



6.0 Policies, Plans and Additional Context

This section of the plan provides additional information concerning the strategic context in which Sunshine Bus operates.

6.1 Plans, Policies and Documents

Several state, regional and local plans are described below. From these plans Table 6.1 summarizes policies (goals, objectives and/or recommendations) related to the provision of public transportation in St. Johns County.

6.1.1 State

Florida Transportation Plan

The Florida Transportation Plan (FTP) is a single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The plan is made up of a Vision Element, a Policy Element, and an Implementation Element. The Vision Element, completed in August 2015, describes five different potential futures for the state of Florida and visions for the state's transportation system within each including: Return to Historic Growth, Rural Rediscovery, Global Trade Hub, Innovation Hub, and Risks on the Horizon. The 2040 Policy Element, completed in December 2015, contains seven long-range goals as well as 30 objectives to guide Florida next twenty-five years (toward reaching a 50-year vision). The Implementation Element will be drafted in 2016, but will contain the responsibilities of each planning and transportation agency and organization.

6.1.2 Regional

Long Range Transportation Plan (2040)

The Long Range Transportation Plan (LRTP) is created by the North Florida Transportation Planning Organization (TPO) and acts as the blueprint to maintain and improve the regional transportation system. The multi-modal plan defines a vision of the region's transportation needs over the next 20 years and contains future goals, strategies and projects, including cost feasible projects for which funding has been identified and the reasonable expectation of funding is available to implement the projects (called the Cost Feasible Plan). In Northeast Florida the LRTP is currently updated every five years to address new and evolving road, transit, freight, and pedestrian needs. The goals and objectives are meant to enhance the following: Economic competitiveness, livability, safety, mobility and accessibility, equity in decision making, and system preservation. The cost feasible plan was vetted through public outreach via online and through community events. It has a total of \$12.8 billion in federal and state funded projects in Clay, Duval, Nassau, and St. Johns counties. There is an additional \$1.3 billion in locally-funded projects. The goals and objectives in this plan were more general and broad than in other plans while the list of projects and cost feasible plan were more specific. Transit related projects include bus rapid transit (BRT), commuter rail and transit for downtown Jacksonville, regional park and ride lots, transit hubs, and improvements at the St. Johns River Ferry. Table 3.12 in the existing conditions section of this TDP lists the region's cost feasible transportation projects within St. Johns County.



Northeast Florida Strategic Regional Policy Plan – First Coast Vision (2060)

The Strategic Regional Policy Plan (SRPP) contains a visioning section as well as a strategic directions section. The vision is not a plan, but rather a collection of goals and objectives that reflect the choices and values of citizens as to how they want to live. The strategic directions summary section also includes regional scale goals. This plan should serve as a guidebook on coordinated steps to achieve the goals for Northeast Florida included in the First Coast Vision section. The Plan is organized around strategic subject areas that are in turn related to the priorities of the State of Florida. Visions were created for prosperity, community, resiliency, people, nature, and mobility. The vision for mobility stated, “Affordable mobility options other than the private car are available for all of our residents that do not own a car. Transit is affordable and provides service that is safe, reliable, and convenient to all people at all stages of life.” These specific visions were supported by goals for each subject area. The implementation strategy of the SRPP to achieve regional transportation goals is to work with the newly created Regional Transportation Commission to further the development of new sources of mobility funding necessary to support a regional multi-modal transportation framework. To achieve this regional framework, the planning efforts of each of the seven counties, including St. Johns County and their municipalities must be coordinated with the SRPP.

Regional Transit Action Plan (RTAP)

The RTAP is a planning product of the Northeast Florida Regional Transportation Commission (NEFRTC) that involved transit stakeholders from all regional counties in identifying and prioritizing implementable projects that improve regional transit services. It was initiated to identify best practices for regional transportation coordination that may be implemented in the Northeast Florida region. The intent of the plan is to build on the ongoing improvement in regional mobility coordination and regional transit services in Northeast Florida. The RTAP is separated into short-term, mid and long range projects as opposed to goals and objectives.

Northeast Florida Coordinated Transportation Plan

JTA and the Northeast Florida Mobility Coalition updated a plan that recommends improved coordination of information, services and resources to encourage "seamless" transportation between transportation providers and between counties. The Coalition consists of members of the general public, transportation providers, social service agencies, veterans and veteran agencies /representatives, enlisted military members and support agencies, and elected officials.

6.1.3 Local

St. Johns County Transit Development Plan (TDP)

The TDP is a ten-year plan produced every five (5) years. St. Johns County’s most recent major update for Sunshine Bus covers years 2012 through 2021, and was adopted by the SJCBOCC on August 16, 2011. The plan’s vision is to provide the opportunity for every person in St. Johns County to enjoy wellness, longevity and quality of life choices within a strong, healthy community through the provision of public transportation. The mission of SJCCOA’s transportation program is to provide safe, affordable and reliable mobility options to both the general public and the transportation disadvantaged citizens of St. Johns County. Chapter 7 of the Major TDP Update contained a number of



recommendations and ideas for enhancing the deviated fixed-route system through system expansion, service hour and headway changes, and transit facility and amenity additions.

St. Johns County Transportation Disadvantaged Service Plan

Last revised March 2015, 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. The Florida Commission for the Transportation Disadvantaged (CTD) is an independent agency which serves as the policy development and implementing agency for Florida's transportation disadvantaged program. Its purpose is to accomplish the coordination of transportation services provided to the transportation disadvantaged. The plan listed possible barriers to coordination including a lack of adequate funding for the coordination of transportation services, continued funding cuts, and agencies that don't budget for transportation services or don't pay fully allocated operating costs. Included within the plan are an Operations Element and an Implementation Plan. These elements provide a profile of the St. Johns County Transportation Disadvantaged system along with basic information on the daily operations. There is also a more specific schedule depicting when objectives and strategies should be implemented.

Local Comprehensive Plans

St. Johns County Comprehensive Plan (2025)

The Land Use and Transportation Elements complement each other with goals to provide a high quality of life and efficient movement and circulation system. Objectives within the elements stress working toward a balanced transportation system consisting of both public and private transportation networks that are safe options for all residents. A public transit service objective within the Transportation Element includes 12 policies to address St. Johns County's development of public transportation services, for transit dependent customers and all residents within the County and its municipalities.

City of St. Augustine Comprehensive Plan (2030)

Related to transit, the City of St. Augustine's Transportation Element (TE) contains a policy to continue working with the Sunshine Bus to determine routes that will provide enhanced mobility as an alternative to the single-occupant automobile. There is also an objective and related policy to incorporate transportation strategies that reduce greenhouse emissions, including reducing vehicle miles traveled, facilitating future opportunities for transit oriented developments and working with regional agencies to educate and encourage transit within the region.

City of St. Augustine Beach Comprehensive Plan (2020)

The Transportation Element of St. Augustine Beach's Comprehensive Plan consists of four goals, one of which focuses on the transportation network as a whole, and another on communication between related agencies. The Transportation Element does not appear to specifically mention public transportation, however mentions developing a safe bicycle and pedestrian way system accessible to all major public and private transportation facilities.



Town of Hastings Comprehensive Plan (2025)

This plan was adopted in 2013 and has a horizon year of 2025. The Transportation Elements contain one goal, to provide for a traffic circulation system that serves existing and future land uses. The majority of objectives and policies focused on safety and coordination with other entities. One policy specifically, is to work with the North Florida TPO, St. Johns County and Putnam County to develop a formal process to coordinate transportation planning for the southwestern portion of St. Johns County.

Other Plans, Studies and Documents

Flagler County Assessment of Transit Needs – Phase 2 (2025)

This plan includes a goals, objectives, and strategies section, and a ten-year Capital and Operating Plan with a focus on intergovernmental coordination. The Flagler County Public Transportation (FCPT) Vision stated Flagler County exceeds expectations in delivering a well-balanced multi-modal transportation system that promotes economic development, community accessibility, sustainability, and environmental sensitivity. Its Mission stated: Flagler County will operate and coordinate a multi-modal public transportation system that effectively and efficiently meets the existing and future mobility needs as identified through ongoing outreach to Flagler County’s resident, visitors, and businesses.

The needs study included data from the US Census and the American Community Survey. These data showed that 779 workers from St. Johns County commute to work in Flagler County, 4.3% of the workforce. FCPT users were also given a survey, and results indicated 67.6% use the public transportation most often for Medical/Doctor/Dentist visits. There was also a request for public transportation from Flagler County to St. Augustine in this survey. Some conclusions made from the relevant data included that Flagler County has potential to have many strategic partners as they are geopolitically and economically split between the Central Florida and Northeast Florida regions. However, with the Northeast region, concerns exist that local funding for Flagler-based projects may be drawn into regional efforts that may only marginally benefit the county. Therefore, transportation issues are of particular relevance to the County as they cross multi-jurisdiction borders and concern mobility countywide, and in multiple regions. In addition to this, the expected designation of Flagler County/Palm coast as an urbanized area will open the door to new funding and challenges as the community decides what future public transportation will look like. Overall, there was not a lot of mention to St. Johns County other than a few survey data points, and the split between the Northeast and Central Florida regions.



Table 6.1 Related Goals, Objectives and Policies

Plan/Study	Related Goals, Objectives, Policies
<p>Florida Transportation Plan, Policy Element, FDOT</p>	<p>The Policy Element guides Florida over the next 25 years and beyond.</p> <p><u>Goal 1:</u> Safety and security for residents, visitors, and businesses. Also addresses how transportation can support broader needs.</p> <ul style="list-style-type: none"> • Reduce the number of crashes on the transportation system • Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies • Emphasis area mentioned: Increase safety and security for public transportation users. <p><u>Goal 2:</u> Agile, resilient, and quality infrastructure. Addresses conditions for all modes and emphasizes responsiveness to changing technologies and market trends, resiliency to risks, and customer service and other measures of quality.</p> <ul style="list-style-type: none"> • Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation • Adapt transportation infrastructure and technologies to meet changing customer needs • Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions <p><u>Goal 3:</u> Efficient and reliable mobility for people and freight shifts from a focus on reducing travel time and delay to making the entire transportation system more efficient and reliable, including all modes as well as supporting regulatory processes.</p> <ul style="list-style-type: none"> • Increase the reliability of all modes of Florida’s transportation system • Increase customer satisfaction with Florida’s transportation system and regulatory processes for residents, visitors, and businesses <p><u>Goal 4:</u> More transportation choices for people and freight. It recognizes widespread partner and public input on the need for a fuller range of options for moving people and freight, with emphasis on walking, bicycling, transit, and rail, as well as emerging mobility options such as shared and automated vehicles.</p> <ul style="list-style-type: none"> • Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles • Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles • Increase the number of quality options for visitor travel to, from, and within Florida • Increase the efficiency and convenience of connecting between multiple modes of transportation • Emphasis Areas: <ul style="list-style-type: none"> ○ Improve public transportation services within rural areas and between rural and urban areas. ○ Improve the efficiency and convenience of connections among local transit systems, between local and regional transit systems, and between transit and other modes. <p><u>Goal 5:</u> Transportation solutions that support Florida’s global economic competitiveness. It maintains emphasis on trade and logistics, while supporting Florida’s visitor industry and diversification into innovation industries.</p> <ul style="list-style-type: none"> • Increase transportation connectivity between Florida’s economic centers and regions • Emphasis Areas:



Plan/Study	Related Goals, Objectives, Policies
	<ul style="list-style-type: none"> ○ Continue to plan proactively for future statewide and interregional transportation corridors, including coordination with regional visions, economic development, and trade development plans, and land use plans. <p><u>Goal 6:</u> Transportation solutions that support quality places to live, learn, work, and play. It emphasizes how transportation decisions can contribute to stronger communities, including greater emphasis on transportation’s contribution to public health and the changing needs of a diverse population.</p> <ul style="list-style-type: none"> ● Plan and develop transportation systems that reflect regional and community values, visions, and needs. ● Increase customer satisfaction with Florida’s transportation system. ● Provide convenient, efficient accessibility to the transportation system for Florida’s residents and visitors. ● Provide transportation solutions that contribute to improved public health.
<p>Long Range Transportation Plan (2040), North Florida TPO</p>	<p><u>Goal 1:</u> Invest in projects that enhance economic competitiveness.</p> <ul style="list-style-type: none"> ● Objective 1: Improve travel time reliability on major freight routes. ● Objective 2: Enhance access to jobs. ● Objective 3: Maximize the return on investment. <p><u>Goal 2:</u> Invest in livable and sustainable communities.</p> <ul style="list-style-type: none"> ● Objective 1: Enhance transit accessibility. ● Objective 2: Enhance transit ridership. ● Objective 3: Enhance bicycle and pedestrian quality of service. ● Objective 4: Reduce the cost of congestion per capita. ● Objective 5: Reduce the impacts of investments on the natural environment. ● Objective 6: Reduce emissions from automobiles. ● Objective 7: Consistency with land use planning. ● Objective 8: Promote active transportation. ● Objective 9: Support regional evacuation needs. <p><u>Goal 3:</u> Enhance Safety</p> <ul style="list-style-type: none"> ● Objective 1: Reduce crashes. ● Objective 2: Reduce fatalities. <p><u>Goal 4:</u> Enhance mobility and accessibility.</p> <ul style="list-style-type: none"> ● Objective 1: Optimize the quantity of travel – person-miles traveled, person trips, transit ridership, etc. ● Objective 2: Optimize the quality of travel – average trip time, reliability, etc. ● Objective 3: Improve the accessibility to mode choices – proximity to major transportation hubs, transit coverage, etc. ● Objective 4: Optimize the utilization of the system. <p><u>Goal 5:</u> Enhance equity in decision making.</p> <p><u>Goal 6:</u> Preserve and maintain our existing system.</p> <ul style="list-style-type: none"> ● Objective 4: Meet FTA transit system maintenance requirements. ● Objective 5: Maintain bicycle and pedestrian fatalities. <p>New policies and guidelines were also adopted to facilitate a continuous planning process. These include a focus on context sensitive solutions and bicycle and pedestrian accessibility with new transit service deployment. A policy to set aside funding for three types of projects was adopted: strategic safety priorities, traffic incident management and related technology, and bicycle and pedestrian improvements such as trails.</p>



Plan/Study	Related Goals, Objectives, Policies
<p>Regional Transit Action Plan, NEFRTC</p>	<p>Highlights of implementation strategy recommendations (short-term, mid-term and long-term projects) related to St. Johns County’s public transportation system are listed below.</p> <ol style="list-style-type: none"> 1. <u>Regional Transit Coordinating Council</u>: A new inclusive regional transit coordinating council (TCC) should be developed to reflect the highly collaborative nature of LCBs, the Coalition, and other regional partners. 2. <u>Implementation of a Northeast Florida Mobility Network</u>: It is important that Mobility Managers stay abreast of each other’s efforts, successes, failures, and emerging advances in the practice of mobility management. <ul style="list-style-type: none"> ▪ Implementation can be achieved through developing multi-media collaboration platforms. 3. <u>Travel Training Program Expansion</u>: Are a low-cost, high impact strategy for expanding transit-use especially fixed-route transit and flexible services among older adults and people with disabilities. 4. <u>Regional Fare Feasibility Study</u>: Implementing a common fare payment system for use on all transit systems in the region provides several benefits. 5. <u>Joint procurements</u>: High volume purchases and sharing common support resources allows participating agencies to reduce costs while maintaining access to specialized services when needed. 6. <u>Park-and-Ride facilities</u>: Regional and local transportation services are enhanced when Park-and-Ride facilities are available. <ul style="list-style-type: none"> ▪ A new study should be completed with emphasis on potential regional transit hub sites at: Cecil Commerce Center Parkway, south St. Johns County near the Flagler County line; Fernandina Beach on SR A1A; US 17 and SR 19 in Palatka; and in Macclenny. 7. <u>Express Bus Services</u>: Additional express bus services are in demand by the residents in Nassau County and the veterans in all Northeast Florida counties. <ul style="list-style-type: none"> ▪ It is recommended that the RTC seek funding and negotiate with current transit providers to implement and market these express route services in the near term. 8. <u>Frequency Enhancements of Current Services</u>: Additional frequency has been identified as a near term demand. 9. <u>Regional Bike Share Program</u>: <ul style="list-style-type: none"> ▪ It is recommended that the RTC plan for a Regional Bike Share Feasibility study in the next five years. 10. <u>Regional Fare System</u> 11. <u>New service</u>: A new seasonal trolley service has been proposed to operate between Fernandina Beach and St. Augustine along SR A1A. <ul style="list-style-type: none"> ▪ Residents in Fruit Cove and Julington Creek have also requested transit service.



Plan/Study	Related Goals, Objectives, Policies
<p>Northeast Florida Strategic Regional Policy Plan (2060), NEFRC</p>	<p><u>Goal 1:</u> Include centers of population and jobs that are well-connected, limit commute time for most residents and provide opportunities for all residents of the region to work if they choose. Northeast Florida makes development of regional employment centers and infrastructure a first priority, politically and fiscally.</p> <p><u>Goal 2:</u> In order to promote a diversified and vibrant regional economy, the region supports an efficient multi-modal transportation framework to move people and goods, and NEFRC and its partners support over time the infrastructure investments needed to make it work. The framework maintains an environment that includes mobility options to move goods and people to support business and industry.</p> <p><u>Objectives and Policies:</u></p> <p>Objective 1: People benefit from mobility and access</p> <ul style="list-style-type: none"> • The Region supports affordable mobility options other than the private car for residents that do not own a car. • The Region aspires to provide the most reliable, comprehensive, and cost-effective service possible to the transportation disadvantaged. <p>Objective 2: Maximize the utility of infrastructure in planned and connected centers.</p> <p>Objective 3: Create a Multi-Modal Transportation Network for Residents and Businesses.</p>
<p>St. Johns County Transit Development Plan (2021 Horizon Year)</p>	<p><u>GOAL #1:</u> Define Mobility Market Needs in St. Johns County and Design Feasible Service Plans. Objective (Obj.) 1.1: Develop public transportation services that address the mobility needs of transit dependent customers including major community destinations and medical and health care facilities. Obj. 1.2: Develop public transportation services with a focus on employment sites. Obj. 1.3: Develop services designed to link employment opportunities with affordable and workforce housing. Obj. 1.4: Ensure compliance with the Americans with Disabilities Act (ADA).</p> <p><u>GOAL #2:</u> Maintain and Continuously Improve Customer-Focused Service and Products. Obj. 2.1: Seek input from users and non-users of the system through periodic surveys, focus groups, etc. to evaluate needs and respond with enhancements to programs and services. Obj. 2.2: Develop passenger amenities that best respond to local conditions.</p> <p><u>GOAL #3:</u> Provide an Effective and Efficient Public Transportation System. Obj. 3.1: Decrease wait and travel times. Obj. 3.2: Create better connectivity and travel choices for customers using multiple transfer centers. Obj. 3.3: Improve frequencies to system routes. OBJECTIVE 3.4: Expand the hours of operation of the Sunshine Bus Company. Obj. 3.5: Provide greater accessibility to transit by placing bus stops throughout the service area. Obj. 3.6: Increase passenger revenues per mile and per hour.</p> <p><u>GOAL #4:</u> Enhance and Improve Multi-modal Connectivity throughout the Region. Obj. 4.1: Seek opportunities to enhance transfer opportunities among SJCCOA services to promote travel efficiencies and effectiveness. Obj. 4.2: Work cooperatively with neighboring communities to implement services that improve the connectivity between public transportation modes and services. Obj. 4.3: Work cooperatively with the North Florida Transportation Planning Organization (TPO) to ensure coordinated regional transportation planning and programming. Obj. 4.4: Participate in the Northeast Florida Regional Mobility Coalition, a cooperative partnership formed to enhance access to transportation for all persons throughout Northeast Florida.</p>



Plan/Study	Related Goals, Objectives, Policies
	<p><u>GOAL #5:</u> Support St. Johns County’s Community Visions for Quality of Life Issues Including Recreation, Growth Management and Overall Public Mobility and Accessibility. Obj. 5.1: Decrease barriers to mobility and accessibility. Obj. 5.2: Maintain consistency between transit programs and initiatives and local comprehensive plans. Obj. 5.3: Pursue the development of transit-friendly land use policies and land development criteria. Obj. 5.4: Coordinate with roadway improvement projects to ensure transit-friendly infrastructure is incorporated.</p> <p><u>GOAL #6:</u> Communicate the role of transit in St. Johns County. Obj. 6.1: Enhance the image and visibility of transit in the community. Obj. 6.2: Develop marketing programs with the goal of maintaining and increasing market penetration and developing new market segments for services. Obj. 6.3: Develop ongoing outreach programs designed to educate the public about available transportation alternatives.</p> <p><u>GOAL #7:</u> Continue the cooperative culture between St. Johns County, the Council on Aging and other mobility service partners which values respect, integrity, accomplishments and open communication. Obj. 7.1: Emphasize the team approach and provide a system of communication where information flows freely within and between the mobility service partners. Obj. 7.2: Ensure employees have the tools and training necessary to fulfill their job responsibilities.</p> <p><u>GOAL #8:</u> Establish the appropriate infrastructure necessary to maintain and expand fixed-route and paratransit services in the future. Obj. 8.1: Secure land and professional services necessary for the design and construction of a new operating base. Obj. 8.2: Acquire vehicles and associated equipment for fleet replacement and expansion. Obj.8.3: Establish passenger transfer locations in cooperation with property owners. Obj. 8.4: Establish designated bus stops with signage and shelters as appropriate.</p>
<p>St. Johns County Transportation Disadvantaged Service Plan (Implementation by 2020)</p>	<p><u>Goal 1:</u> Coordinate transportation-disadvantaged transportation services in St. Johns County using local, state, or federal government dollars.</p> <p><u>Goal 2:</u> Provide transportation programs which are consumer oriented and effectively encourage the use of multiple occupancy vehicles.</p> <ul style="list-style-type: none"> • Objective 1: Determine repetitive travel needs by consumers and develop transportation services which encourage the use of regularly scheduled trips for activities of daily living, etc. <p><u>Goal 3:</u> Provide accessible transportation services to persons with disabilities.</p> <ul style="list-style-type: none"> • Objective 1: Comply with requirements of the Americans with Disabilities Act regarding the access to and provision of transportation services. <p><u>Goal 4:</u> Provide six days per week transportation services in St. Johns County.</p> <ul style="list-style-type: none"> • Objective 1: Obtain private transportation operators to provide overflow and after-hour transportation services. • Objective 2: Ensure transportation users can access the system to reserve transportation services after office hours. <p><u>Goal 5:</u> Respond to grievance issues in a timely fashion.</p> <ul style="list-style-type: none"> • Objective 1: Coordinator will respond to the direction of the Grievance Sub-Committee and the Local Coordinating Board in all grievances being appealed. <p><u>Goal 6:</u> Comply with all reporting requirements of the commission for the transportation disadvantaged and the local coordinating board.</p>



Plan/Study	Related Goals, Objectives, Policies
	<ul style="list-style-type: none"> Objective 1: Complete all reports in a timely fashion and submit reports which require Local Coordinating Board approval or review in time for planned Coordinating Board meetings.
<p>St. Johns County Comprehensive Plan – Land Use (LUE) and Transportation (TE) Elements (2025)</p>	<p><u>LUE Goal A.2:</u> To ensure that the Northwest Sector of St. Johns County will grow in the form of complete communities and neighborhoods within a framework of connected development edges and recreational trails, an orderly roadway and transportation circulation system that will sustain and provide a high quality of life, protection of the natural environment, a sound economy, efficient movement of goods, services, and people and provide a healthy social and cultural environment for all residents.</p> <p>LUE Objective A.1.19 New Town Development – [Specifies transit design for projects to accommodate potential internal transit and links to external transit.] Land shall be set aside for transit purposes. Future potential transit stops should be located in the Town Center Village close to high density residential developments, and in or near the village centers.</p> <p><u>TE Goal B.1:</u> The County shall provide countywide coordination and planning to achieve a balanced transportation system which consists of both public and private transportation networks and which provides for the safe and efficient movement of goods and people, including the transportation disadvantaged.</p> <ul style="list-style-type: none"> Objective B.1.2: The County shall continue to maintain a safe and efficient roadway network by implementing the concurrency management system and implementing maintenance and operations improvements through various programs. TE Objective B.1.5: Bicycle and Pedestrian Facilities. TE Objective B.1.7: The County shall continue to coordinate transportation activities with federal, state, regional, local agencies and local governments, having planning and implementation responsibilities for highway, mass transit, bicycle, multi-purpose greenways, multi-modular transportation alternatives, railroad, air, and other transit facilities by implementing actions specified in the corresponding policies. TE Objective B.1.8: Support continued operation of the County’s transportation disadvantaged services by coordinating and supporting the planning activities of the Northeast Florida Regional Council and the operating activities of the St. Johns County Council on Aging as the designated Community Transportation Coordinator in St. Johns County. TE Objective B.1.9: St. Johns County will develop public transportation services that address mobility needs of transit dependent customers and encourage the use of public transportation by all residents of St. Johns County and municipalities within. <ul style="list-style-type: none"> Policy B.1.9.1: The County shall work with the Jacksonville Transportation Authority on the results of the public transit study and its feasibility to St. Johns County and its municipalities and to determine the extent to which public transit, paratransit, and ridesharing is feasible for the County. Policy B.1.9.2: The County shall insure Future Land Use Maps support the development of public transit service. Policy B.1.9.3: The County shall continue to cooperate with the Jacksonville Transportation Authority in examining the potential for public transit service within the northern half of the County. Policy B.1.9.4: The County shall promote transit in new development by including provision of bus pullouts and paved areas for shelters, where applicable. These requirements shall be mandatory in Developments of



Plan/Study	Related Goals, Objectives, Policies
	<p>Regional Impact. The County shall develop standards for public transit facilities in non-DRI developments.</p> <ul style="list-style-type: none"> ○ Policy B.1.9.5: The County shall establish requirements for park-and-ride facilities in major developments that provide access to transit facilities. ○ Policy B.1.9.6: The County shall develop policies and standards that will provide access to public transit through the use of bicycle and pedestrian systems and park and ride lots. ○ Policy B.1.9.7: The County shall address the need to provide safe pedestrian and bicycle access to commercial generators and attractors from transit facilities located on public access roads. ○ Policy B.1.9.8: St. Johns County shall continue to seek available funds authorized by Federal Transportation Acts as well as required matching funds to meet public transportation needs. ○ Policy B.1.9.9: The County shall conduct yearly surveys to evaluate and accommodate public transit needs. ○ Policy B.1.9.10: The County shall coordinate with FDOT and North Florida TPO to incorporate transit design and amenities when roadway improvements are made to state, county and local road segments. ○ Policy B.1.9.11: The County shall strive to improve transit routes by minimizing headways. ○ Policy B.1.9.12: The County shall develop a system and standards whereby the cost of providing transit service to large developments can be offset by developer’s contributions. <ul style="list-style-type: none"> ● TE Objective B.1.10: Coordinate transit plans and programs within St. Johns County. <ul style="list-style-type: none"> ○ TE Policy B.1.10.1: The County shall work with the Northeast Florida Regional Planning Council, the St. Johns County Council on Aging as the Community Transportation Coordinator, jurisdictions within the County, and the neighboring jurisdictions, including the Jacksonville Transportation Authority, in coordinating any transit plans and programs. ○ TE Policy B.1.10.2: The County will continue to participate as a member of the Northeast Florida Mobility Coalition and participate in the development of the goals and objectives of the Northeast Florida Mobility Plan developed by the Coalition. ○ TE Policy B.1.10.3: St. Johns County will continue to participate as a member of the First Cost Intelligent Transportation System coalition and support the goals and objectives of the First Coast Regional Intelligent Systems Master Plan. ● TE Objective B.1.13: The County shall maintain the integrity of existing roadway and railway corridors for possible transportation or other linear uses, where possible and practical.
<p>City of St. Augustine Comprehensive Plan – Transportation Element (2030)</p>	<p><u>TE Goal:</u> To maintain a coordinated multimodal transportation system which provides for the safe, efficient, and economical movement of people, goods, services, which is consistent with the Future Land Use Plan, conserves energy, and protects the City’s natural, cultural, and historical resources.</p> <ul style="list-style-type: none"> ● TE Objective 1.1: Provide a safe, convenient and efficient motorized and non-motorized transportation system. ● TE Policy 1.1.4: Continue to implement provisions of the Downtown Area Traffic Master Plan (including those related to public transportation).



Plan/Study	Related Goals, Objectives, Policies
	<ul style="list-style-type: none"> • TE: Policy 1.1.5: Continue to maintain programs to license trams and other forms of paratransit. Continue to work with the Sunshine Bus Company and other providers to determine service routes that can provide enhanced mobility as an alternative to the single-occupant automobile. • TE: Policy 1.1.7: The City shall continue to consider the development of bicycle and pedestrian routes... • TE: Policy 1.1.9: The City establishes the following priorities for traffic and roadway improvement projects; 1st priority – projects which are need to protect public health and safety; 2nd priority – projects which are needed to preserve or achieve full use of existing facilities, or to prevent or reduce future maintenance or improvement costs; 3rd priority – projects which are needed to promote infill development and redevelopment; and 4th priority – projects which are needed to provide facilities and services to new developments. • TE Objective 1.3: The Transportation Element system shall be consistent with and support the Future Land Use Plan as depicted on the Future Land Use Map series and all subsequent amendments. • TE Policy 1.3.2: The City shall continue to maintain or improve existing pedestrian facilities... • TE Objective 1.4: Coordinate the City’s TE plan with the plans and programs of the FDOT and St. Johns County. • TE Objective 1.5: The City recognizes that the use of gasoline creates a large portion of the greenhouse gas emissions and shall incorporate transportation strategies to address the reduction of these greenhouse gas emissions. The City shall identify and pursue strategies to reduce the vehicle miles traveled. A.) Establish locations for compact mixed use development. B) Increase opportunities for job creation proximate to higher density residential. C) Facilitate future opportunities for transit-oriented developments. D) The City shall encourage existing and new developments to be connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system. • TE Policy 1.5.1: The City shall employ Transportation System Management Strategies to protect the right-of-way, improve efficiency and enhance safety. A) The City will continue efforts to coordinate and participate in, when feasible, in regional transportation studies which encourage and promote transit initiatives. The County will continue to work with JTA, North Florida TPO, NEFRC and FDOT and other transportation agencies to educate and encourage transit in the region.
<p>City of St. Augustine Beach Comprehensive Plan – Transportation Element (2020)</p>	<p><u>Goal TE.1:</u> Provide and promote the development of a city transportation system with the capacity to serve the safe and efficient movement of people and goods.</p> <ul style="list-style-type: none"> • Objective TE.1.1: By the end of the year 2012, prepare a plan for ongoing transportation needs within the City, including parking, pedestrian, and bicycle needs for residents and visitors. The plan will be based on projected population, visitors, and available land. • Objective TE.1.2: The City shall continue to protect existing rights-of-way and to provide adequate rights-of-way in new developments. • Objective TE.1.3: The City’s Law Enforcement Organization shall establish a plan to monitor safety factors which affect the City’s transportation system and that will reduce traffic accidents.



Plan/Study	Related Goals, Objectives, Policies
	<p><u>Goal TE.2:</u> Establish means of communication on transportation related issues with the FDOT, the Northeast Florida Regional Planning Council, St. Johns County, St. Augustine, and other public or private transportation related agencies.</p> <ul style="list-style-type: none"> • Objective TE.2.1: The city shall coordinate on an annual basis its transportation goals, objectives and policies with those goals, objectives, and policies of St. Johns County, the First Coast TPO, and the FDOT five year Transportation Plan which apply or will have an influence on the City’s transportation plan and network. • Objective TE.2.3: Traffic circulation planning for the City will be coordinated with the future land uses shown on the Comprehensive Plan’s Future Land Use Map, the FDOT 5-Year Transportation Plan, and any plans for the First Coast TPO, of which St. Johns County and the City are members. <p><u>Goal TE.3:</u> Provide parking facilities consistent with future development and future transportation needs.</p> <ul style="list-style-type: none"> • Objective TE.3.1: The City will continue to assess the need for the parking of vehicles on a yearly basis. • Objective TE.3.2: The City shall study alternatives to beach parking and shall explore the available options and how they can be implemented. <p><u>Goal TE.4:</u> Develop a safe bicycle and pedestrian way system accessible to all major public and private transportation facilities.</p> <ul style="list-style-type: none"> • Objective TE.4.1: The City will evaluate and recommend providing bike paths/sidewalks where feasible or needed along the City’s transportation system. <p><u>Goal C-1 (Capital Improvements Element):</u> St. Augustine Beach shall undertake actions necessary to adequately provide needed public facilities to all residents within its jurisdiction in a manner which protects investments in existing facilities.</p>
<p>Town of Hastings Comprehensive Plan (2025)</p>	<p><u>Goal TE:</u> Provide for a traffic circulation system which serves existing and future land uses.</p> <ul style="list-style-type: none"> • Objective TE.1: The Town shall establish a safe, convenient, and efficient level of service which shall be maintained for all roadways. • Objective TE.II.3: The Town shall coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department’s 5-year Transportation Plan. • Policy TE.II.3.2: The Town shall work with the North Florida TPO, St. Johns County, and Putnam County to develop a formal process to coordinate transportation planning for the southwestern portion of St. Johns County. • Policy: The Town shall, during the capital improvements planning process, review the proposed roadway improvements which will be completed a part of the implementation of the FDOT 5-year Transportation Plan so that such capital project planning is complementary and consistent with the state roadway improvement planning.
<p>Flagler County Assessment of Transit Needs/Transit Development Plan, Phase II (2025)</p>	<p><u>Goal 1:</u> Develop an efficient, effective, and convenient process to address multi-jurisdictional planning within Flagler County and throughout the region.</p> <ul style="list-style-type: none"> • Objective: Advocate Flagler County’s transportation interests through participation in regional transportation decision making. • Strategy: Coordinate with all municipalities within Flagler County, FDOT, Volusia TPO, St. Johns and Duval County through active participation in planning events, committees and boards. • Strategy: Work cooperatively with neighboring communities to implement services that improve the connectivity between public transportation modes and services throughout the region.



6.2 Additional Context

The following information provides additional context for public transportation services within St. Johns County.

6.2.1 Federal

The Sunshine Bus Company receives funding from several sources, including farebox revenues, St. Johns County, and state and federal government grants. On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through the end of Fiscal Year 2020 (September 30, 2020). Replacing MAP-21 (the previous transportation bill), FAST-ACT will provide a steady and predictable funding for five years with an increase of \$1 billion per year to the national transit program. Federal transit funding grants that currently help fund Sunshine Bus's transit services will be funded through the FAST-ACT's multi-year federal transportation bill. These grants include the Federal Transportation Administration's (FTA) Urbanized Area Formula Program (5307), Rural Program (5311), special needs grant for Enhanced Mobility of Seniors and Disabled (5310) and Bus and Bus Facilities (5339). Sunshine Bus also receives Surface Transportation Program funding for vehicles. Over the few years, St. Johns County, the SJCCOA and other local and regional transportation stakeholders will determine benefits and impacts from the new FAST-ACT as there will be continuing, new and modified programs.

Additionally, the Jobs Access Reverse Commute (JARC, 5316) Program was repealed under MAP-21 and rolled into other programs. Currently, Sunshine Bus's Purple Line, a cross-county route, is funded with 5316 funding. St. Johns County and SJCCOA should continue to determine the Purple Line's viability, and determine availability of other funding and potential partnerships to fund public transportation.

6.2.2 State

Florida Transportation Department of Transportation (FDOT)

As mentioned in the Executive Summary of this document, under Florida Statute each transit agency in Florida that receives state transit block grant funding is required to prepare a TDP to ensure that the provision of public transportation services is consistent with the travel needs and mobility goals of the local communities that are served by the transit system. FDOT approves TDPs and ensures that transit agencies are consistent with state statute and guidelines.

From a funding perspective, Sunshine Bus receives FDOT Public Transit Block Grant funds. These funds are used as local match for federal grants. Over the next few years, St. Johns County and the SJCCOA should consider the potential for Sunshine Bus and paratransit services to receive additional state funds such as Public Transit Service Development Grant and Commuter Assistance Program (CAP) funds. CAP may help fund projects encouraging public/private partnerships and services designed to increase vehicle occupancy, such as express bus service, subscription transit service, bus pools, van pools, carpools and group taxi services. These funds may foster opportunities for the county to provide innovative public transportation services to individuals who need transportation to work. Service development grants fund special projects involving ways to increase service such as new technologies, services, routes or more frequent service; however, this is a short term funding source requiring other funding sources to be available at the end of the grant.



Commission for the Transportation Disadvantaged (CTD)

The CTD administers Florida's TD program which coordinates and provides transportation for individuals including older adults, people with disabilities, low income individuals and children at risk. The SJCCOA receives CTD funding to provide TD services.

Statewide Medicaid Managed Care Program

Due to recent changes in the Statewide Medicaid Managed Care Program, the SJCCOA no longer directly provides transportation to the majority of Medicaid clients. Under the new system, transportation service for Medicaid clients is contracted to brokers, who provide the service. The SJCCOA, is however still able to provide transportation service to some Medicaid recipients. Exactly how this change affects Sunshine Bus Company and the county's Medicaid recipients will need to be determined over time.

6.2.3 Regional and Local

Northeast Florida Regional Transportation Commission (RTC)

On June 18, 2013, Florida's governor signed Senate Bill (SB) 606, the Northeast Florida Regional Transportation Commission Act, into law for the purpose of improving mobility and expanding multimodal transportation options for persons and freight within the region. SB 606 legislated the creation of a nine-member Regional Transportation Committee (RTC) consisting of elected officials covering a six-county area that includes Baker, Clay, Duval, Nassau, Putnam and St. Johns Counties. The RTC has been tasked to develop a Multimodal Regional Transportation Plan for Northeast Florida, including identifying and securing dedicated funding. Since the RTC's establishment, the RTC has held regular meetings toward developing a RMTP for Northeast Florida, and identifying and securing dedicated funding. Prioritized, regionally significant projects and implementation strategies will emerge from the RTC's Priorities Component, Regional Transit Action Plan and Economic Analysis Component. These documents will also provide guidance to secure adequate funding sources to carry out the plan's initial phases. St. Johns County is supportive of the RTC as it seeks to advance significant projects by focusing on coordinating regional transportation and creating the organizational framework to implement a multimodal plan for the region. The implementation of RTAP recommendations will assist Sunshine Bus and other transit providers within the region.

Regional Park and Ride

St. Johns County and JTA staff identified a potential park and ride site within St. Johns County, at the County's Government complex. It is anticipated that the park and ride location will serve JTA regional express bus service between St. Johns County and downtown Jacksonville, with a potential stop in Jacksonville's Southpoint area, a major employment area along the route. The site is approximately 2.25 acres of County owned parking area (over 200 parking spaces) located west of US 1 near Lewis Speedway and San Sebastian View, and within walking distance to a nearby Sunshine Bus Company bus stop. Relocating the Sunshine Bus stop to the park and ride would facilitate transit customer connections between the Sunshine Bus and JTA transit systems. Analysis of data from the U.S. Census Bureau revealed that approximately 26% of workers living near the County Government Complex work in Jacksonville (2,635 out of 10,200). Additionally, the site is near the Florida East Cost Railway (FECR), offering potential to become a future commuter rail station along JTA's planned commuter rail



Southeast Corridor in the long term. A conceptual sketch and planning level cost estimate for a two-vehicle bus bay, along with a concrete landing pad, bus shelter and other transit amenities have been completed. The estimate considers adjustments/replacement of existing drainage structures, landscaping and lighting. The total planning level cost estimate to construct this bus bay is approximately \$158,200.

Alternative Fuels

Following the completion of a regional alternative fuels master plan, the region has continued to focus on developing a system of infrastructure to support the use of alternative fuels. The North Florida TPO approved funding to support a compressed natural gas (CNG) project in St. Johns County. Up to 130 County vehicles were converted to CNG and a new public-private partnership CNG fueling facility, in partnership with Nopetro, was recently constructed. Sunshine Bus vehicles were not included in this vehicle conversion. Additionally, JTA recently opened a public-access CNG fueling facility through a public-private partnership with Clean Energy. Their goal is to have a fleet of 100 CNG buses over four years. JTA entered into a joint participation agreement with the FDOT to receive TRIP Funds for the design and construction of the CNG Facility.

Commuter Rail

The region's 2040 L RTP identifies commuter rail in St. Johns County as a project need. Following a System Plan to prioritize the three candidate rail corridors identified in the 2009 Commuter Rail Feasibility Study, JTA and the North Florida TPO ranked the Southeast Corridor as the first priority. The Southeast Corridor, runs along the FEC, parallel to US-1, from Jacksonville to St. Augustine in St. Johns County. Following the System Plan, the Southeast Corridor could advance into Project Development and commence with the FTA New Starts process.

Activity Center Changes

Since the last major TDP update, a new County Health Complex was constructed on county-owned property located at the current St. Johns County government complex, in the northwest quadrant of the US-1/San Sebastian View intersection, just west of the FEC rail mainline. Sunshine Bus Company modified bus service to serve the new County Health Complex when it opened.

Mobility Challenges and Needs in the City of St. Augustine

The St. Augustine urbanized area is experiencing transportation challenges; including congestion and parking issues. Additionally, staffs working for the cities of St. Augustine and St. Augustine Beach have expressed interest in enhanced bus service serving both residents and tourists within the communities of St. Augustine and St. Augustine Beach. Possible options include service independently operated by those communities; service contracted through the SJCCOA (not part of Sunshine Bus Company); or service provided directly by Sunshine Bus Company.

2016 St. Augustine Citizen Survey (Draft)

The National Citizen Survey report is about the overall livability of St. Augustine. It is not only about where people live, but where they want to live. Within this survey, the Community Livability Report provides the opinions of a representative sample of 1,020 residents of the City of St. Augustine. The



margin of error around any reported percentage is about 3%. The survey focused questions on eight facets of community: Safety, mobility, natural environment, built environment, economy, recreation and wellness, education and enrichment, and community engagement. Within the category of Community Characteristics, a vast majority of residents rated the quality of life in St. Augustine as “excellent” or “good”, which is comparable to the national benchmark. Mobility ratings varied with around three-quarter of residents giving a positive rating to the ease of walking, which was higher than the national benchmark. Overall ease of travel, travel by public transportation and car, public parking, and traffic flow were rated positively by half of residents or less, which is below the national benchmark. Specifically, travel by public transportation received 23% positive ratings, lower than the national benchmark. More than 9 in 10 respondents gave excellent or good ratings to St. Augustine as a place to visit and 8 in 10 gave excellent or good ratings to the vibrant downtown/commercial area. Other aspects within mobility were strong and similar to other communities except within street repair and bus or transit services, which were lower.

Within the participation category, more residents tended to engage in activities like walking or biking instead of driving alone and fewer residents reported that they used public transportation instead of driving. Within the special topics category, one question asked about the importance of several projects for the City to address in the upcoming 2017 budget. Improvements to traffic congestion was rated the highest importance followed by improvements to parking and street repairs. When asked about their support for increased taxes to fund projects and improvements, bicycle and pedestrian mobility improvements rated the highest. Important conclusions found from the survey results included that overall: St. Augustine is a great place to live, mobility ratings are generally favorable, but residents see areas for improvement, and a strong economy is a feature that makes St. Augustine a desirable community.

Organization and Staffing Issues

According to the St. Johns County FY 2016 Financial Plan, St. Johns County has a form of county government called “Commission-Administrator”. The SJCBOCC as the elected legislative body appoints a County Administrator. The County Administrator implements and administers policies and programs established by the SJCBOCC. The intent is to separate legislative policy-making from its administration, gain increased professionalism and achieve greater coordination in the implementation of SJCBOCC policy.

St. Johns County purchases transportation services from the SJCCOA. Sunshine Bus operating employees include workers in the functions of vehicle operations, vehicle maintenance, non-vehicle maintenance and general administration. The pay scale SJCCOA drivers should be reviewed as attracting drivers has been a challenge for the SJCCOA.

Technology Issues

Mobile Data Terminals

The Sunshine Bus fleet is being updated with GIS equipped mobile data terminals (MDT). Advantages of the MDTs include automated ridership counts, hands-free communication for bus drivers, improved



two-communication between bus drivers and dispatchers, and improved maps that may provide drivers with a better understanding of any route diversions.

Real-Time Mobile Applications

Using GPS technology, real-time applications provide up-to-the minute bus location information to let customers know exactly when their bus will arrive at their bus stop. Real time passenger information systems allow bus riders to plan their time and their trips more efficiently. Designed to appeal to a variety of customers, the systems typically allow customers to access information through a smart phone application, the internet, text messaging or phone. Real time passenger information will help the Sunshine Bus meet its goal of providing a reliable customer experience. Sunshine Bus should continue converting the system to create the foundation required for real-time applications.

One Call/One Click and TransPortal

Sunshine Bus is part of the region's One Call/One Click Trapeze software system that is helping to improve cross county coordination, and coordination between multiple agencies. St. Johns County and the County's Council on Aging are partnering with regional stakeholders, to create a regional mobility management program providing customers the ability to reserve, modify or cancel transportation trips through the internet (TransPortal). The integration of TransPortal with regional trip scheduling is a tremendous advance in regional mobility, whereby customers, including case managers, find the most appropriate and available transportation services within the region; and immediately book the services. Regional travel training; outreach and marketing; and regionally coordinated service delivery are additional program components.

This initiative is being funded with federal, state, local, and private sources, including a Veterans Transportation and Community Living grant. The participating entities are social, medical, human and transportation service providers operating in 12 counties. The TransPortal will assist St. Johns County and the north Florida region with improving mobility and efficiency; and providing better customer service; and it supports goals within the Northeast Florida Coordinated Mobility Plan. Success of a regional mobility system will require continued coordination among the regional partners; exploration and implementation of the technological and policy changes that must occur to help sustain the system; and outreach to customers and the community.

Intelligent Transportation System (ITS)

North Florida's Intelligent Transportation System (ITS) was developed over several years as part of the North Florida TPO ITS Master Plan. Since the plan, North Florida ITS stakeholders have made significant progress toward the installation of ITS fiber optic system and equipment within the region. Stakeholder are also updating the ITS Master Plan. Additionally, JTA may be deploying region wide transit signal priority (TSP) along corridors such as US-1. There may be opportunities for St. Johns County and Sunshine Bus Company to integrate ITS into bus operations in order to increase on time performance, and develop more reliable and attractive transit service for the community.

Bus Facility and Fleet Maintenance

Due to problems with transmissions as well as engines requiring replacement, maintenance for some Sunshine Bus vehicles has been costly in recent years. In addition, the capacity of the current bus facility



(on Old Moultrie Road) is increasingly not sufficient for the existing vehicle fleet. The SJCCOA has discussed the need for another vehicle lift and more space for vehicles. As the transit system transitions to providing a greater level of service, covering more areas of the County and operating more vehicles in maximum service, the County and SJCCJOA will need to evaluate and respond to bus facility requirements.