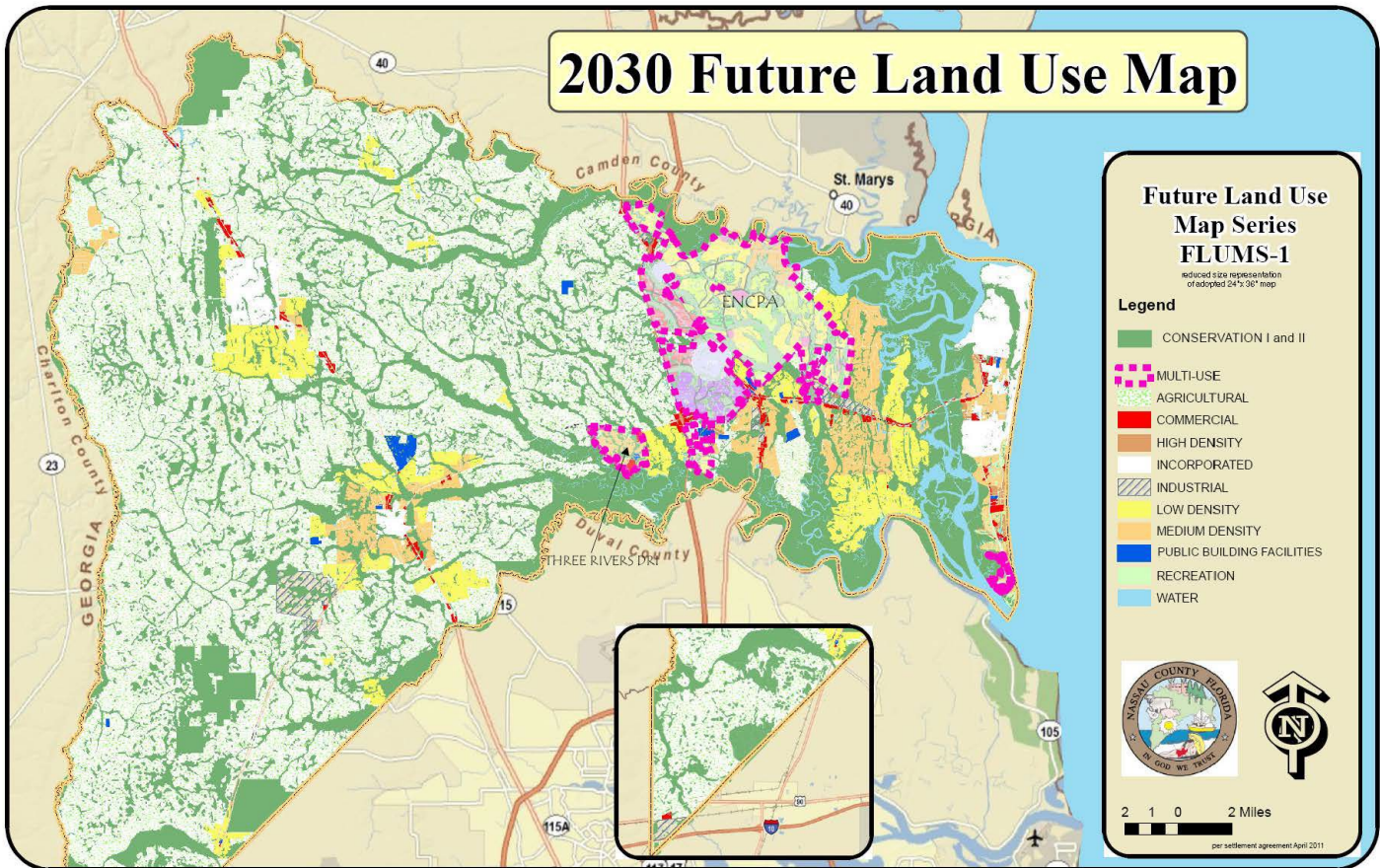
Public Participation

Representatives of public, private and non-profit transportation and human services providers and members of the public participate in the development of the Transportation Disadvantaged Service Plan. Many of the Local Coordinating Board members are staff to these agencies and review the Service Plan at least annually. They are all invited to participate with the development and update of the TDSP.

- a. Transportation - Staff for the Northeast Florida Regional Council actively participates with the development of the TDSP and coordinates the efforts to ensure that the policies in the plan are followed fully.
- b. Passengers and Advocates – The CTC has close contact with its riders and get input on a continuing basis.
- c. Human Service Partners - The CTC staff has a close relationship with many local churches, health care facilities, independent living centers, and job training and job placement agencies, and receive input on a continuing basis.
- d. Others - A public hearing is held annually in conjunction with a quarterly board meeting for public input.

SERVICE AREA PROFILE/DEMOGRAPHICS

Land Use



Population/Composition

BEBR Population Estimates and Projections (Medium)

	2020	Difference	2010	County Population Projections
Nassau County	89,258	15,944	73,314	
Callahan	1,347	224	1,123	
Fernandina Beach	13,534	2,047	11,487	
Hilliard	3,076	-10	3,086	
Unincorporated	71,301	13,683	57,618	
			2020	89,258
			2025	99,200
			2030	107,500
			2035	114,600
			2040	121,100
			2045	126,900

Source: University of Florida, Bureau of Economic and Business Research, <http://www.bebr.ufl.edu/population>

Population - Age 65+ - 5-year Estimates and Projections

Estimate/Projection Year	Data
2025	26,346
2030	31,567
2035	35,013
2040	37,610
2045	38,727
2050	40,226

Source: University of Florida, Bureau of Economic and Business Research, <http://www.bebr.ufl.edu/population>

Racial Composition

Race	2023
White	84.3%
Black or African American	4.9%
Asian	1.6%
Some Other Race	1.9%

Source: 2023 American Community Survey, U.S. Census Bureau (DP05)

Population by Age Groups

Ages	Estimate
Under 5	4,595
5-9	4,578
10-14	6,493
15-19	5,715
20-24	4,120
25-34	11,065
35-44	12,777
45-54	12,259
55-59	7,339
60-64	7,706
65-74	14,944
75-84	8,537
85 and over	1,373
Total	101,501

Source: 2023 American Community Survey, U.S. Census Bureau (DP05)

Veterans - Population

Female	1,208
Male	8,835
Age	
18-34	748
35-54	2,880
55-64	1,631
65-74	2,611
75 years and over	2,173
Total	10,043

Source: 2023 American Community Survey, U.S. Census Bureau (B21001)

Veterans - Total Population - Projections

Year	Data
2020	8,484
2025	8,018
2030	7,479
2035	6,897
2040	6,402
2045	6,017

Source: Veterans Administration, https://www.va.gov/vetdata/Veteran_Population.asp

Poverty Status in the last 12 months by Disability and Employment Status for the Population 2 to 64 years

	Below Poverty Level	Above Poverty Level
With a Disability	1,729	12,087
In Labor Force	493	3,445

Not in Labor Force	1,198	8,376
No Disability	4,595	54,824
In Labor Force	2,821	33,662
Not in Labor Force	1,668	1,989

Source: 2023 American Community Survey, U.S. Census Bureau (B23024)

Families and People Living Below the Poverty Level for the Prior 12 Months

	Percent
All Families	7.5%
w/related children under 18 years	13.9%
w/related children under 5 years only	11.7%
Married couple families	3.9%
w/related children under 18 years	4.8%
w/ related children under 5 years only	0%
Families with female householder no husband present	20.3%
w/related children under 18 years	33.7%
w/ related children under 5 years only	54.4%
All people	11.2%
Under 18	19.7%
Related children under 18 years	19.7%
Related children under 5 years	33.6%
Related children 5 to 17 years	15.4%
18 years and over	8.9%
18 to 64 years	10.5%
65 years and over	5.8%
People in families	7.2%
Unrelated individuals 15 years and over	28.9%
All Families	6.8%
w/related children under 18 years	11.4%

Source: 2023 American Community Survey, U.S. Census Bureau (DP03)

Statistics Related to County Population Age 60+

Year 2023	Nassau County Projection
At Poverty Level	2,010 (7%)
Minority At Poverty Level	460 (3%)
Below 125% of Poverty Level	2,500 (12%)
Minority Below 125% of Poverty Level	540 (4%)
With a Florida Driver's License	33,187 (35%)

Source: Florida Department of Elder Affairs, County Profiles, <https://elderaffairs.org/publications-reports/demographic-profiles-statistics/florida-county-profiles/>

Household Income and Benefits

Income Amount	Estimate
Less than \$10,000	1,682

\$10,000-\$14,999	1,067
\$15,000-\$24,999	1,847
\$25,000-\$34,999	2,832
\$35,999-\$49,999	3,981
\$50,999-\$74,999	5,172
\$75,000-\$99,999	6,198
\$100,000-\$149,999	8,578
\$150,000-\$199,999	4,638
\$200,000 or more	2,196
Total Households	41,045
Median Household Income	\$90,671

Source: 2023 American Community Survey, U.S. Census Bureau (DP03)

Number of Homeless People							
County	2018	2019	2020	2021	2022	2023	2024
Nassau	92	86	86	28	17	55	55

Source: Florida’s Council on Homelessness, Annual Report, [Council 2024 Annual Homelessness Report.pdf](#)

Number of Homeless Students PK-12					
Total Homeless Students	Living Situation:	Shelters	Shared Housing	Other	Motels
388		<11	303	52	24

Source: [Florida Department of Education Homeless Students 2022-23](#), Florida Department of Education

Population Over 65 with Disability	
Disability Status	Nassau County Projection
With One Type of Disability	4,335
With Two or More Disabilities	4,440
Total with Disabilities	8,775

Source: Florida Department of Elder Affairs, County Profiles, <https://elderaffairs.org/publications-reports/demographic-profiles-statistics/florida-county-profiles/>

Employment

Employment Data				
	Total	Labor Force Participation Rate	Employment/Population Ratio	Unemployment Rate
Population 16 years and over	84,017	56.2%	53.3%	3.7%
AGE				
16 to 19 years	3,897	50.6%	44.2%	12.8%
20 to 24 years	4,120	73.9%	72.7%	1.6%
25 to 29 years	4,738	86.6%	86.6%	0.0%
30 to 34 years	6,327	83.8%	79.1%	2.6%
35 to 44 years	12,777	87.8%	77.7%	7.1%
45 to 54 years	12,259	77.3%	75.0%	2.9%
55 to 59 years	7,339	70.4%	68.6%	2.5%
60 to 64 years	6,662	47.2%	46.5%	1.5%
65 to 74 years	12,030	17.2%	16.8%	2.0%
75 years and over	8,667	7.2%	7.2%	0.0%
RACE AND HISPANIC OR LATINO ORIGIN				
White alone	71,344	54.8%	52.4%	2.6%
Black or African American alone	N	N	N	N
American Indian and Alaska Native alone	N	N	N	N
Asian alone	N	N	N	N
Native Hawaiian and Other Pacific Islander alone	N	N	N	N
Some other race alone	N	N	N	N
Two or more races	N	N	N	N
Hispanic or Latino origin (of any race)	N	N	N	N
White alone, not Hispanic or Latino	70,561	54.5%	52.0%	2.7%
Population 20 to 64 years	55,266	75.9%	72.1%	3.4%
SEX				
Male	27,425	79.6%	75.6%	1.9%
Female	27,841	72.3%	68.7%	5.0%
With own children under 18 years	10,432	76.8%	70.1%	8.7%
With own children under 6 years only	1,797	62.4%	48.9%	21.7%
With own children under 6 years and 6 to 17 years	1,586	66.1%	58.4%	11.7%
With own children 6 to 17 years only	7,049	82.9%	78.1%	5.7%

POVERTY STATUS IN THE PAST 12 MONTHS

Below poverty level	5,476	52.8%	48.5%	8.2%
At or above the poverty level	49,460	79.0%	75.2%	3.0%

DISABILITY STATUS

With any disability	7,138	56.1%	53.1%	2.5%
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EDUCATIONAL ATTAINMENT

Population 25 to 64 years	51,146	76.1%	72.1%	3.5%
Less than high school graduate	3,363	65.4%	65.4%	0.0%
High school graduate (includes equivalency)	13,569	72.4%	70.8%	2.3%
Some college or associate's degree	16,244	78.5%	72.2%	3.3%
Bachelor's degree or higher	17,970	78.6%	74.1%	5.1%

Source: 2023 American Community Survey, U.S. Census Bureau (S2301)

Employment Status

In Labor Force	47,194
Civilian Labor Force	46,499
Employed	44,797
Unemployed	1,702
Armed forces	695
Not in Labor Force	36,823
Total Population 16 years and over	84,017

Source: 2023 American Community Survey, U.S. Census Bureau (DP03)

Employment Status

Employment Status	Estimate	Percentage
<i>Private wage and salary workers</i>	35,070	78.3%
<i>Government workers</i>	7,706	17.2

<i>Self-employed workers in own not incorporated business</i>	2,021	4.5%
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<i>Unpaid family workers</i>	0	0%
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Source: 2023 American Community Survey, U.S. Census Bureau (DP03)

Housing Occupancy

Total housing units	46,601
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Occupied housing Units	41,045
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<i>Owner-occupied housing units</i>	33,298
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<i>Renter-occupied housing units</i>	7,747
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Vacant Housing Units	5,556
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Source: 2023 American Community Survey, U.S. Census Bureau (DP04)

School Enrollment

Population 3 years and over enrolled in school	20,908
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Nursery school, preschool	1,019	4.9%
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Kindergarten	864	4.1%
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Elementary School (grades 1-8)	10,103	48.3%
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High School (9-12)	4,043	19.3%
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College or graduate school	4,879	23.3%
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Source: 2023 American Community Survey (DP02)

Graduation Attainment

Less than 9 th grade	888	1.2%
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9 th to 12 th Grade, no diploma	3,719	4.9%
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High School graduate (includes equivalency)	20,306	26.7%
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Some College, no degree	15,521	20.4%
Associates degree	7,684	10.1%
Bachelor's degree	16,074	21.2%
Graduate or professional degree	11,808	15.5%
Percent high school graduate or higher		93.9%
Percent bachelor's degree or higher		36.7%

Source: 2023 American Community Survey (DP02)

Commuting to Work

Car, truck, or van—drive alone	33,593	75.9%
Car, truck or van—carpooled	1,745	3.9%
Public transportation (excluding taxicab)	0	0%
Walked	507	1.1%
Other means	453	1%
Worked at home	7,949	18%
Mean travel time to work (minutes)	29.8	

Source: 201 American Community Survey (DP03)

Vehicle Ownership

No vehicles available	1,006	2.9%
1 vehicle available	9,949	28.3%
2 vehicles available	14,444	41%
3 or more vehicles available	9,813	27.9%

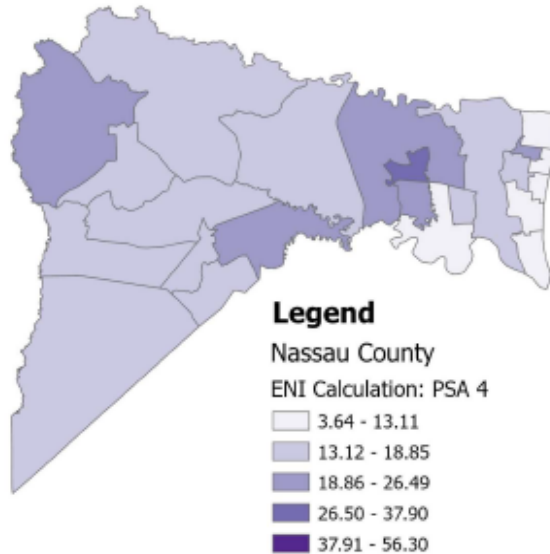
Source: 2019 American Community Survey (DP04)

2024 Profile of Older Floridians

Nassau County

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

Elder Needs Index



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

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

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

Useful Websites

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

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

Unless otherwise noted, the data presented in this Profile refer to populations in Florida age 60 and older.

1

2024 Profile of Older Floridians

Nassau County Demographic Profile

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

Age Category	Value	Percent
All Ages	95,809	100%
Under 18	18,447	19%
Under 60	65,105	68%
18-59	46,658	49%
60+	30,704	32%
65+	23,023	24%
70+	15,886	17%
75+	9,797	10%
80+	5,198	5%
85+	2,383	2%

Source: BEBR, 2023

Gender	Value	Percent
Male	14,652	53%
Female	16,052	47%

Source: BEBR, 2023

Living Alone	Value	Percent
Male Living Alone	1,920	6%
Female Living Alone	2,565	8%

Source: AGID 2017-21 ACS

Educational Attainment (65+)	Value	Percent
Less than High School	2,345	8%
High School Diploma	4,700	20%
Some College, No Degree	3,530	18%
Associates Degree or Higher	9,135	39%

Source: AGID 2017-21 ACS

Marital Status	Male	Female
Never Married	625	355
Percentage Never Married	10%	6%
Married	9,245	8,035
Percentage Married	62%	52%
Widowed	1,175	3,415
Percentage Widowed	8%	22%
Divorced	1,595	1,890
Percentage Divorced	20%	20%

Source: AGID 2017-21 ACS

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

Race and Ethnicity	Value	Percent
White	28,417	95%
Black	1,887	4%
Other Minorities	400	1%
Total Hispanic	570	13%
White Hispanic	503	12%
Non-White Hispanic	67	0%
Total Non-Hispanic	30,134	87%
Total Minority	2,857	18%

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

Source: BEBR, 2023

Driver License Holders	Value	Percent
Drivers	33,187	35%

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

Registered Voters	Value	Percent
Registered Voters	34,330	42%

Source: Florida Department of State, 2023

Percentage calculation is based on total registered voters.

Veterans	Value	Percent
Age 45-64	2,734	35%
Age 65-84	4,199	54%
Age 85+	858	11%

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

Grandparents	Value	Percent
Living With Grandchildren	1,170	2%
Grandparent Responsible for Grandchildren	165	0%
Grandparent Not Responsible for Grandchildren	1,010	2%
Not Living With Grandchildren	24,760	85%

Grandchildren are defined as being under the age of 18.

Source: AGID 2017-21 ACS

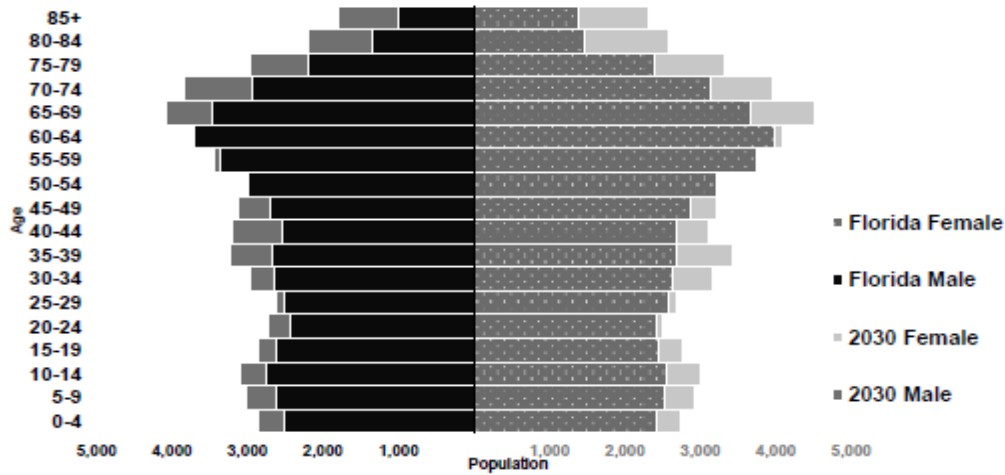
English Proficiency	Value	Percent
With Limited English Proficiency	85	4%

Source: AGID 2017-21 ACS

2024 Profile of Older Floridians

Nassau County Demographic Profile

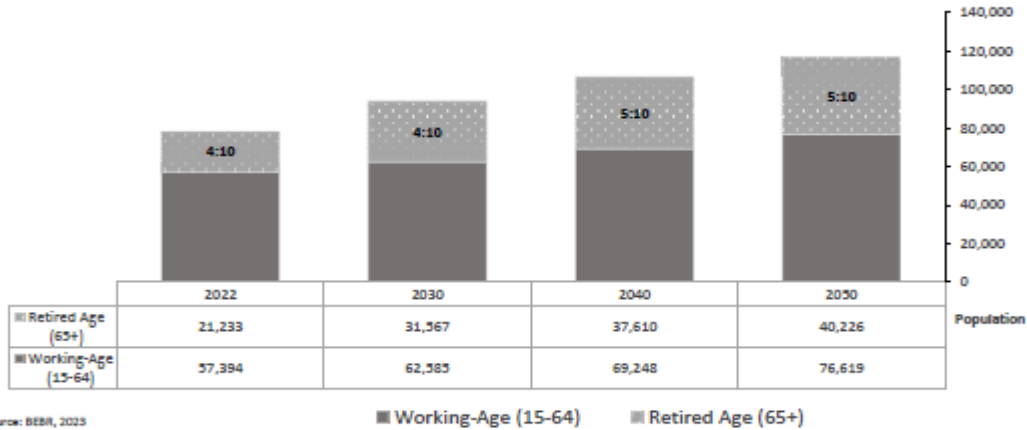
The population pyramid below compares the projected older adult population by gender between 2022 and 2030, demonstrating the changes expected in the next decade. As a whole, Florida is expected to experience population growth, with some areas expecting notable growth in the proportion of those age 65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



Source: BEBR, 2023

Older Adult Dependency Ratio

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



Source: BEBR, 2023

Unless otherwise noted, the data presented in this Profile refer to populations in Florida age 60 and older.

2024 Profile of Older Floridians

Nassau County Financial Profile

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

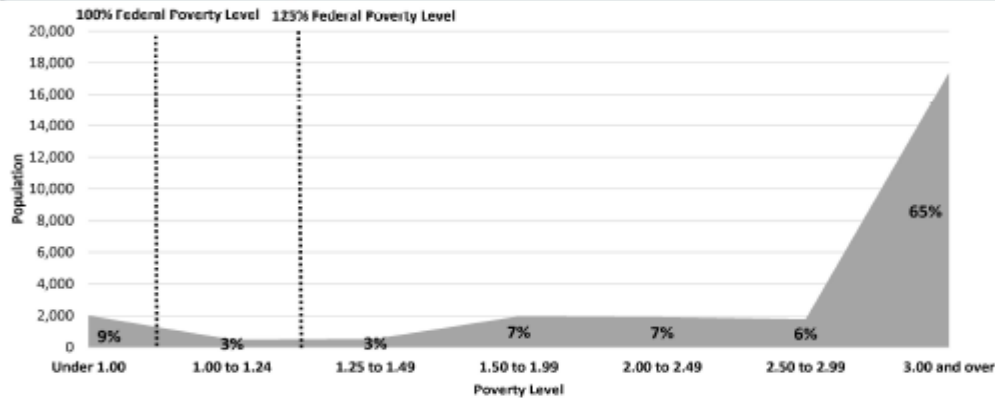
Federal Poverty Level	Value
Single-Person Household	\$15,060
Two-Person Household	\$20,440
125% Single-Person Household	\$18,825
125% Two-Person Household	\$25,550

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

Poverty	Value	Percent
At Poverty Level	2,010	7%
Below 125% of Poverty Level	2,500	12%
Minority At Poverty Level	460	3%
Minority Below 125% of Poverty Level	540	4%

Source: AGID 2017-21 ACS

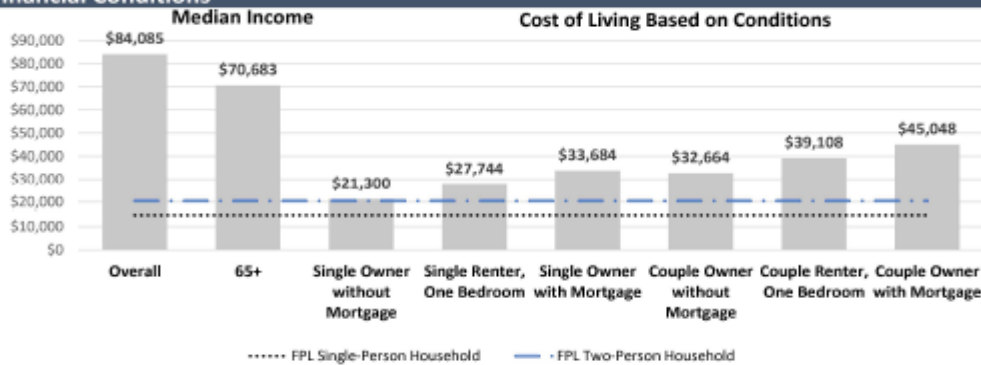
Ratio of Income to Poverty Level



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

Source: AGID 2017-21 ACS

Financial Conditions



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

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

Unless otherwise noted, the data presented in this Profile refer to populations in Florida age 60 and older.

2024 Profile of Older Floridians

Nassau County Livability Profile

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

Pedestrian Safety Percent

Sidewalks with Barriers	36%
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Physical barriers are those that separate motorized vehicle lanes from sidewalks or shared path (e.g. areas for parking lots, guardrail, trees, etc.).

Source: Florida Department of Transportation, 2023

Road Incidents Value

Total Involved in Fatal Car Crashes per 100,000	11
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This figure includes occupants and non-occupants involved in a crash.

Source: Florida Department of Highway Safety and Motor Vehicles, 2024

Internet Access (65+) Percent

Have Internet Access	97%
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Source: U.S. Census Bureau, 2018-2022 ACS

Food Resource Centers Value

SNAP Access Sites	3
Fresh Access Bucks Outlet	0
Farmer's Market	2
Food Distribution (No Cost)	2
SNAP Retailers	71
Congregate Meal Sites	2

Food Distribution (No Cost) is the number of food pantries, soup kitchens, and food banks in the area.

Source: Feeding Florida.org, USDA, 2023, FDACS, 2023, and Florida DOEA, 2022

Public Transportation Options Value

Bus Operations at least at the County	0
Rail Operations at least at the County	0
Public Transit Service Area (sq. mi.)	0
Public Transit Service Area Population	0
Annual Unlinked Trips	0
Vehicles Operated in Maximum Service (VOMS)	0
Total Miles of Bike Lanes	99

Information on service area is not reported by rural and intercity public transit.

VOMS are the number of vehicles operated to meet the annual max service, and unlinked trips are the number of passengers boarding public transit.

Source: Federal Transit Administration, 2022, and FDOT, 2022-2023

Green Space Value

Number of Nearby State Parks	4
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Nearby refers to the park that has the shortest distance from the center of the county.

Source: Florida Department of Environmental Protection, 2023

Rural-Urban Designation Value

Census Tracts Rural	50%
Census Tracts Urban	50%
Number of Census Tracts	12

Source: U.S. Department of Agriculture, 2019

Households With High Cost Burden (65+) Value

Owner-Occupied Households	3,401
Percent of Owners with High Cost Burden	15%
Renter-Occupied Households	1,520
Percent of Renters with High Cost Burden	35%

Households with a high cost burden have occupants age 65+ paying more than 30% of income for housing costs and having an income below 50% of the area median income.

Source: The Shimberg Center for Housing Studies, 2022, U.S. Census Bureau, 2018-2022 ACS

Affordable Housing Inventory Value

Properties	5
Properties Ready for Occupancy	5
Total Units	263
Units with Rent and/or Income Restrictions	231
Units Receiving Monthly Rental Assistance	159

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

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

Housing Units by Occupancy (65+) Percent

Owner-Occupied Housing Units	48%
Renter-Occupied Housing Units	26%

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

Vehicle Access (65+) Percent

Owner-Occupied Households with Access to Vehicle(s)	98%
Renter-Occupied Households with Access to Vehicle(s)	86%

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

Employment Status (65+) Value Percent

Number of Seniors Employed	11,286	49%
Number of Seniors Unemployed	248	2%

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

Retirement (65+) Value Percent

Social Security Beneficiaries	21,520	82%
SSI Recipients	623	53%

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

Source: U.S. Social Security Administration, 2022

SNAP or Food Stamps Value

Potentially Eligible	2,500
Annual Participants	1,594
Current Beneficiaries as of Dec-23	1,139
Percent of Total Population Receiving Benefits	4%

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

Source: Florida Department of Children and Families, 2023

2024 Profile of Older Floridians

Nassau County Health Profile and Medical Resources

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

Ambulatory Surgical Centers	Value
Facilities	1
Operating Rooms	2
Recovery Beds	5

Source: Florida AHCA, 2023

Hospitals	Value
Hospitals	1
Hospitals with Skilled Nursing Units	0
Hospital Beds	62
Skilled Nursing Unit Beds	0

Source: Florida AHCA, 2023

Medical Professionals	Value
Medical Doctors	
Licensed	128
Limited License	1
Critical Need Area License	0
Restricted	0
Medical Faculty Certification	0
Public Health Certificate	0
Other Professionals	
Licensed Podiatric Physicians	5
Licensed Osteopathic Physicians	26
Dentists	38
Licensed Registered Nurses	1,728

Source: Florida Department of Health, 2023

Assisted Living Facility	Value
Total ALF Beds	436
Optional State Supplementation (OSS) Beds	190
Non-OSS Beds	58
Total ALF Facilities	7
Facilities with Extended Congregate Care License	2
Facilities with Limited Mental Health License	2
Facilities with Limited Nursing Service License	1

Source: Florida AHCA, 2023

Assisted Living Facility	Value
Total ALF Beds	436
Optional State Supplementation (OSS) Beds	190
Non-OSS Beds	58
Total ALF Facilities	7
Facilities with Extended Congregate Care License	2
Facilities with Limited Mental Health License	2
Facilities with Limited Nursing Service License	1

Source: Florida AHCA, 2023

Medically Underserved	Value	Percent
Total Medically Underserved	0	0%
Living in Areas Defined as Having Medically Underserved Populations	0	0%
Living in Medically Underserved Areas	0	0%

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

Health Insurance 65+	Value	Percent
Insured	20,746	89%
Uninsured	20	11%

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

Disability Status	Value	Percent
With One Type of Disability	4,335	10%
With Two or More Disabilities	4,440	8%

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

Total With Any Disability	Value	Percent
Hearing	3,770	7%
Vision	2,095	3%
Cognitive	1,845	4%
Ambulatory	5,290	11%
Self-Care	1,590	3%
Independent Living	2,705	7%
With No Disabilities	17,325	70%
Probable Alzheimer's Cases (65+)	2,060	9%

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

Medicaid & Medicare Beneficiaries	Value	Percent
60+ Medicaid Eligible	2,074	14%
60+ Dual Eligible	1,843	73%

Source: Florida AHCA, 2023

Adult Day Care (ADC)	Value
ADC Facilities	2
Capacity	60

Source: Florida AHCA, 2023

Home Health Agencies	Value
Agencies	6
Medicaid Certified Agencies	0
Medicare Certified Agencies	2
Homemaker and Companion Service Companies	7

Source: Florida AHCA, 2023

Unless otherwise noted, the data presented in this Profile refer to populations in Florida age 60 and older.

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2024 Profile of Older Floridians

Nassau County Health Profile and Medical Resources

Skilled Nursing Facility (SNF) Use	Value
SNFs With Beds	2
Community Beds	2
Sheltered Beds	0
Veterans Administration Beds	0
Other Beds	0
SNF Beds	240
Community Beds	240
Sheltered Beds	0
Veterans Administration Beds	0
Other Beds	0
SNFs With Community Beds	2
Community Bed Days	87,600
Community Patient Days	66,828
Medicaid Patient Days	42,543
Occupancy Rate	73%
Percent Medicaid	68%

The day the patient is admitted is a patient day. A bed day is a day during which a person is confined to a bed and in which the patient stays overnight in a hospital.
Source: Florida AHCA, 2023

Emergency Medical Services (EMS) Providers	Value
	2

EMS providers include air ambulances and ambulances with Basic Life Support (BLS) or Advanced Life Support (ALS).
Source: Florida Department of Health, 2023

Adult Family Care Homes	Value
Homes	0
Beds	0

Source: Florida AHCA, 2023

Memory Disorder Clinics	Value
Total	0

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

Dialysis	Value
End-Stage Renal Disease Centers	2

Source: Florida AHCA, 2023

Nassau County Disaster Preparedness

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

Electricity-Dependent	Value
Medicare Beneficiary	1,108
Medicaid Beneficiary	21

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

Medicaid beneficiaries are individuals age 60 to 64.

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

Shelter Resources	Value
Number of General Shelters	11
General Shelter Max Capacity in People	4,348
Number of Special Needs Shelters	3
Special Needs Shelters Max Capacity in People	329

Evacuation Zones	Value	Percent
DOEA HCBS Clients	205	100%
Zone A	21	10%
Zone B	9	4%
Zone C	27	13%
Zone D	28	14%
Zone E	27	13%
Lives in an Evac Zone and Has Memory Problems*	47	23%
Lives in an Evac Zone and Lives Alone*	89	43%

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

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

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

Overview of Land Use, Population/Composition and Employment

The future land use map and demographics, when considered together indicate that Nassau is a rural County that is projected to grow significantly. Growth and development have been brisk in the recent past, and this is anticipated to continue, as evidenced by master planned communities and industrial areas currently in the planning or development stages. This will result in more jobs. The population is projected to grow and is aging. Despite positive trends, 10% of households in the County are in poverty, and this may be compounded if growth makes affordable housing harder to find or overall causes the cost of living to rise. The [ALICE \(Asset Limited, Income Constrained, Employed\) County Profile for Nassau](#) (updated in 2021) by the United Way of Florida, analyzed households that earn more than the U.S poverty level but less than the basic cost of living for the County. In the case of Nassau County, the median household income of \$75,981 was higher than the statewide average of \$63,062. The ALICE report identified the household survival budget for a single adult as \$28,308 and for a family with two working adults and two children in childcare it was \$70,128. The transportation portion of the family survival budget exceeded the portion needed for health care and is the fourth largest factor after childcare, housing, and food. The number of households in poverty (10%) combined with the number of ALICE households, who earn less than the household survival budget (26%), make up 36% of Nassau County's population. These households are among those in need of transit, so they can save money and build wealth. If the transportation portion of their budgets can be made more manageable, there is the potential for real impact on the future of Nassau County families and children.

Major Trip Generators/Attractors

Trips are generated by the daily needs of residents. They are also generated by nursing homes and long-term care facilities, the local college, and public or multi-family housing. Nassau County Council on Aging facilities, doctor's offices and shopping areas are attractors for trips, as are the downtowns of Fernandina Beach, Yulee, and Callahan, along with job centers on Amelia Island. The City of Jacksonville is an attractor outside of the County, for those seeking education, health care and/or jobs.

Inventory of Available Transportation Services

Other than Nassau Transit/Jacksonville Transportation Authority and transportation network companies that provide rides to or from Nassau County, the following taxi services are based in the County:

- 8 Flags of Amelia Airport Transportation
- Eagle Express Transportation
- First Coast Transportation
- Affordable Transportation
- Relax & Ride
- Amelia Airport Shuttle
- Cruz N Cab

SECTION 2: SERVICE ANALYSIS

Forecasts of Transportation Disadvantaged Population

Based on the Center for Urban Transportation Research (CUTR) 2013 Methodology Guidelines for Forecasting TD Transportation Demand, the general TD population estimate for 2019 is 32,188 or 37.1% of the total population. The forecast for 2019 considers that of the TD population, 4,792 persons are considered to be of critical need. This is comprised of 3,871 persons who are considered to have severe disabilities and 921 persons of low income without access to an automobile or transit. The critical need population could be expected to make 1,939 daily trips. The forecast model is included as Appendix X.

Needs Assessment

This section provides an overview of the programs that are qualified for funding under the Public Transportation, Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute Program (JARC), and New Freedom programs in support of the Federal Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

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

Section 5311 – Rural and Small Urban Areas – This program provides formula funding to states for the purpose of supporting public transportation in areas for less than 50,000 people. Funds may be used of capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofits organizations and operators of public transportation services. This formula funding will now be used to provide funding for the deviated fixed route service from the west side and eastern Nassau County to Yulee and on to Jacksonville. This service was previously funded through Section 5316 funding.

Section 5316 – Job Access and Reverse Commute Program (JARC) – The new MAP-21 Federal funding legislation is combining the 5316 program into the 5311 program.

Section 5317 – New Freedom – The new MAP-21 Federal funding legislation is combining the 5317 program into the 5310 program.

Section 5339 – Bus and Bus Facilities Formula Program – Federal funding for capital assistance.

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

Fiscal Year	Section 5310	Section 5311	Section 5339	Funded (updated the next year)
16/17	Capital - Eight Mobile Data Terminals \$42,000.	General operating assistance \$860,000.	Two 14 passenger buses \$167,858.	5311: \$419,476 5399: 2 Vehicles \$88,214 X 2
17/18	\$72,000 (one bus)	\$433,000	\$90,037(one bus)	5310 Capital \$90,038
18/19	\$72,816 (one bus)	\$460,000	\$91,020(one bus)	5310 \$81,729 capital, 5339 \$182,105 capital 5311 \$426,917 operating, \$226,432 for Nassau Express Select
19/20				CTD \$316,024
20/21		\$957,928	\$86,350 - One (1) 23' cutaway with 14 ambulatory seats, two (2) W/C positions.	5311 \$957,928 Total (Federal 50% - 478,964, Local 50% - 478,964) 5339 - \$86,350 capital
21/22		\$1,080,011 Operating funds (CRRSAA/ARP)	\$112,100 in federal CAPITAL funds for two (2) REPLACEMENT Chrysler Voyager Minivans with three (3) ambulatory seats and two (2) W/C positions.	CRRSAA/ARP - \$1,778,030 5339 - \$145,600 (All federal funding)
22/23		\$1,080,011	\$198,336 in federal CAPITAL funds for two (2) REPLACEMENT Cutaways with 12 AMB and 2 W/C positions.	
23/24			\$533,265 in federal CAPITAL funds for three (3) REPLACEMENT Cutaways with 14 AMB and 2 W/C positions.	

Barriers to Coordination (From Prior Plan)

The following are identified barriers to the Coordination process:

- Agencies that do not budget for transportation services. These agencies then place a heavy reliance on the TD Trust Funds for their transportation needs. Agencies that do not adequately fund client transportation cause other agencies and funding sources to pay the additional cost of agency transportation services.

- Lack of a dedicated funding source for operating and capital expenses.
- Lack of adequate funding for coordinating transportation services.
- Increasing cost of fuel, vehicles and insurance.
- Lack of specialized medical care (particularly kidney dialysis) located in the county.
- Lack of job growth to handle potential WAGES clients.

GOALS, OBJECTIVES, STRATEGIES AND IMPLEMENTATION PLAN

Goal 1: Coordination of transportation disadvantaged services

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

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

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

Goal 2: Focus on consumer choice and efficiency.

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

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

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

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

Strategy 2.1.4: Increase number of clients/riders served.

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

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

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

OBJECTIVE 2.2: Market the system within Nassau County and regionally.

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

Strategy 2.2.2: Maintain an on-time performance of at least 90 percent for all completed medical trips, as this will help the system “sell itself” by word of mouth.

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

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

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

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

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

Goal 4: Utilize the expertise of the Local Coordinating Board.

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

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

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

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

Strategy 4.1.4: Present rate calculation for the LCB approval.

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

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

Goal 5: Customer Satisfaction.

OBJECTIVE 5.1: The LCB shall monitor the quality of service provided by the CTC.

Strategy 5.1.1: The CTC shall report complaints to the LCB.

Strategy 5.1.2: The CTC will respond to grievances as specified by the bylaws of the LCB.

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

Goal 6: Maintain and plan for a safe and adequate fleet.

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

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

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

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

Goal 7: Support regional transit.

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

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

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

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

Performance Measures (For Consideration)

These measures will assist in determining if the goals, objectives and strategies are being met:

Performance Measure	Target
On-Time Performance	At least 90% for medical

SECTION 3 – SERVICE PLAN

OPERATIONS

Operations

The operations element is a profile of the Nassau County coordinated transportation system. This element is intended to provide basic information about the daily operations of Nassau TRANSIT.

Types, Hours, and Days of Service

Nassau TRANSIT provides non-emergency transportation services to ambulatory and clients utilizing a wheelchair within the Nassau County service area. Service days are Monday through Friday, with the ability to extend service days and/or service hours to Saturday, Sunday and holidays at the discretion of JTA Operations Leadership. Nassau TRANSIT observes all Federal holidays; only life sustaining trips will be accepted for these days.

The classifications of transportation services provided by Nassau TRANSIT are Ambulatory and Wheelchair. Nassau TRANSIT transports its clients on a door-to-door basis depending on the needs of those people who are ambulatory or wheelchair-bound. Nassau TRANSIT may determine that the needs of a client require additional assistance. In these cases, the client will be required to travel by escort. Drivers may not assist wheelchairs up and down more than one step unless it can be performed safely as determined by the passenger, guardian, and the driver.

Phone Number and Office Hours:

- Phone Number: 904-261-0700 or 800-298-9122
- Office hours: Monday – Friday, 8:00am to 5:00pm

Accessing Services

Ridership Eligibility

It is the policy of the Local Coordinating Board (LCB) that Transportation Disadvantaged funds are to be used only after all other transportation options have been exhausted. To be eligible for Transportation Disadvantaged (TD) services, an applicant must be a Nassau County resident and meet the following eligibility criteria:

- Are not allowed to make a self-declaration of their eligibility.
- Are 60 years of age or older
- Must have no other means of transportation available or cannot purchase transportation. (Household Income (HHI) guidelines may be used to meet this standard)

AND

- No other funding sources are available to provide them with transportation.
- Are eligible if they are: disabled, or their household income is less than 150% of the Federal Poverty Guidelines as established by the Department of Housing and Urban Development.
- If available, they must use flex route or micro transit if they have the ability to use.

- Must pay appropriate co-pay per trip as determined by LCB.

Eligibility Process

To determine eligibility for transportation, every rider must complete an eligibility application from the Nassau TRANSIT. To retrieve this form, in-person, by email or fax, prospective clients can call the Operations Office – 904-261-0700 or toll-free number at 800-298-9122. Additionally, the application can be retrieved online at www.jtafla.com/nassau. On this website, the prospective client can review the instructions for eligibility, download the application and mail/drop-off the application at the appropriate Nassau TRANSIT Transportation office, currently located at:

Nassau Transit
102 N. 13th Street
Fernandina Beach, Florida 32034

The eligibility application must be filled out along with valid identification (ID) to be considered for transportation services. If assistance is needed in completing the application, the Nassau TRANSIT staff members are available to help. The completed application is reviewed by the Nassau TRANSIT staff and a determination will be made based on the information provided. The form will be reviewed within three business days of receipt. Eligibility will be documented in scheduling software and a phone call will be made and a notification letter will be mailed with a decision of eligibility.

The Nassau TRANSIT serves a limited group of people, including the following:

- Americans with Disabilities Act (ADA): Individuals with disabilities.
- Transportation Disadvantaged (TD): Includes qualifying individuals in areas where fixed route service does not operate who have no other means of transportation.
- Agencies: Includes people whose trips are under a negotiated agency contract with the Nassau County Board of County Commissioners and an amendment to the Funding Agreement between Nassau County Board of County Commissioners and the Jacksonville Transportation Authority has been fully executed.

The Nassau TRANSIT staff will determine the funding category appropriate for each customer.

The Nassau County Transportation Disadvantaged Local Coordinating Board has established an eligibility process for the provision of TD service to Nassau County residents. Recognizing that the TD funding is very limited the CTC has decided to recertify clients every three (3) years. Clients will need to reapply every three (3) years to continue eligibility. If there is a change in a customer's financial or medical condition, they should contact eligibility immediately to discuss. Proof of income is required to qualify for TD funding.

Upon expiration or failure to re-certify for eligibility, a customer will not be able to utilize transportation until the process is completed. Applications for TD eligibility determination process requires a multi-step qualification process that substantiates the individual's ability to meet the criteria outline Chapter 427 F.S.

Local Service Standards

Trip Prioritization

Nassau TRANSIT Transportation Non-Sponsored Priority Listing: Utilized to prioritize trip types based on available funding.

Category 1: Life Sustaining/Medical Services

- A. Life Sustaining Appointment (e.g., Dialysis/Cancer Treatment)
- B. Medical Appointments (e.g. visit to a doctor's medical offices or medical facilities)

Category 2: Essential Services

- A. Nutrition/Grocery Shopping/Pharmacy
- B. Social Services
- C. Employment/Training

Category 3: Other

- A. Shopping (Other), Recreation, Hygiene/Grooming, Other Trips

Trip Scheduling Policies

Advance Notification

Individuals wishing to use Nassau TRANSIT services can access the system by calling the reservation numbers (904) 261-0700 or 1-800-298-9122. Hearing and voice impaired people may access the transportation system through the TDD dedicated line at (904) 284-3134 or through the Florida Relay Service.

A 72-hour (not counting weekends and/or holidays) advance notice is required by Nassau TRANSIT to obtain transportation services. Less than 72-hour requests are allowed in special circumstances on a space-available basis. Same-day requests for hospital discharges can be provided dependent upon driver/schedule availability. Request service by calling Nassau TRANSIT Operations Office at (904) 261-0700 or through the Florida Relay Service 1-800-955-8770 Voice.

Trip Cancellation

Cancellations of reserved trips are effective only if received by telephone at the Transportation Office. Notifications to Bus Operators are not recognized as cancellation notices. Cancellations should be received by 5:00pm the day before the trip. A cancellation received after 5:00pm for a trip scheduled for the next business day will be considered a "No-Show" if the trip is scheduled for pick-up at 12:00pm (noon) or later. Appointments must be made during normal duty hours with Nassau TRANSIT transportation office.

No-Show Policy

FTA regulations allow Nassau TRANSIT services to be suspended when a customer consistently misses scheduled trips and establishes a pattern of policy abuse. Trips missed by the individual for reasons beyond his or her control shall not be a basis for determining that such a pattern or practice exists.

Customers who indicate they are not ready or will not be traveling as scheduled will also be recorded as cancellation at the door which is a form of No-Show. Customers who do not call to cancel at least ninety (90) minutes prior to the negotiated pick-up time will be recorded as late cancels, which is considered a form of No-Show.

When a customer has violated the No-Show policy more than three times in 30 days, the following process and suspension times will be utilized:

First thirty (30) day period:

- Phone call to the customer/caregiver to discuss the customer's No-Show history for the current month.
- First No-Show notification letter is mailed.

Second thirty (30) day period:

- Phone call to the customer/caregiver to discuss the customer's No-Show history for the current month.
- The second No-Show notification letter is mailed stating that the customer will be eligible for suspension with additional violation of No-Show policy.

Third thirty (30) day period:

- End of the third thirty (30) day period.
- The final No-Show notification letter is mailed stating that the customer is eligible for suspension due to No-Show policy abuse.

Fourth thirty (30) day period:

- A suspension of service letter is mailed to the client.
- A service suspension may be appealed by making a verbal or written appeal of suspension to the Eligibility Center within 60 calendar days of the date of the written notification of suspension, and no later than the date listed in the body of the letter. Verbal requests can be made by calling Nassau TRANSIT Operations office, Monday through Friday 8 a.m. to 5 p.m. or a written request may be sent to:

Nassau Transit
102 N. 13th Street
Fernandina Beach, Florida 32034

- 1st offense - Seven (7) day suspension after written notification and opportunity for the customer to appeal.
- 2nd offense – Fifteen (15) day suspension after written notification and opportunity for the customer to appeal.
- 3rd offense – Thirty (30) day suspension after written notification and opportunity for the

customer to appeal.

* In accordance with FTA regulations, when a No-Show occurs on the first leg of a trip, all later rides for the day will not automatically be canceled. It is the customer's responsibility to cancel the rides (service) they no longer need; this includes return trips.

Standing Order/Subscription Trip

A standing order (or subscription trip) is the permanent reservation of a regular trip made by a rider. This eliminates the need to make an individual reservation for each trip. The trip must be from the same place, at the same time on the same day(s) of the week. The trip must be taken at least once per week, for at least six months. One standing order is allowed per rider. Mirroring rules for the ADA paratransit service, subscription trips cannot exceed 50% of the system's capacity at any one time.

Other Local Service Policies

Agency-Sponsored Trips

Definition:

Trips paid for by a sponsoring agency through a contractual agreement with the Nassau County Board of County Commissioners and an amendment to the Funding Agreement between Nassau County Board of County Commissioners and the Jacksonville Transportation Authority has been fully executed. Agency-Sponsored Trips shall not impact Category 1: Life Sustaining/Medical Service trips nor ADA trips. Agency-Sponsored Trips shall be tracked separately for monthly reporting purposes and shall seek to recover the full cost of such additional services.

Door-to-Door

Definition:

Door-to-door is a type of service provided in which the point of origin is the client's home, except when in a nursing home or hospital. This service provides first floor door-to-door service. Drivers are not to enter the client's residence. Nursing homes, hospitals and facilities at point of origin can be picked up from nurse's station or common lobby area. Drivers are not required to act as personal care attendants, babysitters, or to provide any medical service.

Nassau TRANSIT transports clients on a door-to-door basis depending on the needs of those individuals who are ambulatory or clients in wheelchairs. The driver should also be required to open and close doors to buildings, except in situations in which assistance in opening/closing building doors would not be safe for passengers remaining in the vehicle. Drivers may not assist wheelchairs up and down steps. Clients requiring additional assistance will be required to travel with an escort.

Commission Service Standards

Service standards are integral to the development and implementation of a quality transportation program and are intended to bring about uniform service provision in the coordinated system. The LCB will develop and evaluate Nassau TRANSIT's compliance with established service standards annually. The LCB will accept any agency's review of Nassau TRANSIT which encompasses any of the standards as part of the evaluation to determine compliance with that standard.

Driver Safety Policies

Drug and Alcohol Testing

All Safety-sensitive job positions shall comply with the pre-employment, randomized, post-accident and reasonable suspicion testing requirements of the Federal Transit Administration if Section 5311 funds are used.

Driver Background Screening

Nassau TRANSIT (or subcontractor) will perform all required background screening as required by 14.90. Level 2 background checks may be required on a case-by-case basis.

Driver Identification

Drivers shall be required to announce and identify themselves by name and company in a manner that is conducive to communication with the specific passenger upon pickup except in situations where the driver regularly transports the rider on a recurring basis. All drivers should wear clean uniform shirts and have a photo identification and/or name badge always displayed in view when transporting passengers.

Cardiopulmonary Resuscitation

The CTC has elected to recommend but does not require its contracted drivers to be trained in First Aid or CPR. Should the need arise for a client to require First Aid or CPR, it is the policy of the CTC that the driver notifies Dispatch immediately. Dispatch will call rescue and request that emergency personnel be dispatched to the correct location for professional emergency care.

Preventable Accidents

Nassau TRANSIT will compile a quarterly report of all reportable preventable accidents for presentation to the Local Coordinating Board for its review. A reportable crash shall be defined as an accident in which at least \$1,000 damage occurred and/or Nassau TRANSIT driver was cited with a traffic violation. Nassau TRANSIT shall strive to sustain not more than 1.0 reportable crash per 100,000 vehicle miles for the established Annual Operating Report period.

Rider Policies

Escorts

Escorts must be provided by the passenger. Any escort must have the same origin and destination as the client. The escorts must be able to provide the necessary assistance to the passengers and must ride on the vehicle with the client they are assisting. Escorts do not ride for free under the TD program. The Escort is required to pay the

same fare as the eligible individual. Only one escort may travel with the customer at any time, provided space is reserved when the trip is booked. When scheduling trips, the customer must tell the reservationist that you will be traveling with an escort. Drivers cannot add escorts who are not included on the reservation.

Children and Restraints

Children under age 14 and individuals requiring special loading assistance will be required to be accompanied by an escort. All passengers under the age of 4 and/or under 45 pounds are encouraged to use a child restraint device. This device shall be provided by the passenger.

Rider Property

Property that can be carried by the passenger and/or driver in one trip that can be safely stowed on the vehicle may be brought on board the vehicle at no additional charge. The number of shopping bags allowed will be based on the number of individuals on board the vehicle and the number of bags that can be safely stowed by the driver. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen bottles and personal assistance devices.

Passenger Assistance

A driver shall provide passengers with boarding assistance, if necessary or requested, to the seating portion of the vehicle. Boarding assistance includes: (1) Opening the vehicle door; (2) Fastening the seat belt or utilization of a wheelchair device; (3) Storage and securement of mobility assistance devices; and (4) Closing the door. All assisted access must be given in courteous and dignified manner. Drivers will not drive/operate in a client's motorized wheelchair or scooter.

Wheelchair Assistance

Drivers may not assist with a wheelchair up or down stairs.

Smoking

Smoking is prohibited in any vehicle.

Food and Drinks

Except for medically necessary reasons verified by a licensed physician in writing, eating and drinking in a Nassau TRANSIT vehicle is prohibited.

Harassment/Disruptive Behavior

Nassau TRANSIT may deny service for those clients that violate the code of conduct. The Code of Conduct referenced in Section E.

Nassau TRANSIT should maintain a database of client records which include the name, address, telephone number, email, funding source eligibility and special requirements of each passenger. Nassau TRANSIT also maintains an emergency contact name and number in the client records. These records are necessary in the event a trip delay occurs, and Nassau TRANSIT should contact a rider or guardian to explain the delay or any relevant information.

Vehicle Policies

Vehicle Cleanliness

The interior of all vehicles shall be free of dirt, grime, oil, trash, torn upholstery, foul smells and strong odors, graffiti, scratches, vandalism, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger. All vehicles shall be cleaned (interior and exterior) on a regular schedule. The exterior of all vehicles shall be free of dirt, grime, oil, trash, torn logos, leaks, graffiti, scratches, vandalism, extensive damage and dents.

Adequate Seating

Vehicle seating shall not exceed the manufacture's recommended capacity.

Vehicle Availability

If it is determined that a person in the client's household owns a vehicle, documentation must be provided that the vehicle is not available to provide transportation for the client.

Communication Equipment

Each vehicle is equipped with two-way radio communications, in good working order and always audible from the driver to the base. Portable radios are available should the main radio go down during the day. Radios that are disabled will be reported and repaired/replaced immediately.

Air Conditioning/Heating of Vehicles

All vehicles in the coordinated system shall have working air conditioning and heating. Vehicles that do not have a working air conditioner and heater will be scheduled for repair or replacement as soon as possible.

Road Calls

Nassau TRANSIT will compile a quarterly report of all road calls for presentation to the Local Coordinating Board (LCB) for their review. A road call is defined as an interruption of service during the time the vehicle is in-service, and which may or may not involve a mechanical failure of some element of the vehicle.

Vehicle Inventory

A vehicle inventory for Nassau TRANSIT will be included.

Service Policies

Out-of-Service Area Trips

Nassau TRANSIT can provide out-of-service area trips as needed up to 15 miles with the approval of the funding source and JTA Operations. Documentation from the client's physician that the requested service or treatment is not available within Nassau County may be required prior to the transportation service being rendered. Because of the time and distance required to travel into the Jacksonville area (or other areas outside of service area), Nassau TRANSIT can restrict how many days these routes will run; limit destinations along defined corridors to maximize loading; establish higher co-pays based on distances; and other such measures to prevent long trips with low passenger rates that are not cost effective to overall operations.

Rider/Trip Database

Nassau TRANSIT maintains a database of client records which includes the name, address, telephone number, email, funding source eligibility and special requirements of each passenger. When transporting children and adult day health care clients, Nassau TRANSIT also maintains an emergency contact name and number in the client records. These records are necessary in the event that a trip delay occurs, and Nassau TRANSIT needs to contact a rider or guardian to explain the delay or any relevant information.

Hazardous Driveways

Nassau TRANSIT may deny service to any client on a private driveway where a hazardous driveway is determined by a local Nassau government entity (e.g. Police, Fire and Rescue, Public Works or School Board). This entity will provide documentation by way of a certified letter verifying that the private driveway is hazardous and not appropriate for public vehicles.

Call Hold Time

Nassau TRANSIT takes all calls for all trips from eligible Nassau TRANSIT customers using a multi-line phone system that is covered by staff from 8:00am to 5:00pm Monday through Friday. Calls made during these hours will not be placed on hold for more than three (3) minutes. After-hour calls on the answering machine will be answered the next business day.

On-Time Performance

Nassau TRANSIT uses computer-assisted scheduling software to reserve and route all trips. The Operation Manager determines routes for the next working day and produces a vehicle manifest for each assigned driver. These manifests are produced with cost effectiveness/vehicle availability in mind and may not always result in convenience for the client. Based on the loading, the client will be given an estimated pickup time.

Clients are asked to be ready 30 minutes before their scheduled (estimated) pickup times. Nassau TRANSIT will make every effort to reduce the length of travel and time delivered prior to the appointment time to a minimum based on that day's schedule. Because of multi-loading requirements, especially trips cross-county, pick up times may be hours before appointment times to accommodate others with earlier appointment times.

Nassau TRANSIT strives to maintain a 90% On-Time Performance for all medical/life sustaining trips.

Pick-Up Window

Passengers are required to call the day before their trip to receive their estimated pick-up time. Passengers must be ready 30 minutes prior to the estimated pickup time and understand that drivers will make every attempt to pick up passengers no later than 30 minutes after the approximate pick-up time. Drivers may call passengers the day prior to a pick-up to confirm pick-up times, especially for very early morning pickups, but it remains the responsibility of the passenger to call Nassau TRANSIT to learn of their scheduled time.

Additional Information

Local Toll-Free Telephone Number

A local toll-free telephone number shall be posted in all vehicles within the system for passengers to contact the Transportation Office (Nassau TRANSIT). These telephone numbers shall be included in the complaint process in

addition to the Ombudsman Telephone number in the complaint process. All Nassau TRANSIT vehicles will also display local contact numbers visible from outside the vehicle.

Billing Requirements

The CTC shall pay all bills within 30 days to subcontractors after receipt of said payment by the CTC.

Complaints

See Local Complaint and Grievance Procedure/Process below.

Emergency Preparedness and Response

The Disaster Preparedness Plan for Nassau TRANSIT has been included in Nassau County's Comprehensive Emergency Plan (CEMP) and the Jacksonville Transportation Authority Disaster Preparedness Plan

Education Efforts/Marketing

Currently, Nassau TRANSIT advertises transportation services through the following methods: driver distribution of collateral, printed mailers, social media campaigns, outreach efforts, and on the JTA website:

www.jtafla.com/nassau

System Safety Plan

The JTA System Safety Program Plan will be included.

ADA Policies

Accommodating Mobility Aids / Life Support Systems

Portable medical oxygen is allowed on board all vehicles provided that the passenger is capable of administering the oxygen themselves. At no time will Nassau TRANSIT employees be involved in the administration of oxygen.

Standeers on Lift

Clients can request the use of the lift as accommodation if necessary.

Service Animals

Service animals shall be permitted to accompany their users in any Nassau TRANSIT vehicle or facility.

Transfer

When transporting users of three-wheeled wheelchairs or other mobility devices that pose securement problems, entities can request that the user transfer to a vehicle seat. The regulations do not, however, allow entities to require such a transfer. For some users of these devices, transfers pose a safety risk. Vehicle seats also are not always designed to provide the specific support that an individual may need. Entities can explain to riders the reasons for requesting a transfer but must allow them to make the final decision on whether a transfer is appropriate given their particular disability.

Equipment Operation (Lift and Securement Usage)

Section 37.165 of the ADA regulations establishes the policy regarding the use of lifts and securement devices. Subsection (b) requires that all "common wheelchairs" and their users be transported. A common wheelchair is a

wheelchair that does not exceed 30 inches in width and 48 inches in length, measured 2 inches above the ground, and does not weigh more than 600 pounds when occupied. Wheelchairs are defined to include both three-wheeled and four-wheeled mobility aids. Three-wheeled “scooters” and other non-traditional designs that fit within these standards must be transported.

Subsection (c) requires that wheelchairs be secured during transport. Vehicle operators are to assist passengers in the use of the lift, ramp, and securement systems.

Use of the securement system can be required as a condition of receiving service. If a vehicle has a securement system which meets the new standards of Part 38 of the regulations, wheelchair users must be transported in a forward-facing or rear-facing position.

Service cannot be denied on the grounds that a mobility device cannot be secured to the provider’s satisfaction. Providers should make every effort to obtain state-of-the-art securement systems that accommodate all types of wheelchairs.

In addition to a securement system for mobility aids, each securement area provided on a vehicle must be equipped with a three-point passenger restraint system. Mobility aid users can only be required to use this restraint system, however, if all other passengers on the vehicle are required to use a similar system. For example, if a paratransit service requires all passengers to use a seat belt, mobility aid users can also be required to use a seat belt (use of the shoulder harness could not be required, though, unless this was a policy for all passengers).

Passenger Sensitivity

All employees of Nassau TRANSIT will receive initial and ongoing passenger sensitivity training.

Clients’ Requirements for Receiving Services

Proper Function of Client Equipment

a. Wheelchair Transport

This section refers to clients who can sit upright and have no acute medical problems that require them to remain in a lying position or those clients who are continually confined to a wheelchair.

MANUAL WHEELCHAIRS: Wheelchair mechanisms for manual parts must be in proper working condition in order to be transported. Parts include the following: Hand grips, vinyl back and seat, wheel casters, brakes/brake lever, and footrests.

ELECTRIC WHEELCHAIRS AND SCOOTERS: Electrical systems of motorized wheelchairs and scooters must be properly functioning and free of leaking parts.

Wheelchair Riders

Drivers are not permitted to lift a rider from bed into the wheelchair. The rider should be in the wheelchair, with proper footrest attached, prior to pick up.

Clients with Illnesses and/or Wound(s)

If a medical professional deems that a client who is ill is medically contagious, then the CTC will not be able to provide transportation. Clients who have open/leaking wounds and/or sores or leaking bodily fluids will not be transported or must have them covered during transport for the safety of other clients and the driver.

Client Code of Conduct and Denial of Service

Policy Statement

It is the policy of Nassau TRANSIT to provide safe and reliable transportation services free of fear or violence. Unacceptable conduct by clients of Nassau TRANSIT shall not be tolerated and shall be discouraged by the use of increasingly severe sanctions. It is recognized that some actions may be so intolerable or dangerous as to require immediate termination of service and/or removal from the vehicle.

Definitions of Prohibited Conduct

VIOLENT CONDUCT: Conduct by an individual that creates fear in another individual or results in unwarranted physical contact with another individual.

SERIOUSLY DISRUPTIVE CONDUCT: Conduct by an individual which demeans, denigrates or intimidates any other individual or interferes with the performance of another individual's actions.

ILLEGAL CONDUCT: Conduct which is prohibited by law or regulation and may include violent or seriously disruptive behavior.

Disciplinary Procedures

These procedures shall be in accordance with Section 46,105 and Section 37.5(h) of the Department of Transportation rule implementing the Americans with Disabilities Act which states:

“It is not discrimination for an entity to refuse to provide service to an individual with disabilities because that individual engages in violent, seriously disruptive or illegal conduct. However, an entity shall not refuse to provide service to an individual with disabilities solely because the individual's disability results in appearance or involuntary behavior that may offend, annoy or inconvenience employees of the entity or other persons.”

The following procedures have been developed to ensure the safety and well-being of employees and other clients of Nassau TRANSIT. All instances of unacceptable conduct shall be documented, in writing, by the employee who witnessed the conduct and forwarded it to the General Manager who shall then determine what action shall be taken. Actions to be taken by the General Manager shall follow the incremental steps outlined below:

FIRST OFFENSE: A written notification shall be sent to the offending individual, via certified mail with a return receipt requested. This notification shall detail the conduct deemed unacceptable, state that the notification is to be considered an official warning, and state that any reoccurrence of the conduct deemed unacceptable within one calendar year shall lead to further disciplinary action. A copy of the notification shall also be forwarded to the Designated Official Planning Agency.

SECOND OFFENSE: For a second offense that occurs within one calendar year of a first offense, written notification shall be sent, via certified mail with a return receipt requested, detailing the conduct deemed unacceptable and stating that the client shall be suspended for a period of time not exceeding thirty (30) days. The

exact length of the suspension shall be determined by the General Manager. A copy of the notification shall be forwarded to the Designated Official Planning Agency.

THIRD OFFENSE: For a third offense that occurs within one calendar year of a second offense, with the concurrence of the Nassau TRANSIT, a written notification shall be sent, via certified mail with a return receipt requested, detailing the conduct deemed unacceptable and stating that the client shall be removed from Nassau TRANSIT permanently. A copy of the notification shall also be forwarded to the Designated Official Planning Agency.

No suspension or expulsion shall occur until after the time limit for making an appeal has expired, with the exception of Prohibited Conduct so dangerous or disruptive that it interferes with the immediate safety or well-being of any employee or other client.

Code of Conduct for Nassau TRANSIT

All passengers are required to abide by this Code of Conduct.

1. All passengers must pay the proper fare, if applicable.
2. Appropriate clothing (shirt and shoes) is required of all passengers.
3. No smoking on board a Nassau TRANSIT vehicle or under a transit shelter covering.
4. No throwing of items.
5. No eating or drinking on board a Nassau TRANSIT vehicle, unless required for health reasons.
6. No alcoholic beverages are allowed on board a Nassau TRANSIT vehicle or at a Nassau TRANSIT passenger facility.
7. No vandalism or graffiti of Nassau TRANSIT vehicles or property.
8. Possession or consumption of illegal drugs is prohibited. Passengers may not ride a Nassau TRANSIT vehicle under the influence of alcohol or illegal drugs.
9. Congregating or loitering on a Nassau TRANSIT vehicle or other passenger facility in a way that causes an inconvenience to other passengers is prohibited.
10. No rider shall interfere with the safe operation of any Nassau TRANSIT vehicle and will at all times respect the instructions of the driver in regard to the vehicle's operation. Operating or tampering with any equipment is prohibited.
11. Riders must remain seated or secure themselves by provided handholds until the vehicle comes to a complete stop.
12. Conversations between riders or on cell phones shall be kept at a reasonable volume on Nassau TRANSIT vehicles or other passenger facilities.
13. Physical violence, intimidation, and/or harassment of other passengers or the driver are prohibited.
14. Vulgar, abusive, or threatening language or actions are prohibited on Nassau TRANSIT vehicles or at transit shelters or other passenger facilities. Use of racial slurs or displaying racist behaviors is prohibited.

15. Use of personal radios, cassette tape players, compact disc players or other sound generating equipment is prohibited on Nassau TRANSIT vehicles or other passenger facilities, unless utilized solely with earphones. Volume on the earphones shall be kept at a level which does not disturb other passengers or the driver.
16. Possession of weapons or flammable materials is prohibited on a Nassau TRANSIT vehicle or other passenger facility.
17. Guide, signal, or service animals are allowed for passengers who have visual, hearing or mobility impairments. All other animals are prohibited on Nassau TRANSIT vehicles or other passenger facilities.
18. Passengers are prohibited from lying down or otherwise occupying more than one seat on board a Nassau TRANSIT vehicle, facilities, transit areas, buildings or any other Nassau TRANSIT properties.
19. Passengers may not bring objects on board a Nassau TRANSIT vehicle that block an aisle or stairway or occupy a seat if to do so would cause a danger to or displace passengers or expected passengers.
20. Passengers are prohibited from extending an object or portions of one's body through a door or window of a Nassau TRANSIT vehicle.
21. Panhandling, sales, or soliciting activities are prohibited on board a Nassau TRANSIT vehicle or other passenger facility.
22. Infant strollers and similar articles must be folded prior to boarding a Nassau TRANSIT vehicle.
23. Children under six years of age must be accompanied by an adult or guardian 14 years of age or older. Nassau TRANSIT does not accept any responsibility for any unaccompanied minor.

Appeals Procedure for Violations of Code of Conduct

An administrative process shall allow a decision regarding a conduct-related issue to be appealed. The process shall be separate and distinct from the established grievance process contained elsewhere in this document and only apply to conduct-related issues unless otherwise specified. Furthermore, this process shall include an opportunity for the affected party to be heard and to present information and arguments.

Anyone wishing to appeal a written notification of a First Offense shall present their request for appeal in writing to the General Manager of Nassau TRANSIT within ten (10) calendar days of receipt of notification of such offense. The Manager shall investigate the circumstances surrounding the appeal and render a decision within seven (7) calendar days. The decision of the Manager shall be final. If a client elects to pursue the appeals process for a first offense, the agency funding the client's service shall be notified of the appeal and the final decision by the Manager.

Anyone wishing to appeal a disciplinary action resulting from either a Second or Third Offense shall present their request for appeal in writing to the Director of the Nassau TRANSIT within ten (10) calendar days of receipt of notification of disciplinary action. All written appeals shall contain the following information:

- The name and address of the appellant.
- Location, bus number, date and approximate time of the incident(s).
- A statement of the grounds for the appeal and supporting documentation.

- An explanation of the relief desired by the appellant.

The Director shall immediately forward the request for an appeal to the grievance committee of the Nassau County Local Coordinating Board via the Designated Official Planning Agency. Within thirty (30) calendar days of receipt of the appeal request, the Grievance Committee shall meet and render a decision on the appeal. Furthermore, if a client elects to pursue the appeals process for a SECOND or THIRD OFFENSE, the agency funding the client's service shall be notified of the appeal and requested to attend the grievance committee meeting. A written copy of the decision of the grievance committee will be forwarded to the appellant, via certified mail with return receipt requested, within ten (10) calendar days of the conclusion of the committee meeting. Additional copies of the decision shall be sent to the funding agency for the trip in question, as well as the Local Coordinating Board. If the appeal fails, the notification of the decision will also state the effective date(s) of the suspension or expulsion.

Suspensions or expulsions from Nassau TRANSIT shall not be enforced during an appeal period, except in cases where the conduct is so dangerous or disruptive that it interferes with the immediate safety or well-being of any employee or other person.

Local Grievance Procedures/Process

Definition of a Complaint

For the purpose of this Section, a complaint is defined as:

An issue brought to the attention of the Community Transportation Coordinator (CTC) either verbally or in writing by a system user/advocate, sponsoring agency, or community service provider/subcontractor, addressing one or more issues concerning transportation services of the CTC or operators used or employed by the CTC.

Filing a Complaint

The Community Transportation Coordinator will provide all system user/advocates, sponsoring agencies, and/or community service providers using Transportation Disadvantaged services a description of and process to be used to make a complaint to the CTC. Complaints may also be made directly to the TD Ombudsman by calling 1-800-983-2435. If a system user/advocate, sponsoring agency, or community service provider/subcontractor has a complaint, the CTC will address each complaint, making whatever investigation is required to determine the facts in the issue presented and take appropriate action to address each complaint. Complaints that cannot be resolved by the CTC directly or through mediation with operators and/or sponsoring agency, can be brought before the Nassau County Transportation Disadvantaged Coordinating Board Grievance Committee.

Recording of Complaints

The Community Transportation Coordinator will keep a MEMO OF RECORD file of all complaints received. A copy of the MEMO OF RECORD file will be made available to the Community Transportation Coordinating Board on an as needed basis.

Appeal to the Grievance Subcommittee

The Community Transportation Coordinator (CTC) shall advise and provide directions to all customers, system user/advocates, sponsoring agencies, and/or community service providers from which a complaint has been received by the CTC of the right to file a formal written grievance. If after the CTC attempts to resolve the

complaint, the complainant is not satisfied with the action taken by the CTC, the individuals should proceed to the next grievance step.

Responsibility of Coordinating Board to Grievances

The Local Coordinating Board shall appoint a Grievance Committee to serve as a mediator to process and investigate complaints from agencies, users and potential users of the system, and the Community Transportation Coordinator in the designated service area, and to make recommendations to the Coordinating Board for improvement of service. The Coordinating Board shall establish procedures to provide regular opportunities for issues to be brought before such committee and address them in a timely manner. Members appointed to the committee shall be voting members of the Coordinating Board. (Rule 41-2.012, FAC).

Definition of a Grievance

For purposes of this section, a grievance is defined as:

A circumstance or condition thought to be unjust and grounds for bitterness or resentment due to lack of clear resolution by the CTC through the notice of complaint procedure or due to the seriousness of the grievance.

Grievance Procedures

The following Grievance Procedures are established for grievances to be brought before the Grievance Subcommittee. When a passenger, system user/advocate, sponsoring agency, and/or community service provider/subcontractor has a concern, complaint, or problem relative to transportation services, proper grievance procedures which are described below should be followed in sequence.

Filing a Grievance

- a. If a passenger, system user/advocate, sponsoring agency, and/or community service provider/subcontractor has a complaint as defined previously, the party should first discuss the matter with the staff involved for immediate resolution, if possible. If no resolution or satisfaction is reached, the individual should then proceed to the grievance level.
- b. If a system user/advocate, sponsoring agency, and/or community service provider/subcontractor has a grievance with the service, the individual will present the grievance to the Community Transportation Coordinator (CTC) within ten (10) working days of the incident. All grievances must be in writing and shall include the following:
 1. The name and address of the grievant.
 2. Location, bus number, date and approximate time of the incident(s).
 3. A statement of the grounds for grievance and supporting documentation.
 4. An explanation of the relief desired by the grievant.

Grievance Committee Hearing Procedures

The grievance committee agenda shall be conducted in accordance with the following procedures:

- a. Call to order - Planning Staff
- b. Election of Grievance Committee Chairman - Committee Members
- c. Presentation of Grievance by Planning Staff
- d. Presentation of Grievance by Complainant

- e. Response of party(s) concerned
- f. Discussion of grievance - Shall take place in accordance with Robert's Rules of Order amongst the Grievance Committee, the complainant and other interested parties. Discussion shall focus solely on the grievances.
- g. Following discussion of the grievance, the Grievance Committee shall provide its recommendation to all interested parties in response to the grievance.
- h. Close Hearing.
- i. Facts concerning the grievance should be stated in clear and concise language. If assistance is needed in preparing a written grievance, assistance will be provided by the CTC staff and/or the designated official planning agency. Within fifteen (15) working days following the date of receipt of the formal grievance, the Community Transportation Coordinator (CTC) staff will respond, in writing, to the system user/advocate or other party concerning the registered grievance. The Community Transportation Coordinator's response shall explain the factors that influenced the decision and shall identify the action, if any, that will be taken.
- j. The Community Transportation Coordinator will keep a GRIEVANT RECORD file of all grievances received. A copy of the RECORD file will be made available to the Transportation Disadvantaged Local Coordinating Board on an as needed basis.

Appeal to the Grievance Subcommittee

The decision of the Community Transportation Coordinator may be appealed to the Grievance Subcommittee of the Transportation Disadvantaged Coordinating Board within fifteen (15) working days of the receipt of the Community Transportation Coordinator's final decision. Within thirty (30) days of receipt of the appeal, the Grievance Subcommittee will meet to make recommendations to the Transportation Disadvantaged Local Coordinating Board.

The grievant will be notified in writing of the date, time and place of the subcommittee meeting at which the appeal will be heard. This written notice will be mailed at least ten (10) days prior to the meeting. The notice shall clearly state the purpose of the discussion and outline the issues involved.

A written copy of the decision will be forwarded to the Board and all parties involved within ten (10) days of the date of the decision. Written decisions will include the following information:

1. A statement that a meeting was held in which the parties involved, their representatives, and witnesses were given an opportunity to present their position.
2. A statement that clearly defines the issues discussed.
3. An opinion and reasons for the decision based on the information provided.
4. A finding that the issue affects safety, provision of service, or efficiency; and
5. A recommendation by the Grievance Subcommittee based on their investigation and findings.

Recommendation to the County Transportation Disadvantaged Local Coordinating Board

Within thirty (30) working days of the receipt of the recommendation, the County Transportation Disadvantaged Coordinating Board will meet and consider the recommendation. A written copy of the recommendation will be forwarded to the Board and all parties involved within ten (10) working days of the date of the recommendation. The grievant will be notified in writing of the date, time and place of the Board meeting at which the recommendation will be presented. This written notice will be mailed at least ten (10) working days prior to the meeting.

Appeal to the State Transportation Disadvantaged Commission

Should a grievant remain dissatisfied with the decision, appeal may be made directly to the Commission for the Transportation Disadvantaged. The appeal should be addressed to:

Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS - 49
Tallahassee, Florida 32399

Code of Conduct

The following is the transit authority's standards of conduct and behavior for all users of the Jacksonville Transit Authority (JTA) transit services and/or facilities.

Purpose and scope

This code of conduct is a rule of the Jacksonville Transportation Authority, help you to acquaint yourself with our current standards of conduct and behavior that is applicable to all JTA transit services and / or facilities for your safety, security and comfort. The following rules are design to preserve our customers' right to free speech, while simultaneously ensuring the safety and comfort of all customers, operators and the public at large. The Code of Conduct applies to all modes and means of JTA transportation, including but not limited to the following:

- Fixed Route and Bus Rapid Transit (BRT)
- ADA Paratransit and TD service
- Microtransit and Commuter Shuttle service
- Skyway and Ferry
- Charter service / special services vehicles
- Park and ride lots
- Transit shelters and all other passenger facilities

Rules of Transit

All passengers are required to abide by this "Code of Conduct for Transit Customers" to ensure that all JTA customers enjoy a comfortable ride on the JTA.

1. Please think of others and follow our no eating, drinking or smoking policy on board any JTA vehicle.
2. Please do not open containers of food or drink. Not only are they not allowed on the JTA, but this rule also helps us to keep our vehicles clean and comfortable.

3. We are very protective of our customers, including you, so please don't use physical violence, profanity, intimidation, and/or harass other passengers or the operator. All of these actions are prohibited by JTA.
4. Possession or consumption of illegal drugs is not allowed by law.
5. To assure the safety of you, our operator and our customers, please remain behind the yellow line and minimize conversation with the operator.
6. Please remain seated and/or secure yourself until the vehicle comes to a complete stop.
7. Panhandling, sales, or solicitation is prohibited on-board a JTA vehicle. The distribution of printed materials at JTA public facilities should not interfere with bus operations.
8. The use of sound-generating electronic devices- like cell phones or portable disc players can only be used on our buses if you are using earphones. Conversations and other noise should be kept at a level that does not disturb other passengers or the operator.
9. Possession of weapons or flammable materials is prohibited on JTA vehicles, transit shelters and other JTA customer facilities.
10. All objects, such as strollers, should be folded prior to boarding and cannot block the aisle or stairway.
11. Appropriate clothing, shirt and shoes, is required to board the bus.
12. Operating or tampering with any JTA equipment is dangerous and prohibited.
13. Children under six years of age must be accompanied by an adult or guardian 15 years of age or older. JTA employees are not allowed to accept responsibility for unaccompanied minors.
14. All animals are prohibited unless used as service animal.
15. Vandalism or graffiti of JTA vehicles or property is illegal and therefore prohibited.

Customer Courtesy

- Please have the correct fare ready when boarding.
- Please occupy only one seat and make room for other passengers.
- Please consider offering you seat to the elderly or disabled passengers when possible.
- Please keep conversation and other noises to a minimum for the comfort of all JTA customers.
- Please allow customers in wheelchairs to board the bus first.
- Please reserve front seats for customers with disabilities.

Penalties

Persons who violate the Code of Conduct are subject to penalties, up to and including suspension of service. A range of penalties may be used to address non-compliance with the Code of Conduct. Non-compliance with the Code of Conduct may include one or any combination of the following:

1. Verbal warning by transit driver or JTA supervisor to correct a customer's non-compliance with JTA rules.
2. Offensive conduct on the part of a JTA customer may require their removal from the transit vehicle. If a passenger is removed from a transit vehicle, the passenger is suspended from riding privileges on any JTA vehicle and from use of any JTA transit shelter or passenger facility for the remainder of the day. When a passenger is in violation of the Code of Conduct and is asked to leave a JTA vehicle, their fare is forfeited. If a suspended passenger is seen on another JTA vehicle or at a JTA transit shelter or other passenger facility during the suspension period, the passenger will be considered trespassed and law enforcement will be contacted.
3. A passenger may be suspended from all use of the JTA transit system for a determined period of time. A suspended passenger is not allowed to use any JTA vehicle or any JTA transit shelter or other passenger facility for the duration of the suspension period. When a passenger returns from a suspension, the returning passenger's behavior will be closely monitored. If another incident of non-compliance with the Code of Conduct occurs, the passenger may be suspended for an additional period of time and / or have all JTA transit privileges permanently terminated.
4. A passenger's transit privileges may be permanently terminated for repeat offenses or for one major offense, including but not limited to physical threats, violence or disruptive behavior which presents a safety hazard.

Florida Statutes

Please read and become familiar with the following State of Florida laws that can result in felony charges, are created to protect all JTA services and employees:

Florida Statute 784.07 – Assault or battery of law enforcement officers, firefighters, emergency medical care providers, public transit employees or agents, or other specified officers: minimum sentence.

Florida Statute 812.015 – Retail and farm theft; transit fare evasion; mandatory fine; alternative punishment; detention and arrest; exemption from liability for false arrest; resisting arrest; penalties.

Publication

This code of conduct is available on-line at www.jtafla.com. Hard copies are available without charge at JTA's office 100 LaVilla Center Dr. Jacksonville, Florida 32204 and at selected JTA transit hub locations.

Community Transportation Coordinator: Nassau COA
 Effective Date: May 2024

Type of Service to be Provided	Unit (Passenger Mile or Trip)	Cost Per Unit \$
Ambulatory	Trip	\$18.87
Wheelchair	Trip	\$32.35
Non-Sponsored	Trip charge	\$2.00
Public Transit	Trip charge	\$1.00
NassPASS:	6 Rides	\$5.00
	10 Rides	\$10.00
	20 Rides	\$15.00

SECTION 4: QUALITY ASSURANCE

CTC EVALUATION PROCESS

CTC Evaluation

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

CTC Monitoring Procedures of Operators

Nassau County TD program does not have any sub-contracted operators at this time.

Coordination Contract Evaluation Criteria

Nassau County TD program does not have a coordination contractor at this time.

Planning Agency Evaluation Process

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

From: Mike Hays <mhays@nassaucountycoa.org>
Sent: Monday, January 13, 2025 10:57 AM
To: Jeff Gray <jgray@nassaucountyfl.com>
Cc: Summer Jones <Sjones@nefrc.org>; dcalicker@jtafla.com <dcalicker@jtafla.com>; Janice Ancrum <jancrum@nassaucountycoa.org>
Subject: NASSAU OPERATING REPORT - 2024.Q3 UPDATED

CONTAINS EXTERNAL SENDER CONTENT: Do not open attachments unless you are expecting them and trust the sender.

- Technical Services

Hello Chair Gray.

Please see the attached Operating Report for the period ending September 30, 2024. It is updated with results that were not available for the Local Coordinating Board meeting on November 21.

Notably:

Line 1

The decreases (red figures) stem from the loss of service for Dayspring Village in mid-July 2023. DSV instituted self-service for their transportation needs at that time.

Line 3

The increases are due to the growth in demand for transportation of seniors to-and-from programs at Nassau County Council on Aging in both Fernandina Beach and Hilliard.

Lines 11-15

The decreases stem from a generally reduced demand for bus-stop-to-bus-stop scheduled transit service across the county.

Please let me know if you have any questions or would like more information.

Thank you Jeff for your support of NassauTRANSIT and public transportation in our county.

NASSAU COUNTY COUNCIL ON AGING, INC. / NassauTRANSIT

OPERATING REPORT as of SEPTEMBER 30, 2024

UPDATED JANUARY 13, 2025

3 MONTHS ENDING SEPTEMBER 30					12 MONTHS ENDING SEPTEMBER 30					
	2024	2023	CHG AMT	CHG PCT		2024	2023	CHG AMT	CHG PCT	
1	5,499	6,749	(1,250)	(18.5)%	TRANSPORTATION DISADVANTAGED	21,789	38,376	(16,587)	(43.2)%	1
3	3,719	3,510	209	6.0%	SENIORS PROGRAMS AND SERVICES	15,528	13,713	1,815	13.2%	3
6	9,218	10,259	(1,041)	(10.1)%	TOTAL PARATRANSIT TRIPS	37,317	52,089	(14,772)	(28.4)%	6
7	64	63	1	1.6%	OPERATING DAYS (excl. holidays, Sat & Sun)	249	248	1	0.4%	7
8	144.03	162.84	(18.81)	(11.6)%	TOTAL PARATRANSIT TRIPS PER DAY	149.9	210.0	(60.17)	(28.6)%	8
9	6,195	7,709	(1,514)	(19.6)%	BUS OPERATOR HOURS WORKED	28,859	32,593	(3,734)	(11.5)%	9
10	1.49	1.33	0.16	11.8%	TOTAL PARATRANSIT TRIPS PER HOUR WORKED	1.29	1.60	(0.31)	(19.1)%	10
11	0	158	(158)	(100.0)%	EMPLOYMENT / COMMUTER TRANSIT	137	712	(575)	(80.8)%	11
12	215	165	50	30.3%	ISLAND HOPPER	791	437	354	81.0%	12
13	545	1,031	(486)	(47.1)%	YMCA	3,112	3,874	(762)	(19.7)%	13
14	166	363	(197)	(54.3)%	NASSAU EXPRESS SELECT	1,112	1,609	(497)	(30.9)%	14
15	926	1,717	(791)	(46.1)%	TOTAL PUBLIC TRANSIT TRIPS	5,152	6,632	(1,480)	(22.3)%	15
16	14.47	27.25	(12.79)	(46.9)%	TOTAL PUBLIC TRANSIT TRIPS PER DAY	20.69	26.74	(6.05)	(22.6)%	16
17	10,144	11,976	(1,832)	(15.3)%	TOTAL TRIPS	42,469	58,721	(16,252)	(27.7)%	17
18	6,195	7,709	(1,514)	(19.6)%	BUS OPERATOR HOURS WORKED	28,859	32,593	(3,734)	(11.5)%	18
19	1.64	1.55	0.08	5.4%	TOTAL TRIPS PER HOUR WORKED	1.47	1.80	(0.33)	(18.3)%	19
20	63	64	(1)	(1.6)%	OPERATING DAYS (excl. holidays, Sat & Sun)	249	248	(1)	(0.4)%	20
21	161.02	187.13	(26.11)	(14.0)%	TOTAL TRIPS PER OPERATING DAY	170.56	236.78	(66.22)	(28.0)%	21
22	98.33	120.45	(22.12)	(18.4)%	HOURS WORKED PER OPERATING DAY	115.90	131.42	15.52	11.8%	22
23	1.64	1.55	0.08	5.4%	TOTAL TRIPS PER HOUR WORKED	1.47	1.80	(0.33)	(18.3)%	23
24	99,662	117,783	(18,121)	(15.4)%	TOTAL VEHICLE MILES	457,547	443,160	14,387	3.2%	24
25	10.8	11.5	(0.7)	(5.8)%	TOTAL MILES / PARATRANSIT TRIP	12.3	8.5	3.8	44.1%	25
26	1,581.9	1,840.4	(258.4)	(14.0)%	TOTAL MILES / OPERATING DAY	1,837.5	1,786.9	50.6	2.8%	26
27	16.1	15.3	0.8	5.3%	AVERAGE TOTAL MILES / HOUR WORKED	15.9	13.6	2.3	16.6%	27
28	13,424	15,636	(2,212)	(14.1)%	TOTAL FUEL GALLONS	52,726	56,276	(3,550)	(6.3)%	28
28	7.4	7.5	(0.1)	(1.4)%	AVERAGE MILES / GALLON	8.7	7.9	0.80	10.2%	28
29	213	244	(31.2)	(12.8)%	AVERAGE GALLONS / OPERATING DAY	211.7	226.9	(15.17)	(6.7)%	29
30	2.2	2.0	0.1	6.8%	AVERAGE GALLONS / HOUR WORKED	1.8	1.7	0.1	5.8%	30
31	\$ 3.58	\$ 4.44	(\$0.86)	(19.4)%	AVG FUEL COST / GALLON	\$ 3.47	\$ 3.72	(\$0.25)	(6.6)%	31
32	\$ 0.48	\$ 0.59	(\$0.11)	(18.3)%	AVG FUEL COST / MILE	\$ 0.40	\$ 0.47	(\$0.07)	(15.3)%	32

Nassau County Transportation Disadvantage Operational Report

October - December 2024

	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
Trips	2017	1746	1709									
Passengers	2056	1790	1740									
Service Days	22	20	23									
On-time Performance (OTP)	81%	88%	94%									
OTP (Appointment)	60%	67%	81%									
OTP (Medical)	73%	86%	91%									
Passenger Per Hour	1.98	1.86	1.69									
Average Daily Vehicle Use	6	6	6									