



Skyway Subcommittee & Skyway Advisory Group Meeting #4

Date: November 9, 2015
Time: 2:00 - 4:00 p.m.
Location: Jacksonville Transportation Authority Boardroom
121 W. Forsyth Street

Agenda

- 2:00 – 2:05** Welcome
- 2:05 – 2:10** Work Plan Update
 - *Meeting 3 Recap and proposed Schedule to Completion*
- 2:10 – 2:15** Public Forum Summary
- 2:15 – 2:25** JTA Capital Plan and Funding Sources
- 2:25 – 3:15** Skyway Life Cycle Cost Analysis Presentation
- 3:15 – 3:25** Initial Economic Analysis and Funding Strategies
- 3:25 – 3:50** Discussion Regarding Developing Recommendations
- 3:50 – 4:00** Comments from Chair/Next Meeting
 - *Meeting 5 – November 23, 2:00 p.m. to 4:00 p.m.*
- 4:00** Adjourn



JTA Skyway Subcommittee and Skyway Advisory Group Meeting 3 and Public Forum Summary

Number of Attendees: 62 (based on sign in sheet)

Number of Surveys/Comment Forms Received: 14

Meeting 3 and Public Forum Overview:

The third meeting of the JTA Skyway Subcommittee and Skyway Advisory Group was held on October 26, 2015 at the Main Jacksonville Public Library from 4-5 p.m.

The meeting included presentations about the Downtown Master Plan (Aundra Wallace, *Downtown Investment Authority*) and the JTA's Transit Vision (Brad Thoburn, *Jacksonville Transportation Authority*); and how the Skyway factors into these visions.

While the meeting of the JTA Skyway Subcommittee and Skyway Advisory Group was open to the public, the Public Forum was advertised as open from 5:30-7 p.m. There was a presentation for the attendees at 5:30 p.m. and another one at 6:30 p.m. The presentation provided information on the history of the Skyway construction and its current condition assessment. JTA staff members were available to address questions from the public. The general public was encouraged to vote on their preferred option for the Skyway and provide comments or fill out the Skyway Opinion Survey.

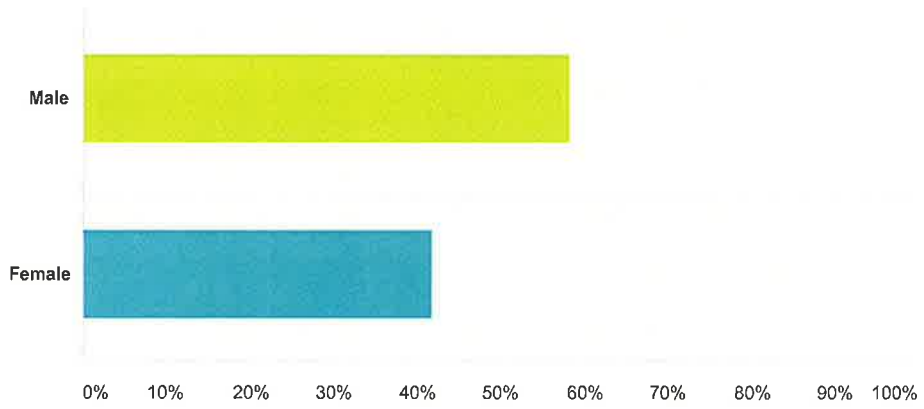
The results from the Preferred Option Board vote and Skyway questionnaire are outlined below.

Skyway Options Vote Results:

Options	Number of Option 1 Votes	Number of Option 2 Votes
Refurbish vehicles and keep running for 20 years	0	0
Replace vehicles, run for another 25 to 40 years, with no expansion to system	0	8
Replace vehicles, run for another 25 to 40 years, and expand the system	21	2
Stop operating and tear down	0	2
Stop operating and convert to elevated multi-use path	0	1
Other options	2 (Option 1 votes) – Use an authentic heritage streetcar with a vehicle crush load weight that's the same as the 3-car Skyway vehicle. Option would possibly allow at-grade expansion out to areas outside of downtown. Example vehicles include PCC Streetcars and Birney Trolley cars.	

Q1 Are you

Answered: 232 Skipped: 1

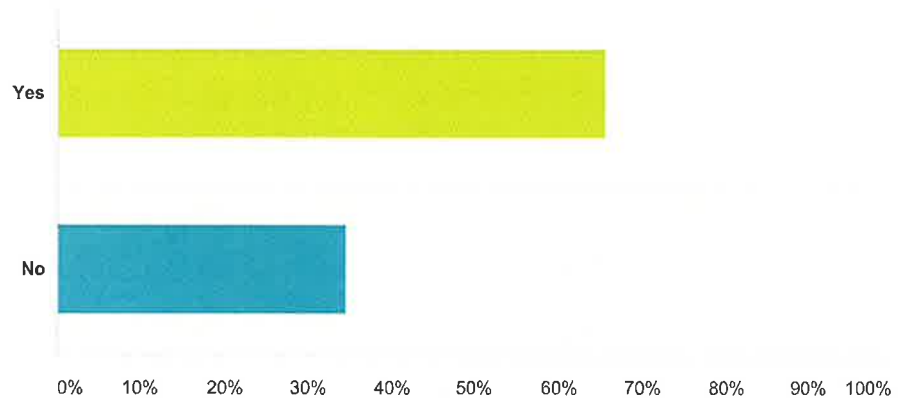


Answer Choices	Responses
Male	58.19% 135
Female	41.81% 97
Total	232

Skyway Public Opinion Survey

Q3 Do you ride the Skyway?

Answered: 220 Skipped: 13

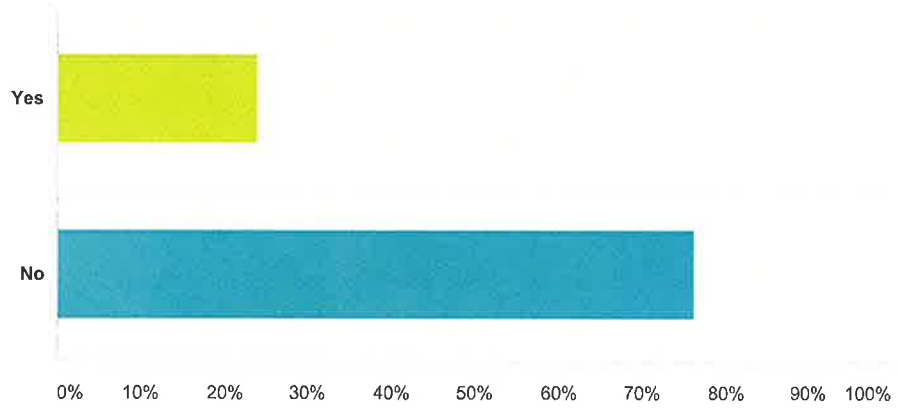


Answer Choices	Responses	
Yes	65.45%	144
No	34.55%	76
Total		220

Skyway Public Opinion Survey

Q5 Do you live downtown?

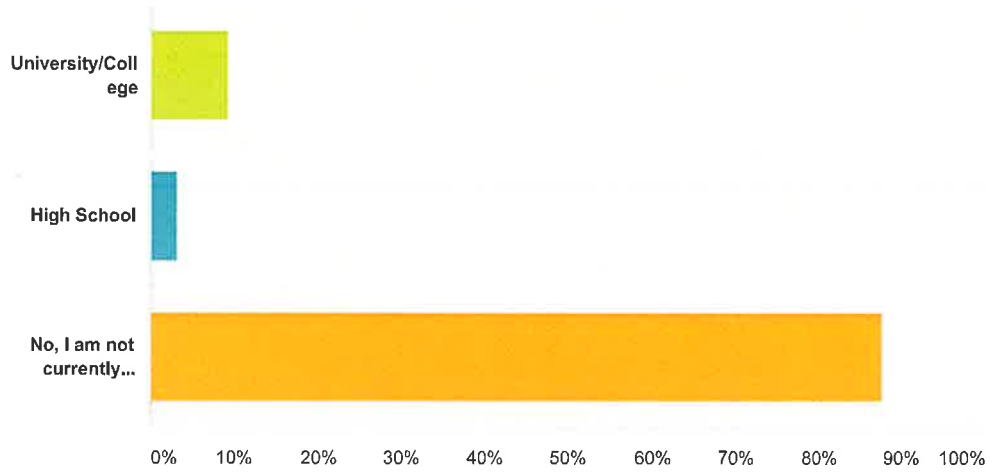
Answered: 219 Skipped: 14



Answer Choices	Responses	
Yes	23.74%	52
No	76.26%	167
Total		219

Q7 Are you currently enrolled as a student?

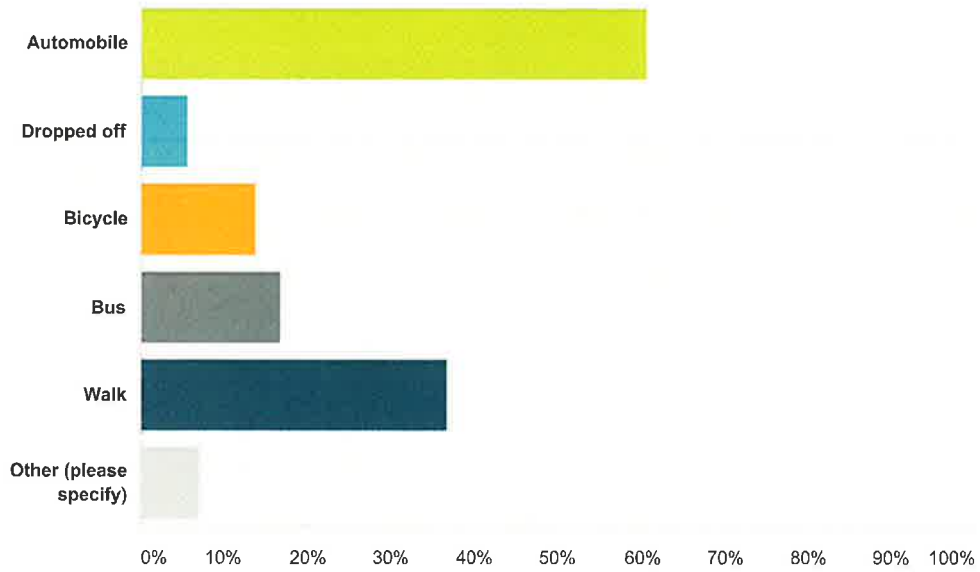
Answered: 219 Skipped: 14



Answer Choices	Responses
University/College	9.13% 20
High School	3.20% 7
No, I am not currently enrolled as a student	87.67% 192
Total	219

Q9 How do you get to the Skyway Station(s)?

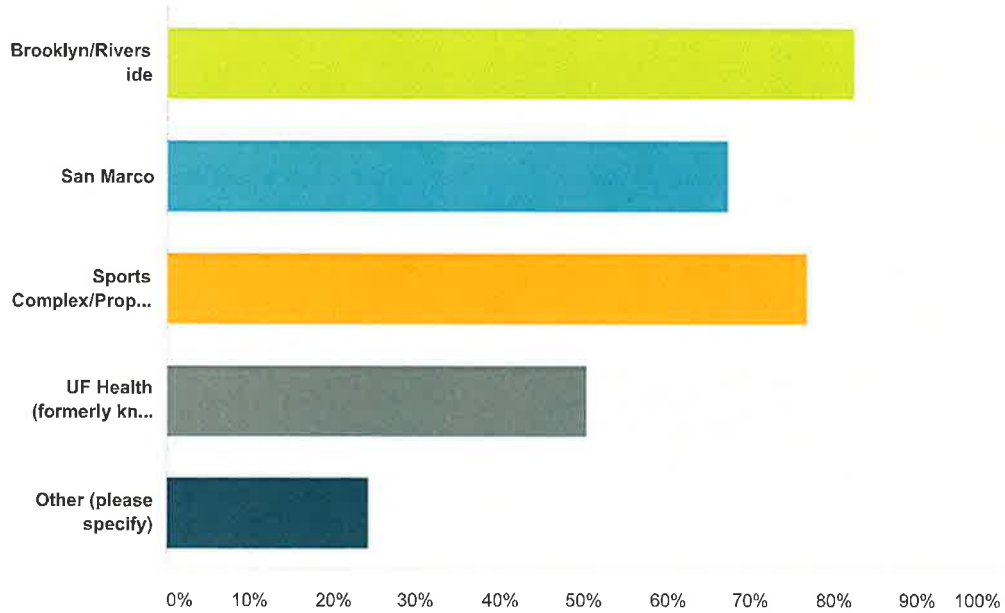
Answered: 210 Skipped: 23



Answer Choices	Responses	
Automobile	60.48%	127
Dropped off	5.71%	12
Bicycle	13.81%	29
Bus	16.67%	35
Walk	36.67%	77
Other (please specify)	7.14%	15
Total Respondents: 210		

Q11 If you answered, "Replace vehicles, run for another 20 to 40 years, and expand the system" in Question #10, where should it be extended?(Please note that the Skyway is a Downtown circulator and extending the existing technology long distances, like the airport and beaches, is not practical.)

Answered: 177 Skipped: 56



Answer Choices	Responses	Count
Brooklyn/Riverside	82.49%	146
San Marco	67.23%	119
Sports Complex/Proposed Shipyards Development Site	76.84%	136
UF Health (formerly known as Shands)/Springfield	50.28%	89
Other (please specify)	24.29%	43
Total Respondents: 177		

Q13 Do you have any other comments to provide?

Answered: 55 Skipped: 178

Skyway Public Opinion Survey

Q13 Do you have any other comments to provide?

Answered: 55 Skipped: 179

#	Responses	Date
1	I think it would be a foolish mistake and a huge waste of resources to tear down the Skyway now after all the time and money invested into it already; the system clearly works fine (love riding it when it's packed during One Spark, Art Walk, Jazz Fest, etc), it just needs to be expanded a bit (or finished) and then tied into a less expensive ground level streetcar system to connect the urban core neighborhoods (Downtown, Springfield, Riverside/Avondale, San Marco).	11/6/2015 4:48 PM
2	My most favored option would be to keep the elevated infrastructure, but adapt it to run regular streetcars, and then expand into the urban core at ground level.	11/6/2015 4:25 PM
3	Weekend operation would be fantastic.	11/6/2015 12:41 PM
4	Expand it please!	11/6/2015 11:38 AM
5	I suggest paying a quarter to ride. As it is I save monthly parking cost. I appreciate the service and the security personnel.	11/6/2015 11:25 AM
6	If extended to Springfield and Brooklyn the Skyway would be perfect. Please do not spend millions of taxpayer dollars to scrap our perfectly serviceable and highly used transit system.	11/6/2015 10:56 AM
7	Pedestrian/bicycle path conversion would be much more usable	11/6/2015 9:48 AM
8	keep our monorail alive, if it were made to travel to places people actually go then it would see increased traffic, its issues are not the skyway itself, so much as the lack of foot traffic in the area	11/6/2015 8:46 AM
9	The old streetcars from back in the day should've never left. Look at the popularity of them in San Francisco. We should bring those back throughout the historic neighborhoods of Jacksonville.	11/6/2015 8:34 AM
10	Would love to see it expand. Would also love to see skyway stations marketed/incentivized for street-level businesses/attractions to build near them. San Marco, Prime Osborne, and Bay Street stations all dump out to parking lots. This would help address the issue of "the Skyway doesn't go anywhere."	11/6/2015 8:14 AM
11	The Skyrail can be great. It isn't right now because only a fraction of the people in jax live near any of the stops it currently operates to. You have to take it into actual residential neighborhoods. And keep it elevated as far out of the city as possible. This will keep it from interfering from other traffic. This is a must and part of the whole point.	11/6/2015 8:13 AM
12	I love the skyway, it just needs to connect more areas. Connect it to the Town Center, the beaches... Public transportation is awesome if it is effective.	11/6/2015 8:04 AM
13	9 and 10 are difficult questions. As it currently operates, I cannot understand how the Skyway could serve any kind of purpose for the vast majority of urban core residents. Even if we restored the historic streetcars, we live in a much different time than we did when any of these things were actually useful. My mind constantly goes back to personal knowledge of the walkability and easy bike access we already have downtown with regard to the existing parking facilities. When you take into account that the skyway is completely irrelevant for 95% of Duval County, I find it hard to imagine that there could ever be increased support for sustaining or expanding it.	11/6/2015 7:48 AM
14	I really like the elevated multiuse path option, especially due to the fact that it there currently is no real good way to cross the river by bike in that area	11/6/2015 6:25 AM
15	Expand and connect to beaches, Avondale, Springfield and other areas--St. Johns Town Center	11/6/2015 4:34 AM
16	Jacksonville need to take some cues from cities like San Diego. Their trolley system was expanded and it encourages more people to park and ride.	11/5/2015 11:58 PM
17	The system needs to be expanded to make it useful. Across the river to Riverside Five Points and the other way to Arlington. That could relieve traffic on the bridges for events and make it possible to use as a commuter system since the bus changes made it hard to get anywhere anymore.	11/4/2015 6:18 PM
18	We love the skyway so very much! It's a great tool for my daughter and I to visit MOSH from our apartment downtown and it is one of her favorite things to do! We are considering purchasing a home and are looking only in San Marco because of its proximity to the skyway line. If it expanded to Riverside we would be thrilled!	11/4/2015 5:55 PM

Skyway Public Opinion Survey

19	Connecting to Riverside, San Marco, and possibly Springfield would hook into parts of the city that are already pedestrian friendly, and connect our Downtown in ways it hasn't been in decades!! This would drive up real estate value, and reduce traffic...Game changer!!! Just like a "real city"!!	11/4/2015 5:38 PM
20	Project like the High Line in NYC	11/4/2015 5:23 PM
21	why no option to extend it and make it useful?	11/4/2015 4:29 PM
22	I work near the san marco station. I utilize the skyway each day to go to lunch at the landing or hemming plaza. With the new shopping / dining areas in riverside, that would expand my options. The more downtown mobility, the better. Jacksonville will never be a New York transportation wise, but as more business appear, something more than walking and limited parking is needed.	11/4/2015 4:07 PM
23	should have kept the bus routes the same name as before and have them run like the do now	11/4/2015 1:34 PM
24	need to upgrade fare equipment and resume charging fares to decrease vagrants and those asking riders for money (I know; I ride it every day!)	11/3/2015 1:26 PM
25	Extending the Skyway to Riverside and further into San Marco in addition to keeping it open later especially on Thursdays-Saturdays (past when bars close) would provide a valuable use that would allow people to go drink and safely get home - cutting down DUIs and traffic accidents	11/3/2015 11:21 AM
26	We need to be like other cities that have full service public transportation especially during special events. Currently, we are behind times and everyone is relying on an auto for every transportation.	11/3/2015 8:25 AM
27	I think you should charge for the Skyway a nominal fee. Also, if business could advertise inside or on the side of it more revenue could be generated. Years ago there was a food event on the Skyway and a the stops. That needs to be brought back. It definitely needs to expand to the Stadium and Shipyards, as right now it is not a viable form of transportation.	11/2/2015 7:20 PM
28	I'd like to see the transportation mode converted and expansion of the system.	11/2/2015 4:43 PM
29	Convert to smaller streetcars (light enough for current elevated infrastructure) that can be operated both at grade and on elevated track.	11/2/2015 9:48 AM
30	Demolishing existing infrastructure is not an option. How much do we regret removing all of the old street car lines in Jax? Minor expansions to job/population/cultural hubs such as San Marco and Brooklyn would greatly boost ridership and result in long term infill development. Expansion to the sports district would be pointless without a major increase in capacity.	11/2/2015 9:17 AM
31	I think we need to hear from the thousands who ride the skyway every day. The folks I see on the system, and there are a lot of them, are blue collar workers that are unlikely to get a hold of this survey.	11/2/2015 9:06 AM
32	If you are going to tear it down, make it a modern street car system that can reach the point of interest people want to go to (airport, zoo, beaches, downtown (including stadium) and several suburban neighborhoods (westside, mandarin, southside, beaches, northside)	11/2/2015 7:56 AM
33	It would be a waste of money, time and infrastructure to tear the system down. The Skyway is an asset to Jacksonville that should be expanded.	11/1/2015 4:34 PM
34	Consider keeping existing elevated infrastructure and using heritage streetcar models that are lighter in weight. This will allow for more cost effective expansion at-grade, while keeping the existing elevated infrastructure benefits in the downtown core. Streetcar models worth looking at include PCC, Birney, and Peter Witt streetcars. Transit systems in Boston, San Francisco, San Diego, Tampa, Little Rock, Memphis, El Paso and Kenosha are examples currently utilizing cheaper heritage rolling stock.	11/1/2015 3:16 PM
35	Jacksonville is starving for better high-quality mass transit. Destroying greenspace to widen roads is not the answer as our city grows. Clean, safe and ample mass transit is extremely important for our city. Consider existing routes and infrastructure such as railway in place, waterways and electric vehicles as options. Thank you for asking for our opinion.	10/30/2015 4:48 PM
36	The Skyway is most valuable if it is fully built out to meet the needs of millennials and others who are looking for an urban lifestyle, attracting developers who are dedicated to infill, and historic preservation of downtown.	10/30/2015 3:48 PM
37	If you cant expand it with the ability to one day serve the beaches then tear it down and utilize the money elsewhere. You say currently the tech isn't there, maybe look at Disney's system they travel twice as far and carry more people.	10/30/2015 2:23 PM
38	It's absolutely insane that there is no skyway/trolley access to the sports complex. This should have been thought of a LONG time ago! People don't want to wait at a bus stop - esp in that area after dark! - for a bus that may or may not be on time, they want to have a minimal wait for a way to get back to the station to then take a bus to their eventual destination.	10/30/2015 10:02 AM

Skyway Public Opinion Survey

39	The City of Jacksonville never allowed JTA to make the skyway all that it could have been for the city. As downtown grows, JTA and the Skyway can support this growth. Get out of the good ole boy COJ mentality PLEASE	10/29/2015 11:16 PM
40	I ride the mandarin express bus into downtown every morning. I work, however on the Riverside professional corridor so i have to take the 5 or 15 from downtown over to my office. having a Skyway option, and having that option to go back and forth (to EverBank center and EverBank Plaza) during the day would be great! I would also use that option to go to San Marco for lunch, etc. One Note: The Skyway is the only time I have ever felt threatened or intimidated. I do not feel that way on the bus but have felt that way on the Skyway.	10/29/2015 2:03 PM
41	I would put it on moth balls till clarity is gained about the Convention Center, Shipyards etc.	10/29/2015 8:44 AM
42	Skyway expansion to the sport facilities AND the arena complex would be good. The service would need to be used year round to be feasible. A reasonable fee for the service should be implemented vs. parking at the facility to reduce congestion.	10/29/2015 2:28 AM
43	The Skyway has been running for how long and now all of a sudden you want survey input? Yep, it's time to move to a more progressive city.	10/28/2015 7:19 PM
44	I'd ride the skyway daily if it was extended into the core neighborhoods.	10/28/2015 4:25 PM
45	Definitely. The existing system was never intended to support itself s is... it was initially built to be a hub.... put our toe in the water, with more to follow... But as long as folks have to drive downtown in their car, park somewhere, to be ABLE to use the Skyway to go the last few blocks, its never going to work... we NEED the feeder lines so that folks can enter the system without having to drive their cars all the way downtown first. As long as we don't do what was ORIGINALLY envisioned (feeders connecting Beaches, Airport, O.P. Southside, etc.) it will be a failure. You need to either extend it, or give up on it...	10/28/2015 2:08 PM
46	The Skyway is only what we make it. More people ride it than ever. Update the technology and expand it. First to Brooklyn/Riverside - ridership is already there. Next to Shipyards if/only that development gets the go ahead. A new spur into Healthy Town would also be a good connection. Not much talk about Springfield, but an at-grade system down Main St could do wonders for that area.	10/28/2015 2:05 PM
47	Consider self-powered monorail system that is light weight and can move at least 300 people per train (save on constructing 3rd rail) e.g. Metrail monorail trains. Monorails are just a column, trestle and guideway, so think bigger for future expansion (a Phase III). For example, from San Marco to Philips Hwy median down to Avenues, across Matthews Bridge down Arlington Exp to Regency and a branch off down Southside Blvd to Avenues where it connects with Philips branch. Find an international partner that may buy the rights and build it for us with some public assistance. Needs to have a \$2 fare per ride and a \$10 day pass option, no more free rides after reopening.	10/26/2015 1:45 PM
48	The Skyway could be a great asset to Downtown but it needs to go somewhere and it needs to run on the weekends	10/26/2015 1:13 PM
49	This is an integral part of transportation in Jacksonville and I want to see it continue and expand to decrease car usage in Jax.	10/26/2015 12:53 PM
50	Update the system to LRT and have it slope down to road level for expansion to the stadium, riverside and San marco	10/26/2015 11:48 AM
51	I would absolutely ride the skyway to the stadium/sports complex if that was possible. Also, I would be a lot more likely to support downtown nightlife more regularly if the skyway went to riverside since that is where I live. Thank you for conducting this survey.	10/26/2015 11:40 AM
52	That thing just looks old and tired. Breaks alot and it aint going anywhere	10/26/2015 11:15 AM
53	I love the Skyway	10/26/2015 9:54 AM
54	none	10/26/2015 9:36 AM
55	Keep it going. I would love for the skyway to run parallel with I-10	10/23/2015 1:52 PM

JTA Skyway Public Opinion Survey Results

Survey #	Are you?	Age?	Do you ride the Skyway?	If yes, how often?	Do you live in Downtown?	Do you work in Downtown?	Are you a student?	How often do you go Downtown for events or sports?	How do you get to the Skyway station(s)?	Which Skyway option do you prefer?	Where should the Skyway be extended?	If the Skyway was torn down, what should replace the Skyway?	Where Should the Skyway be extended? (If responded Other)	Comments:	Optional Information: Name, Contact #, E-Mail
1	Male	41-60	Yes	Once in a while	No	Yes	No, currently not enrolled as a student	Once a week	Bicycle Walk	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield Other (Specify)	Nothing, keep the Skyway	Springfield Beaver St. Farmers Market	Make all of downtown more bike & ped friendly. Put sharrows and bike may use full lane signs where bike lanes do not fit. More bike racks like the ones by Jimmy Johns.	Barry Cotter; bcotter16@yahoo.com
2	Female	41-60	No		No	No	No, currently not enrolled as a student	Once in a while	Automobile	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn/Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield	Nothing, keep the Skyway		Replace Skyway w/a rubber tire kind of vehicle that can travel above the traffic. The Skyway is part of the uniqueness of Jacksonville and if people return to living in downtown and in the southbank, in the future, it is essential to have it.	
3	Male	61 or over	Yes	Once a week	No	Yes	No, currently not enrolled as a student	Once in a while	Automobile Walk	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield	Nothing, keep the Skyway, Historic replica rubber tired trolley, Streetcar			
4	Male	26-40	Yes	Once a week	No	Yes	No, currently not enrolled as a student	Once in a while	Walk	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield	Streetcar			Ennis Davis; edavis@metrojacksonville.com

JTA Skyway Public Opinion Survey Results

Survey #	Are you?	Age?	Do you ride the Skyway?	If yes, how often?	Do you live in Downtown?	Do you work in Downtown?	Are you a student?	How often do you go Downtown for events or sports?	How do you get to the Skyway station(s)?	Which Skyway option do you prefer?	Where should the Skyway be extended?	If the Skyway was torn down, what should replace the Skyway?	Where Should the Skyway be extended? (If responded Other)	Comments:	Optional Information: Name, Contact #, E-Mail
5	Male	41-60	Yes	Once in a while	No	No	No, currently not enrolled as a student	Once a month	Walk	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site			Do not tear down. Replace the existing cars and seek federal funding to expand. Move past the planning stage for commuter rail.	Eric Fields; 904-612-0489; gatoreric@gmail.com
6	Male	26-40	Yes	Once in a while	No	No	No, currently not enrolled as a student	Once in a while	Automobile	Stop operating and convert to elevated multi-use path	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield Other (Specify)	Murray Hill			
7	Male	26-40	Yes	Once a month	No	No	No, currently not enrolled as a student	Once a week	Automobile Bicycle	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield	Nothing, keep the Skyway	1. Riverside 2. Stadium 3. San Marco 4. UF Health		
8	Female	26-40	Yes	Once in a while	No	No	No, currently not enrolled as a student	Once a week	Automobile	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site	Nothing, keep the Skyway			
9	Female	26-40	Yes	Once in a while	Yes	No	No, currently not enrolled as a student	Once in a while	Walk	Stop operating and tear down	Other (Specify)	Traditional bus Other	In riding the skyway, my safety was on my mind. Not at all pleased with this transportation for the public. In this meeting my king of Jews spoke. There is no reason to change in how he created all the earth. It is best to pray and seek direction. Isaiah in Holy bible.	Less roads ad more land...	Sandra Margoth Guerrett

JTA Skyway Public Opinion Survey Results

Survey #	Are you?	Age?	Do you ride the Skyway?	If yes, how often?	Do you live in Downtown?	Do you work in Downtown?	Are you a student?	How often do you go Downtown for events or sports?	How do you get to the Skyway station(s)?	Which Skyway option do you prefer?	Where should the Skyway be extended?	If the Skyway was torn down, what should replace the Skyway?	Where Should the Skyway be extended? (If responded Other)	Comments:	Optional Information: Name, Contact #, E-Mail
10	Male	41-60	Yes	4 or more times per week	Yes	Yes	No, currently not enrolled as a student	4 or more times per week	Walk	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield	Streetcar			
11	Female	41-60	Yes	Once in a while	Yes	No	No, currently not enrolled as a student	Once a week	Automobile	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside Sports Complex / Proposed Shipyards Development Site	Nothing, keep the Skyway			
12	Female	41-60	Yes	Once in a while	No	Yes	No, currently not enrolled as a student	Once in a while	Automobile	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside Sports Complex / Proposed Shipyards Development Site	Other	Unsure of answer to question 12		
13	Male	61 or over	Yes	Once a month	No	No	No, currently not enrolled as a student	4 or more times per week	Automobile	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site UF Health (formerly Shands) / Springfield	Other	No specifics given as to what the other would be for question 12 answer.	Bruce D. Terry; 904-434-0464; bruceterry24@gmail.com	
14	Male	41-60	Yes	4 or more times per week	Yes	Yes	No, currently not enrolled as a student	Once a month	Bicycle Walk	Replace vehicles, run for another 25 to 40 years, and expand the system	Brooklyn / Riverside San Marco Sports Complex / Proposed Shipyards Development Site				



Funding Opportunities for Skyway Vehicle Replacement and System Modernization

While there is no dedicated funding program available for this activity, there are funding and financing programs that could be accessed.

Program	Program Description and Eligible Uses	Comments
Grant Programs		
Fixed Guideway Capital Grants (FTA Section 5309) (AKA New Starts program)	<p>Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years.</p> <p><u>Eligible Projects</u></p> <ul style="list-style-type: none"> • New fixed-guideways or extensions to fixed guideways • Bus rapid transit projects • Projects that improve capacity on an existing fixed-guideway system <p><u>Funding</u></p> <ul style="list-style-type: none"> • This discretionary program requires project sponsors to undergo a multi-step, multi-year process to be eligible for funding. • Maximum federal share is 80% 	<p>This program could fund expansion of the Skyway. New vehicles could be funded if part of system expansion. It would not be a source of funding to support modernization of the Skyway or new vehicles not associated with system expansion.</p> <p>While the program can provide 80% of funding, projects are typically funded at 50% federal/50% non-federal. FDOT has been matching federal funding so funding through program could be 50/25/25 with 25% of funding coming from local sources.</p>
State of Good Repair Grants (FTA Section 5337)	<p>A formula-based program for repairing and upgrading rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).</p> <p><u>Eligible Activities</u></p> <p>Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software.</p>	<p>JTA receives about \$600,000-700,000 per year for Skyway parts, preventive maintenance and capital expenses.</p>



Funding Opportunities for Skyway Vehicle Replacement and System Modernization

Program	Program Description and Eligible Uses	Comments
FTA Section 5307	This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	JTA receives about \$13 M per year that is split between planning preventive maintenance and capital. Currently, about \$1.1 M per year is spent on Skyway preventive maintenance. Most of the capital expenses are for bus replacement.
Flexible Funding -- Surface Transportation Program	This is federal highway program that is provides funding to the states. State DOTs can "flex" funding to transit agencies to fund capital projects.	This is a possible funding source but would require strong local, TPO and FDOT District commitment and support. It is unclear if FDOT would flex a significant amount of STP funding to a transit project.
Surface Transportation Program – Urban Area Funds	Each Urbanized Area receives a suballocation or urban area funds under the Surface Transportation Program. Like the State DOT, the MPO can flex funds to eligible transit capital project.	The North Florida TPO receives \$13-15 M per year. The NFTPO attempts to rotate priorities throughout the four member counties. JTA receives \$1 M per year for bus purchases through the NFTPO SU funds.
TIGER Grants	<p>The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, is a highly competitive discretionary grant program. Funding through TIGER grants is available to road, rail, transit and port projects that achieve national objectives. Since 2009, Congress has dedicated nearly \$4.6 billion for seven rounds of TIGER.</p> <p>Projects must demonstrate benefits for five long-term outcomes: safety, economic competitiveness, state of good repair, quality of life and environmental sustainability. DOT also evaluates projects on innovation, partnerships, project readiness, benefit cost analysis, and cost share. The eligibility requirements of TIGER allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.</p>	<p>TIGER is highly competitive. Roughly 1 in 20 applications receive funding and it is expected that projects have a high level of local funding. TIGER grants in excessive of \$20 M are not typical.</p> <p>USDOT has not view state of good repair projects favorably in the past.</p>



Funding Opportunities for Skyway Vehicle Replacement and System Modernization

Program	Program Description and Eligible Uses	Comments
FDOT New Starts Transit Program	The FDOT New Start Transit Program may fund up to ½ of the nonfederal share of eligible capital costs of an FTA funded New Starts (FTA5309) project. FDOT participation in the final design, right-of-way acquisition, and construction of an individual fixed-guideway project which is not approved for federal funding cannot exceed 12.5 percent of the total cost of each phase.	For a skyway extension, this program could fund half the non-federal share. The non-federal share ranges from 20-50% of total project cost.
Financing Programs and Approaches		
State Infrastructure Bank	A State Infrastructure Bank (SIB) is a revolving fund that is established and operated by a State (usually a State Department of Transportation Office). It has the capacity to offer direct loans and various types of credit enhancement products to surface transportation infrastructure projects. Federal and State funds are used to capitalize the SIB.	Florida DOT has been a leader in the use of the SIB loan program.
Grant Anticipations Notes (GANs)	Transit agencies can borrow against future Federal-aid funding. A transit agency can issue bonds secured with a pledge of Federal-aid assistance, thus amassing up-front capital, and pay down the bonds over a period of time as the Federal funds are received.	A GAN could be used to support Skyway modernization if a funding source could be dedicated over the long term.
Transportation Infrastructure Finance and Innovation Act (TIFIA) program	<p>The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Each dollar of Federal funds can provide up to \$10 in TIFIA credit assistance and support up to \$30 in transportation infrastructure investment.</p> <ul style="list-style-type: none"> • Large surface transportation projects (\$50M generally, \$15M for intelligent transportation systems (ITS), \$25M for rural infrastructure projects) • TIFIA loan amount has historically been less than 33 percent of eligible costs and DOT requests that applicants provide a rationale for TIFIA loan requests of up to 49 percent of costs (permitted by statute) • Senior debt must be rated investment grade by two rating agencies, unless project cost is less than \$75M 	<p>TIFIA requires dedicated funding and is a tool that can be used as part of a public private partnership.</p> <p>Would need to assess whether rate is cheaper through bonding or TIFIA.</p>



Funding Opportunities for Skyway Vehicle Replacement and System Modernization

Program	Program Description and Eligible Uses	Comments
	<ul style="list-style-type: none"> Requires dedicated revenues for repayment Public or private highway, transit, rail and port projects are eligible to apply for TIFIA assistance 	
Private Sector Participation/Public Private Partnerships (P3s or PPPs)	<p>PPPs entail a single private entity, typically a consortium of private companies, assuming responsibility and financial liability for performing all or a significant number of functions in connection with a project.</p> <p>Structured in multiple forms, PPPs vary generally according to the scope of responsibility and degree of risk assumed by the private partner with respect to the project. In each case, the private partner assumes financial risk in some form — for example, through an equity investment, liability for indebtedness, a fixed priced contract or a combination thereof.</p> <p>Accordingly, the term “PPP” does not denote innovative finance as such, but instead, innovative procurements of major capital projects in which private capital is invested.</p>	<p>P3s take on different forms. A P3 can allow innovation in project delivery and transfer risk to the private sector. It can also provide means to finance the project but ultimately, a funding source must be identified to compensate the private entity.</p> <p>A potential P3 scenario for the Skyway might include the dedication of funding source(s) over a longer term (e.g. 20 years) for a concessionaire to make modernize the Skyway, replace vehicles, and operate and maintain the system over that term.</p>
Transit Oriented and Joint Use Development	<p>Transit Oriented and Joint Use Development entails partnering with the private sector in order to promote real estate development in and around transit facilities. These partnerships provide access to additional capital and operating revenues for transit agencies through the receipt of lease payments, access fees, and increased fare revenues, as well as direct private sector funding of capital facilities that promote access between transit and private development.</p>	<p>The Skyway stations and property adjacent could be part of a funding scenario to modernize and/or extend the Skyway.</p>
Capital Leasing	<p>Grantees may use Federal funds for capital assistance for up to 80 percent the cost of acquiring transit assets by lease. A capital lease can be used to purchase capital equipment such as vehicles or it can be used to purchase a combination of capital and maintenance services such as chassis rebuilding and engine/drive train replacement. Transit agencies use cost-benefit analysis to decide whether to lease or buy.</p>	



Funding Opportunities for Skyway Vehicle Replacement and System Modernization

Program	Program Description and Eligible Uses	Comments
	<p>A capital lease may include financing charges and ancillary costs such as delivery and installation. Also, capital leases cannot be longer than the useful life of the asset nor less than 75% of the useful life of the leased asset.</p> <p>Leasing helps agencies with insufficient revenues meet project requirements; it increases their cash flow to match outlays. It is often used to facilitate fleet replacement or to accelerate capital rehabilitation and replacement policies which can lead to reductions in operating and maintenance costs. Overall, capital leasing helps reduce capital acquisition costs by moving forward purchases of expensive capital assets when capital costs are rising faster than the general level of inflation.</p>	
Local Funding		
Charter County and Regional Local Option Transportation Sales Surtax	Charter counties and counties that are members of a regional transportation authority can levy up to 1-cent Sales tax for transportation purposes. The proceeds of the sales tax can be used to finance the operation and maintenance of a bus system or to construct and maintain roads or service the debt on bonds issued for that purpose. The tax must be authorized by referendum.	One-half cent of the sales surtax was levied in 1989 and dedicated to JTA in place of tolls. A significant portion of the revenues are being used to pay debt service on BJP Bonds and the remained supports transit operations.
Local Option Gas Tax	A local government can levy up to 12 cents of a local option gas tax. There are different requirements for levying certain "pennies" of the tax. Generally, the tax can be enacted by the county commission or county-wide referendum. The tax proceeds can be used for transportation purposes and can be pledged to repay bonds.	Jacksonville/Duval County has levied 6 cents of the Local Option Gas Tax through 2036. Today JTA receives the 6 cents to support transit operations. Beginning in October 2016, JTA will receive 5 cents and has issued \$100 M in revenue bonds against which the LOGT revenues have been pledged.
Tax Increment Financing/ Value Capture	Because investment in fixed guideway systems has demonstrated the ability to stimulate economic development and enhance tax revenues to local governments, the concept of value capture has been suggested as a way to secure funding for transit capital and operations. Value Capture, like Tax Increment Financing (TIF), would allow the increase revenue resulting from the transit investment to be used for paying off debt or supporting operations.	Much of the Downtown area is covered by a Community Redevelopment Area which means Tax Increment Financing can be used to support infrastructure investments. Any investment in Transit would need to be evaluated against other needs



Funding Opportunities for Skyway Vehicle Replacement and System Modernization

Program	Program Description and Eligible Uses	Comments
		and may be constrained by existing obligations.
Mobility Fee	Approved in 2011, the City of Jacksonville's 2030 Mobility Plan replaced the transportation concurrency management system with a predictable and balanced system. A mobility fee is assessed new development based on an area-wide level of service and assumptions for vehicle miles travelled for different types and locations of development. The Mobility Plan identifies the projects to which Mobility Fee revenues can be dedicated.	The current Mobility Plan identifies a downtown streetcar for funding through the mobility fee. The Plan will be updated in 2016. The results of the Skyway Subcommittee could serve as the basis for changes to the project priorities under the Mobility Plan.



JTA SKYWAY SUBCOMMITTEE AND SKYWAY ADVISORY GROUP

MEETING #4
NOVEMBER 9, 2015



Agenda

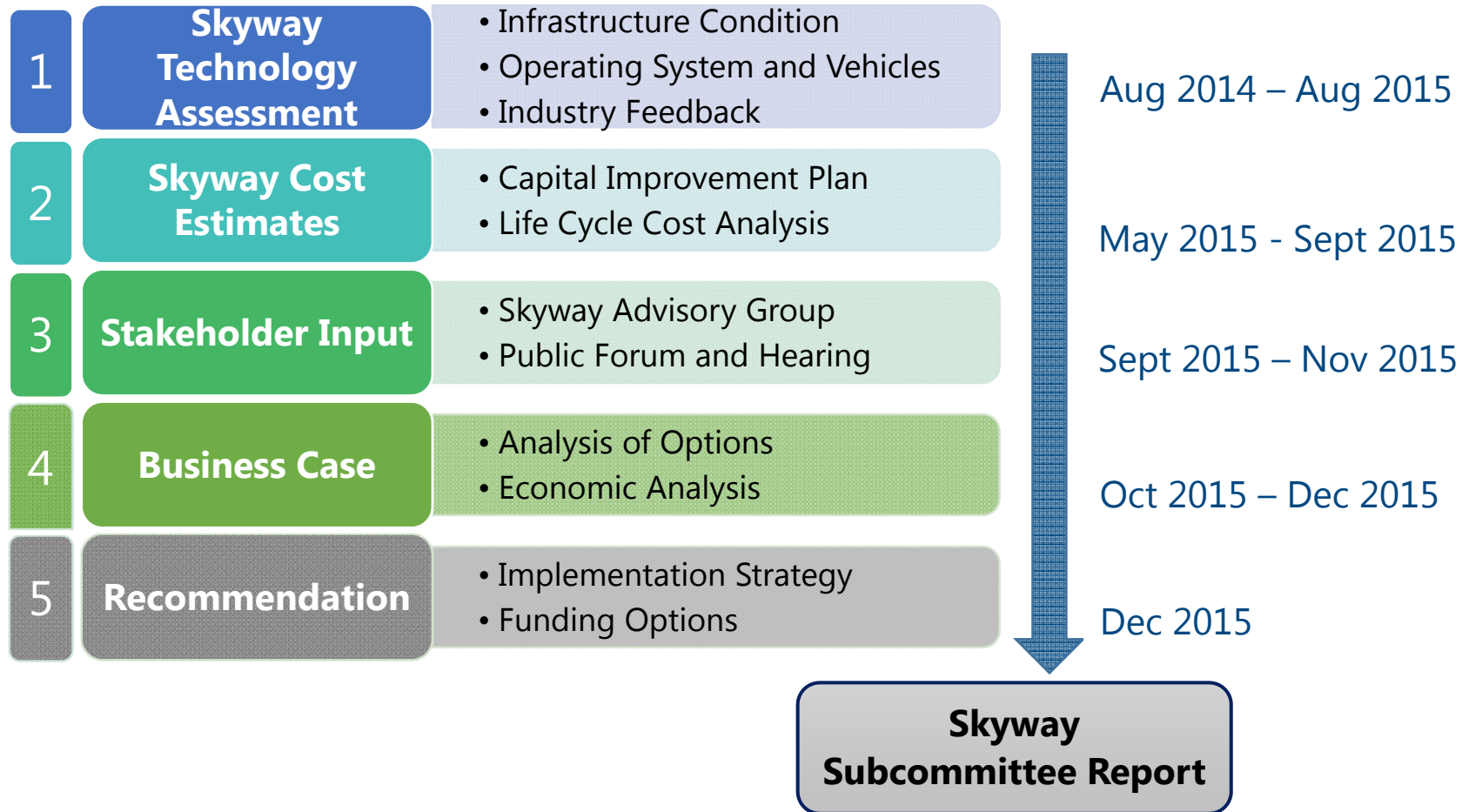
- » Meeting Minutes
- » Meeting #3 Review/Work Plan Update
- » Public Forum Summary
- » JTA Capital Plan and Funding Sources
- » Life Cycle Cost Analysis
- » Initial Discussion of Economic Analysis and Funding Strategies
- » Discussion of Initial Recommendations
- » Next Meeting Look Ahead/Schedule



Meeting #3 Review/ Work Plan Update



Skyway Assessment Process



Public Forum and Survey Summary



Public Feedback

- **Public Forum**

- 62 Attendees
- 14 Surveys/Comment Forms received
- 5 Request to Speak Cards

- **Online Survey results (as of Nov 6)**

- 232 responses
- 80% keep Skyway and expand system
- 9% multi-use path
- Refurbish vehicles, replace and tear down = each received 3-4%



Online Public Opinion Survey

- 58% male, 42% female
- 47% between ages 26-40 years
- 49% ride once in awhile, 15% ride 4 times/week
- 76% live Downtown
- 63% do not work Downtown
- 29% use Skyway once/week for events
- 14% use bicycle, 61% automobile



JTA Capital Plan and Funding Structure

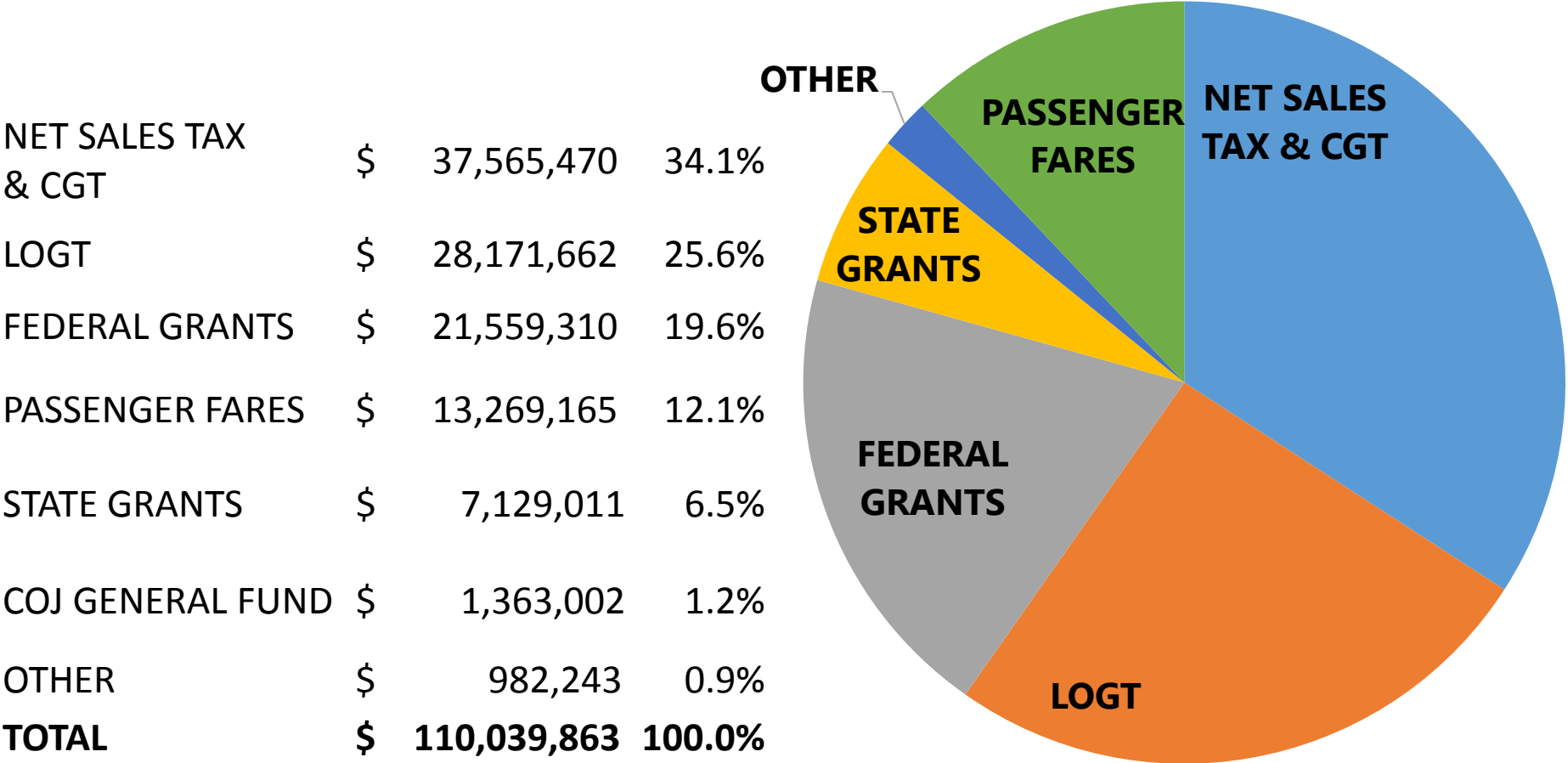


JTA Funding Sources

- Local Options Sales Tax (1/2 Cent)
 - Net after debt service
 - Section 212.055(1)(d)2, Chapter 774 Sales Tax Ordinance
- Constitutional Gas Tax (2 cents per gallon)
 - Section 212.055(1)(d)2, Chapter 774 Sales Tax Ordinance
 - Resolution 2014-742-A
- Local Option Gas Tax (6 cents; 5 cents FY17)
 - Resolution 2014-742-A
- State and Federal Funding
- City of Jacksonville General Fund
- Passenger Fares
- Other



FY16 JTA Funding Sources



Skyway Funding

- Operating expenses are paid by a combination of Federal Preventative Maintenance Funds, Local Option Gas Tax and Parking revenues
- Capital expenditures for FY2016 total \$5.5M, of which \$4.2M is from JTA reserves
- Capital expenditures are typically paid by grant funds
- The FY16 Skyway operating budget: \$6.3M
- The past 5 years Skyway average annual operating expenses: \$6M
- The past 5 years Skyway average annual capital expenditures: \$1.6



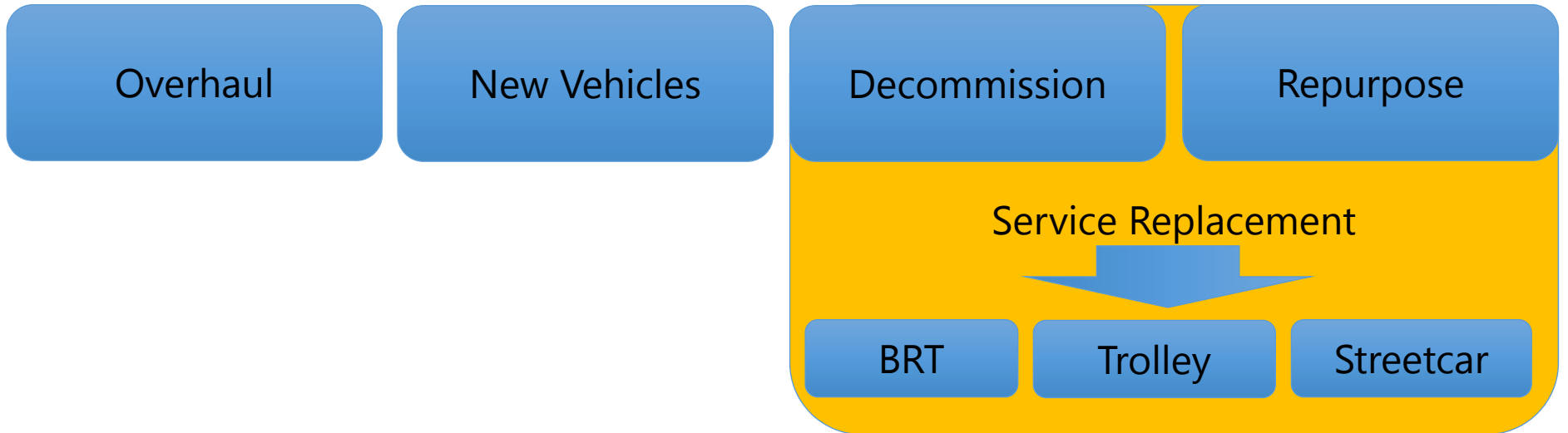
Life Cycle Cost Analysis

Thomas McVey, RS&H, Inc.

Gene Branagan, Clary Consulting



Skyway Options



Overhaul versus New Vehicles

- Overhaul is less expensive but has high risk for cost escalation
- Uncertainties about ability to do overhaul
- Overhaul leaves JTA with unique and obsolete vehicle
- Limited procurement competition for both options
- New vehicle allows for Skyway extension
- New vehicles would result in lower O&M costs
- Overhaul adds 15 years of useful life, then decommission
- New vehicles add 20 years plus potential for another with mid-life overhaul of new vehicles
- New vehicles could increase capacity



Transit Options

Mode	Cost	Frequency	Speed/ Reliability	Economic Impact	Other Considerations
Automated People Mover	Highest	High	High	Med-High	<ul style="list-style-type: none"> • Infrastructure in place • Obsolescence issues
Streetcar	High	Low	Med-Low	Highest	<ul style="list-style-type: none"> • Challenge with river crossing • Impact to existing road network • Depends on dedicated lanes
BRT	Medium	Medium	Med-Low	Medium	<ul style="list-style-type: none"> • Depends on dedicated lanes • Impact to existing road network • Could tie into First Coast Flyer • Payback issue
Trolley	Low	Medium	Low	Low	<ul style="list-style-type: none"> • Easiest transition • Payback issue



Introduction: Presenters

- **Thomas A. McVey, PE**
 - Senior Program Manager, RS&H
 - BS in Engineering, Florida PE
 - 30 years of experience in planning, design & construction of transportation projects in excess of \$500 million in value
 - Manager of JTA General Engineering and Architectural Services Contract
 - Skyway Infrastructure Assessment
 - Skyway Life Cycle Cost Analysis



Introduction: Presenters

- **Gene Branagan, CPM**

- Partner, Clary Consulting, LLC
- BS in Finance & Accounting, Certified Project Manager
- 37 years of experience in governmental finance, public private partnerships, project financial feasibility, including:
 - Florida State Infrastructure Bank
 - LIFE Cycle Project Finance Plans for MIC, Miami Port Tunnel, I-595
- Project manager for Skyway LCCA



What is Life Cycle Cost Analysis

- LCCA is simply one tool in an analysis approach
- LCCA is a method that enables a common comparison of various alternatives
- LCCA does not take into account socio-economic factors or revenue generation potential for a given option or group of options
- Estimates are conceptual, a detailed study of preferred option(s) is required to obtain more accurate estimates



Key LCCA Terms

- Project Life
- Discount Rate
- Rate of Inflation
- Net Present Value
- Average Annual Cost



Key Assumptions

- All options include operation of existing system for five years
- Assume that each option provides same service as Skyway
- Geographical Skyway length 2.5 miles
- Replacement options double length to 5 miles
- Assume no FTA payback for overhaul, Replacement or streetcar options



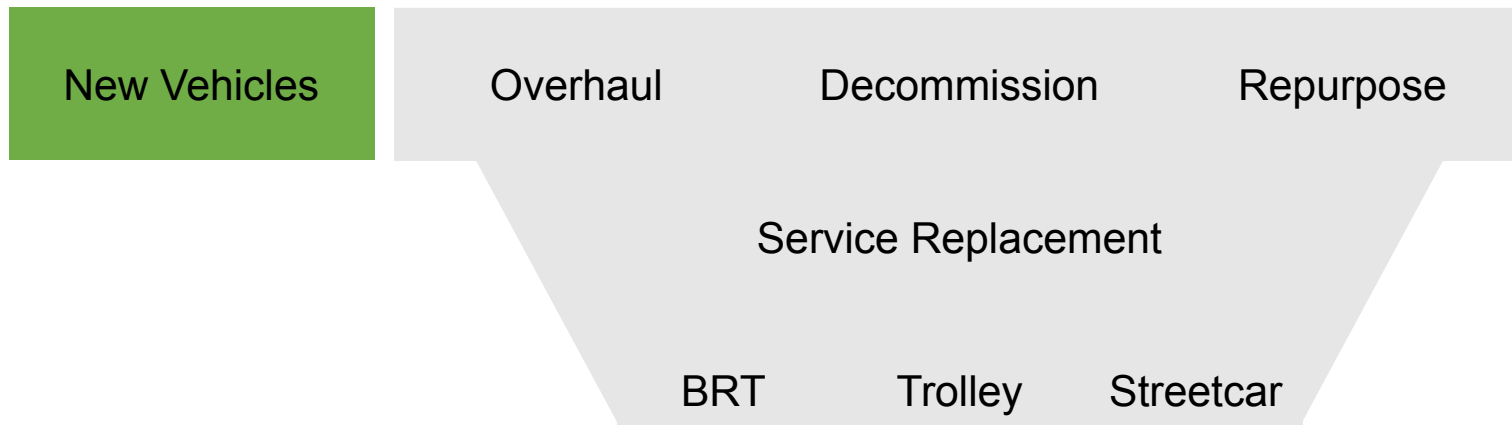
LCCA Options Implementation Timeline

Skyway Options	Years																																																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45									
1: New Vehicles	Transition from Existing System to New Vehicles				Rehab Infrastructure	Begin New Vehicle Service																																																
2: Overhaul	Transition from Existing System to Overhaul				Begin Overhaul Service																																																	
3A: Streetcar	1. Decomission/ 2. Repurpose Skyway; Construct New System				Begin Streetcar Service																																																	
3B: BRT	1. Decomission/ 2. Repurpose Skyway; Construct New System				Begin BRT Service																																																	
3C: Trolley	1. Decomission/ 2. Repurpose Skyway; Construct New System				Begin Trolley Service																																																	



New Vehicle Option

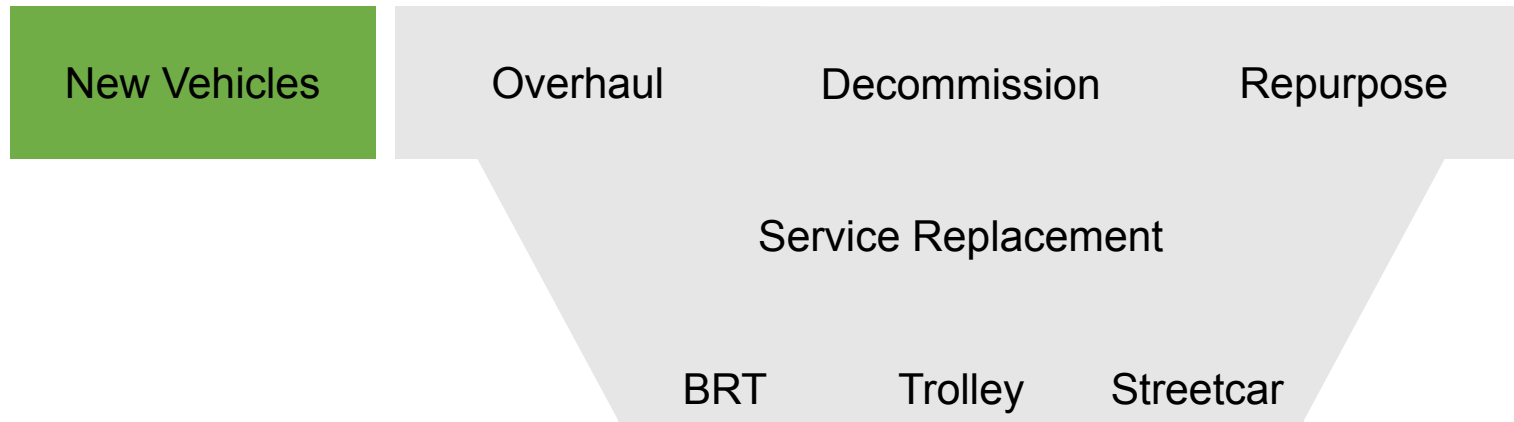
- Modify new vehicle to operate on existing infrastructure and operating system; rehab operating system and infrastructure



New Vehicle Option

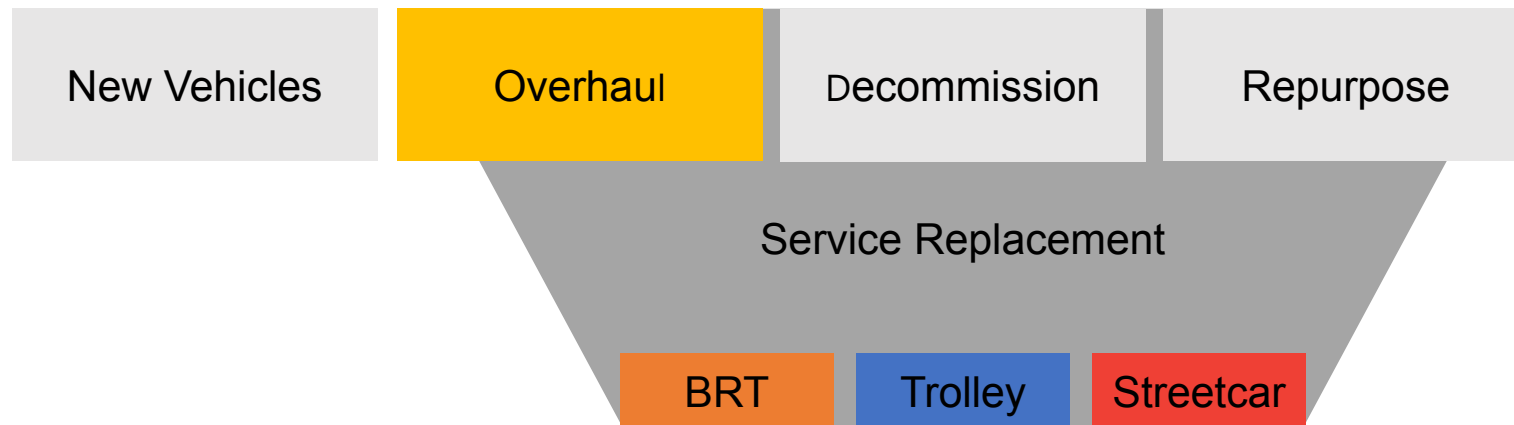
➤ Key Assumptions

- 8 New Vehicles
- Vehicle Cost Estimate \$35 Million
- Service Life: 40 Years
- Overhaul at 20 Years
- Infrastructure Rehabilitation at 25 Years
- Annual O&M \$6.3M



Overhaul Options

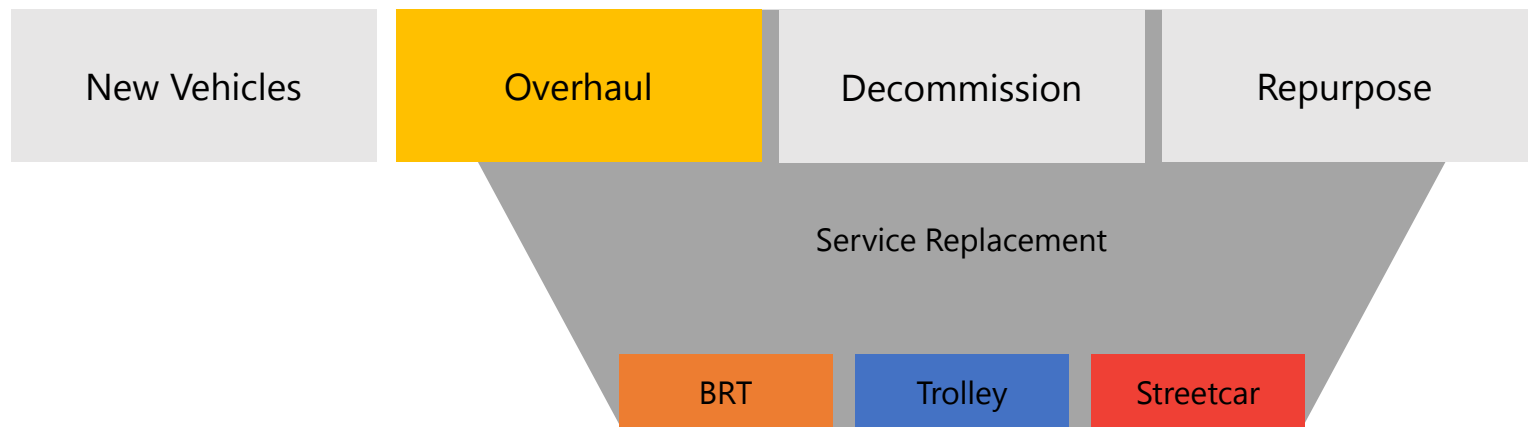
- Keep existing vehicles; rehab operating system and infrastructure
- Ultimately decommission / repurpose at 20 Years
- Replace with another system:
 - Streetcar
 - BRT
 - Trolley



Overhaul Options

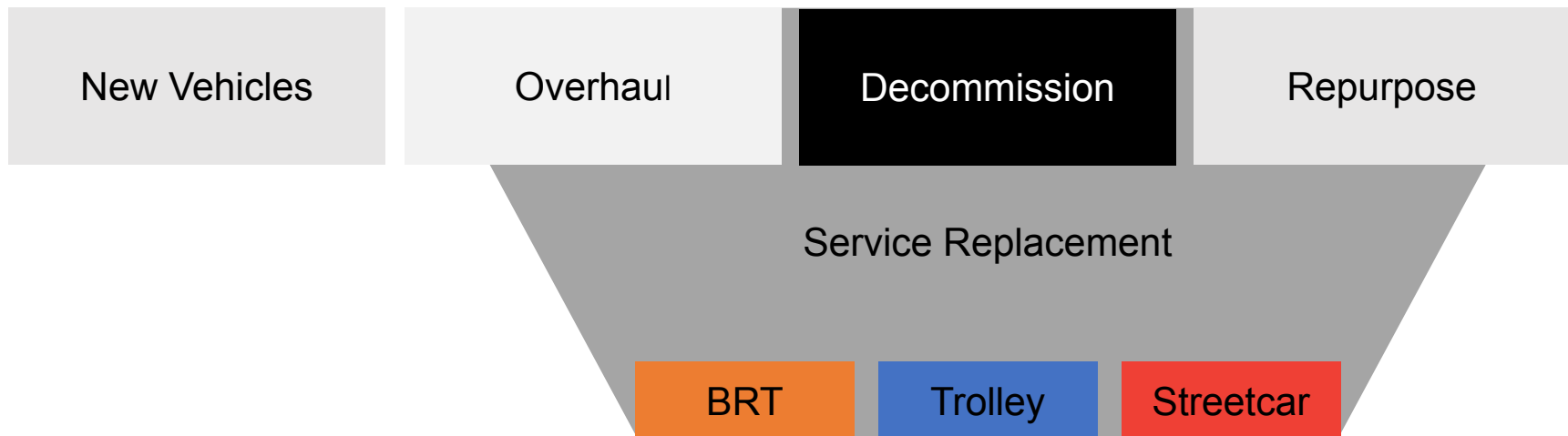
- **Key Assumptions**

- 10 Vehicles
- Estimated Vehicle Overhaul Cost \$18 Million
- After 20 Years, Replace with Street Car, BRT or Trolley
- Initial Annual O&M Cost \$6.3 Million



Decommission Options

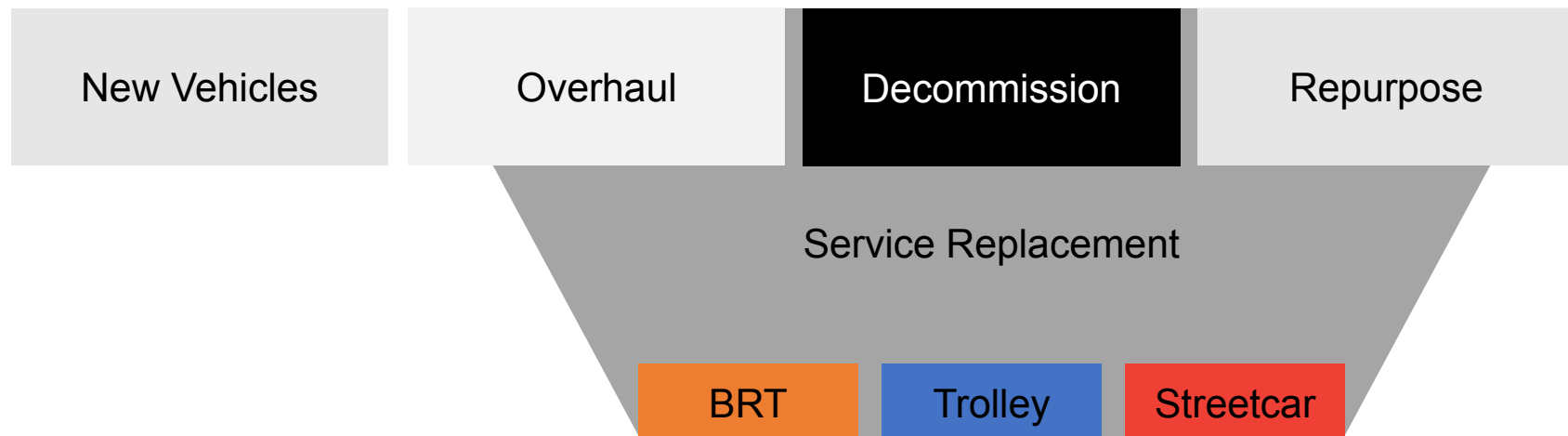
- Run system without major improvements until vehicles can no longer operate safely or reliably.
- Tear down infrastructure and replace with another system:
 - Streetcar
 - BRT
 - Trolley



Decommission Options

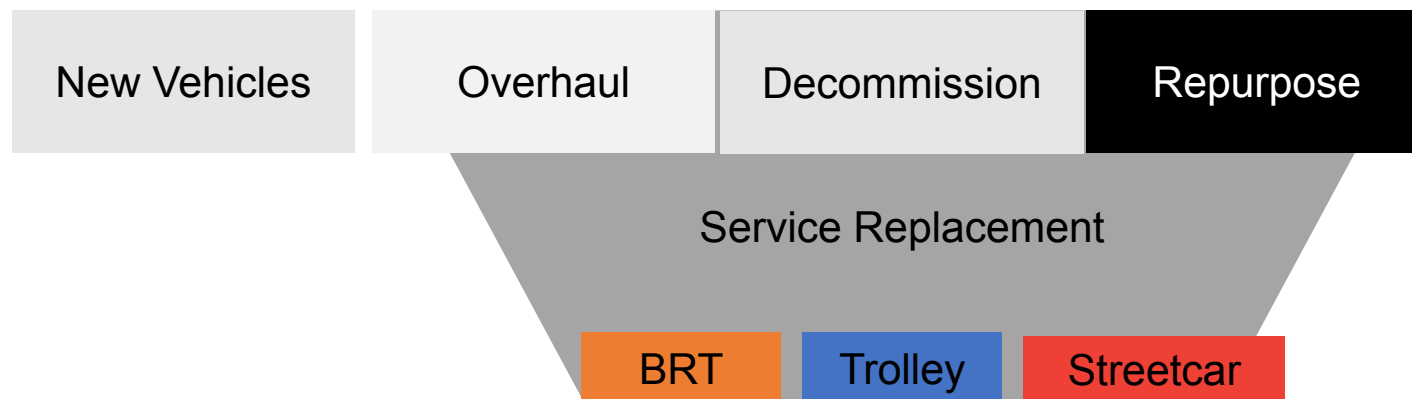
➤ Key Assumptions:

- Implement Streetcar, BRT or Trolley at 6 Years OR 20 Years (Overhaul)
- Demolition Estimate \$25 Million
- Does not include value of right of way



Repurpose Options

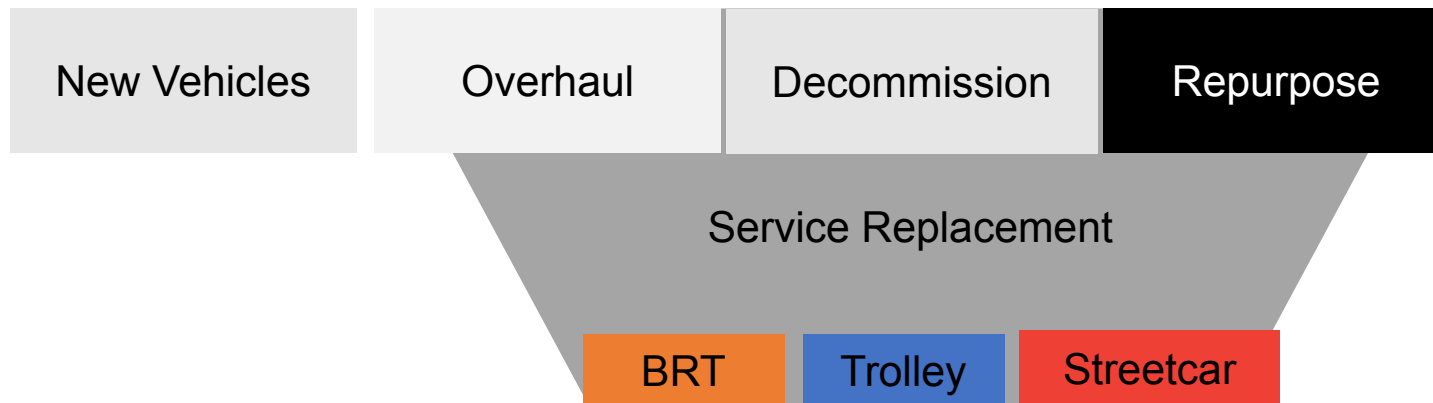
- Run system without major improvements until vehicles can no longer operate safely or reliably
- Use guideway for elevated bike and pedestrian walkway
- Replace with another system
 - Streetcar
 - BRT
 - Trolley



Repurpose Options

➤ Key Assumptions

- Implement Streetcar, BRT or Trolley at 6 Years OR 20 Years (Overhaul)
- Repurpose Cost Estimate \$26 Million
- Infrastructure Rehab at 26 years
- Initial Annual O&M Estimate \$2.0M



Streetcar

➤ Key Assumptions

- 8 vehicles
- Estimate \$24.5 M per mile
- River Crossing Estimate \$115 M
- Replace Vehicles at 20 Years
- Annual O&M Cost \$7.1 M

Benchmark	Capital Cost per Mile	O&M Cost per Mile	System Length (mi)	Year of Completion
Atlanta	\$34.3	\$1.4	2.7	2014
Charlotte (Gold Line)	\$26.1	\$1.1	1.5	2015
Cincinnati	\$18.9	\$2.2	4	2016
District of Columbia	\$26.1	\$1.2	57.4	2020
Fort Lauderdale	\$52.8	\$1.1	2.7	2016
Portland	\$17.1	\$0.7	14.7	2001



BRT

➤ Key Assumptions

- 10 Vehicles
- Each Vehicle \$580k total \$5.8 M
- Replace Vehicles at 9 Years
- Initial Annual O&M Cost \$2.96 M



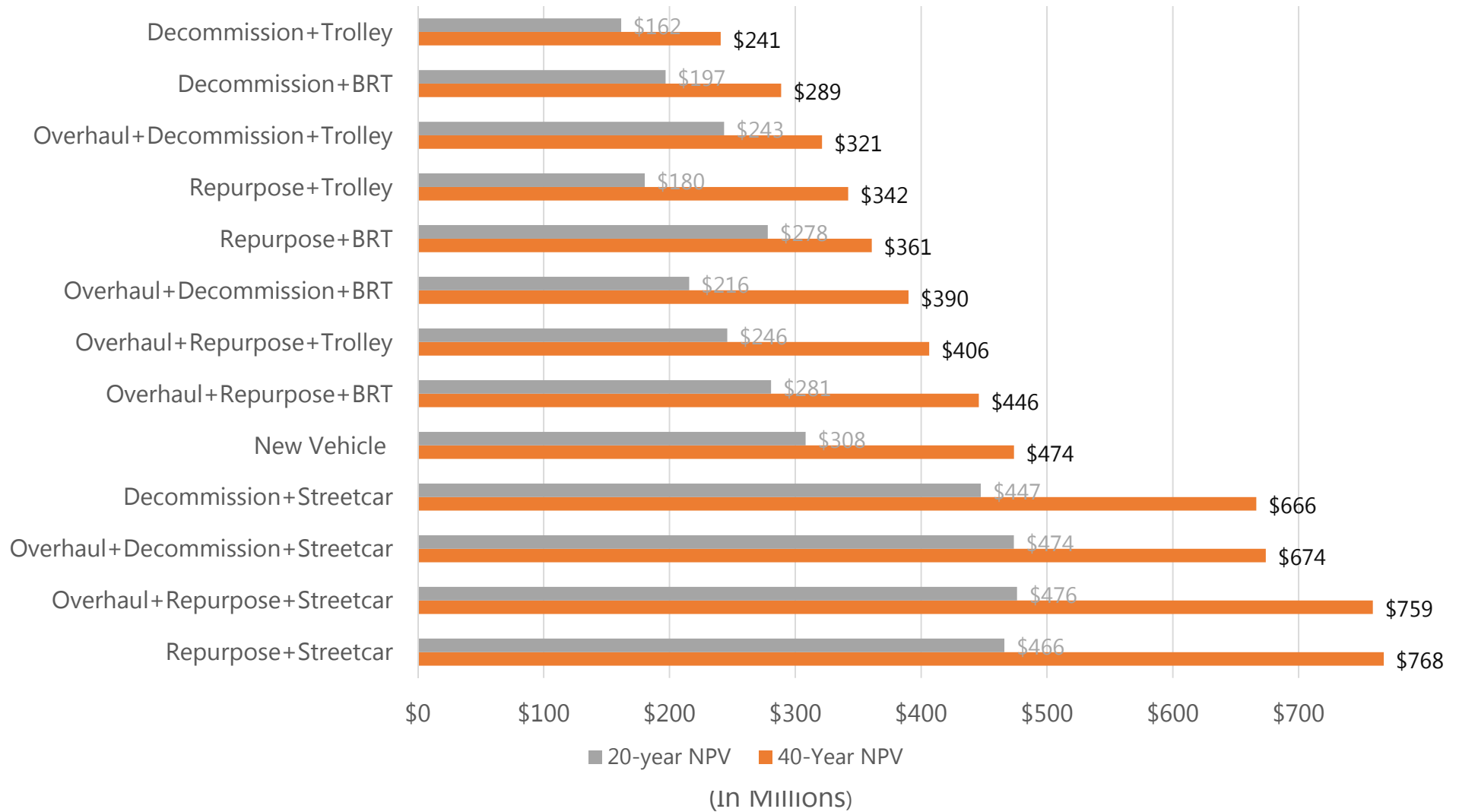
Trolley / Downtown Circulator

➤ Key Assumptions

- 10 Electric Vehicles
- Each Vehicle Cost \$850k- Total \$8.5 M
- Replace Vehicles at 9 Years
- Initial Annual O&M Cost \$2.96 M



LCCA Findings



LCCA Results - NPV

SCENARIO NAME	40-YEAR NPV*	20-YEAR NPV*
Decommission+Trolley	\$241 M	\$162 M
Decommission+BRT	\$289 M	\$197 M
Overhaul+Decommission+Trolley	\$321 M	\$243 M
Repurpose+Trolley	\$342 M	\$180 M
Overhaul+Decommission+BRT	\$361 M	\$278 M
Repurpose+BRT	\$390 M	\$216 M
Overhaul+Repurpose+Trolley	\$406 M	\$246 M
Overhaul+Repurpose+BRT	\$446 M	\$281 M
New Vehicle	\$474 M	\$308 M
Decommission+Streetcar	\$666 M	\$447 M
Overhaul+Decommission+Streetcar	\$674 M	\$474 M
Overhaul+Repurpose+Streetcar	\$759 M	\$476 M
Repurpose+Streetcar	\$768 M	\$466 M

* In Millions



LCCA Results - NPV

SCENARIO NAME	SCENARIO DETAILS	40-YEAR NPV*	20-YEAR NPV*
Decommission+Trolley	O&M Expenditures	\$131 M	\$73 M
	Capital Expenditures	\$110 M	\$88 M
Decommission+BRT	O&M Expenditures	\$131 M	\$73 M
	Capital Expenditures	\$158 M	\$124 M
Overhaul+Decommission+Trolley	O&M Expenditures	\$183 M	\$126 M
	Capital Expenditures	\$138 M	\$118 M
Repurpose+Trolley	O&M Expenditures	\$199 M	\$102 M
	Capital Expenditures	\$143 M	\$78 M
Overhaul+Decommission+BRT	O&M Expenditures	\$183 M	\$126 M
	Capital Expenditures	\$178 M	\$153 M
Repurpose+BRT	O&M Expenditures	\$199 M	\$102 M
	Capital Expenditures	\$191 M	\$114 M
Overhaul+Repurpose+Trolley	O&M Expenditures	\$224 M	\$127 M
	Capital Expenditures	\$182 M	\$118 M
Overhaul+Repurpose+BRT	O&M Expenditures	\$224 M	\$127 M
	Capital Expenditures	\$222 M	\$153 M
New Vehicle	O&M Expenditures	\$247 M	\$123 M
	Capital Expenditures	\$227 M	\$185 M
Decommission+Streetcar	O&M Expenditures	\$270 M	\$132 M
	Capital Expenditures	\$397 M	\$315 M
Overhaul+Decommission+Streetcar	O&M Expenditures	\$267 M	\$130 M
	Capital Expenditures	\$407 M	\$344 M
Overhaul+Repurpose+Streetcar	O&M Expenditures	\$308 M	\$131 M
	Capital Expenditures	\$451 M	\$345 M
Repurpose+Streetcar	O&M Expenditures	\$337 M	\$161 M
	Capital Expenditures	\$430 M	\$305 M

* In Millions



Initial, Recurring and O&M Costs

OPTION	FTA PAYBACK	INITIAL CAPITAL*	RECURRING CAPITAL*		O&M*	
			20	40	20	40
Decommission+Trolley	✓	\$78 M	\$10 M	\$32 M	\$73 M	\$131 M
Decommission+BRT	✓	\$113 M	\$10 M	\$44 M	\$73 M	\$131 M
Overhaul+Decommission+BRT		\$69 M	\$14 M	\$40 M	\$126 M	\$183 M
Overhaul+Decommission+Trolley		\$69 M	\$14 M	\$35 M	\$126 M	\$183 M
Repurpose+Trolley	✓	\$68 M	\$10 M	\$75 M	\$102 M	\$199 M
Repurpose+BRT	✓	\$103 M	\$10 M	\$88 M	\$102 M	\$199 M
Overhaul+Repurpose+BRT		\$69 M	\$14 M	\$83 M	\$127 M	\$224 M
Overhaul+Repurpose+Trolley		\$69 M	\$14 M	\$78 M	\$127 M	\$224 M
New Vehicle		\$84 M	\$102 M	\$143 M	\$123 M	\$247 M
Overhaul+Decommission+Streetcar		\$69 M	\$14 M	\$77 M	\$130 M	\$267 M
Decommission+Streetcar		\$306 M	\$9 M	\$90 M	\$132 M	\$270 M
Overhaul+Repurpose+Streetcar		\$69 M	\$14 M	\$121 M	\$131 M	\$308 M
Repurpose+Streetcar		\$296 M	\$9 M	\$134 M	\$161 M	\$337 M

* In Millions



Summary of LCCA

- Generally, tracked systems (i.e., Skyway and Streetcar) have highest NPV
- Average Annual Cost is Less than Current Skyway for Decommission + BRT or Trolley and Overhaul+Decommission +BRT or Trolley options
- FTA Payback has minimal impact on NPV over life of system.
- Repurpose Option requires continued infrastructure capital investment.
- O&M Costs over life of system are most significant contribution to overall cost.



Summary of LCCA

- Cost is one Factor in Decision Making Process
- Other Factors to consider include:
 - Level Of Service
 - Elevated System vs System Operating in Traffic
 - Effect on Ridership
 - Economic Benefits
 - Community Input
 - Expandability
 - Compatibility with Future Transportation Network
 - Potential Revenue and Funding



Transit Options

Mode	Cost	Frequency	Speed/Reliability	Economic Impact	Other Considerations
Automated People Mover	Highest	High	High	Med-High	<ul style="list-style-type: none"> • Infrastructure in place • Obsolescence issues
Streetcar	High	Low	Med-Low	Highest	<ul style="list-style-type: none"> • Challenge with river crossing • Impact to existing road network • Depends on dedicated lanes
BRT	Medium	Medium	Med-Low	Medium	<ul style="list-style-type: none"> • Depends on dedicated lanes • Impact to existing road network • Could tie into First Coast Flyer • Payback issue
Trolley	Low	Medium	Low	Low	<ul style="list-style-type: none"> • Easiest transition • Payback issue



Initial Economic Analysis



Economic Benefits

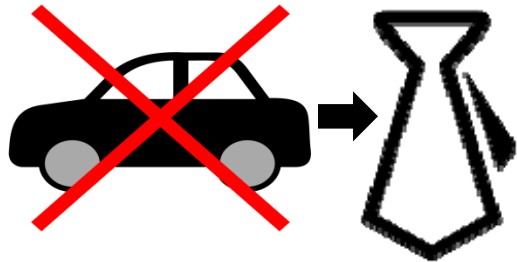
- **Rider Benefits**
 - Cost savings
 - Job, school and medical access
 - Safety
 - Health benefits
- **Societal Benefits**
 - Congestion
 - Air Quality
 - Transportation and Infrastructure benefits of urban infill
- **Economic Development**
 - Stimulates new development
 - Supports infill and occupancy in existing office space
 - Economic competitiveness



Existing Skyway Riders



40% are going to work



14% are low-income going to work, not by auto



7% are accessing medical care



Economic Development Within 1/4 Mile of System

- **105 new or reconstructed buildings**, including:
 - 3 new hotels/motels
 - 2 new supermarkets
 - 24 office or professional service buildings
 - 4 new restaurant/cafeteria buildings
 - 22 single-story stores
- **613 new residential condominiums** in 5 new buildings
- **8 new parking lots**



Other Considerations

- Asset Value: Skyway replacement cost is \$271 million
- Impact on new development
 - CRA, TCEA, Mobility Fee, FHFC Tax Credits
- Desire for companies to locate in urban environment
 - Walkability
 - Company branding
 - Attracting talent
 - Creative collaboration
 - Closer to customers and business partners
 - Centralized operations



Core Values
Why American Companies are Moving Downtown



Next Steps

- Finalize Economic Analysis
- Evaluate Impact of Extensions
- TIF Analysis
- Peer Review by UNF



Funding Strategies



Transportation Investments

- **National**

- Kansas City Streetcar - \$102 M
- Atlanta Streetcar - \$92 M
- Detroit M1 Streetcar - \$137 M
- Portland planning \$50 M bike and pedestrian path

- **Florida/Local**

- First Coast Expressway - \$1.1B
- Overland Bridge - \$160 M
- I-95/Pedestrian/Bikeway - \$130 M
- Sunrail Commuter Rail - \$615 M + \$432 M for ROW/CSX rail line
- Ft. Lauderdale Wave Streetcar - \$143 M



Funding Options and Strategies

- **Federal**

- Discretionary Grants support expansion
- Formula grants can be used for maintenance and rehabilitation but compete with other needs like bus replacement

- **State**

- Match federal capital funds
- Can flex highway funds to transit

- **Local**

- Gas tax and sales tax capacity
- Require City Council or Referendum to increase

- **Mobility Fee, Tax Increment Financing**



Innovative Financing and Project Delivery

- Innovative Financing
 - Transportation Innovation and Financing Act (TIFIA)
 - State Infrastructure Bank (SIB) loans
 - Grant Anticipation Notes (GANs)
 - Capital Leasing
- Public Private Partnerships
- Private Sector Participation
 - Transit Oriented Development
 - Joint Use Development
 - Value Capture



Value Capture Examples

Examples	Value Capture Mechanism	Project Cost	Value Capture Funding	Value Capture Share
Fort Lauderdale Streetcar	Assessment Zone	\$143 M	\$20.6 M	14%
Miami MetroMover	Special Assessment District	\$148 M	\$20 M	14%
LA Streetcar	Community Facility District	\$270 M	\$65 M	24%
Kansas City Streetcar	Transportation Development District	\$102 M	\$79.5 M	78%
Chicago Red Purple Line	Tax Increment Finance District	\$2.0 B	\$500 M	25%



Value Capture: Assessment Districts

▪ Fort Lauderdale Streetcar: 25-year Assessment Zone

- Project Cost: \$143 M
- Funding from Assessment Zone: \$20.6 M
- Assessment Rates:
 - Residential: \$99 per year
 - Commercial: 9¢ per square foot
 - Vacant: 3¢ per square foot

▪ Miami MetroMover: 15-year Special Assessment District

- Project Cost: \$148 M
- Funding from Assessment District: \$20.6 M
- Assessment Rates
 - 18¢ per net leasable square foot
 - Exempt properties included Federal properties and places of worship
- Revenue collected between 1984-1999



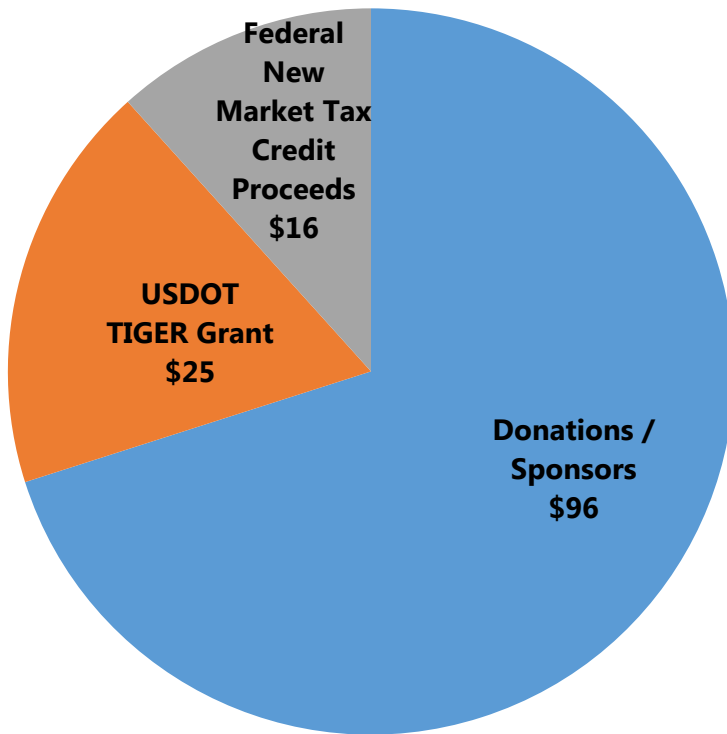
Atlanta Downtown Improvement District

- **Atlanta Streetcar Cost: \$92 M**
 - \$47.6 M in TIGER II Federal Transit Administration grant funds
 - \$32.6 M from the City of Atlanta Recovery Zone Bond funds and Department of Watershed Management Clean Water program
 - \$6 M from the Atlanta Downtown Improvement District (ADID)
 - \$6.45 M from the Atlanta Regional Commission Livable Centers Initiative Program
- ADID also providing a portion of annual operating costs



Detroit M1 Streetcar

M-1 Rail Capital Funding: \$137 M



Organization	Total Commitment (\$, in millions)
Kresge Foundation	\$35
Detroit Development Authority (DDA)	\$9
Compuware	\$3
Detroit Medical Center	\$3
Henry Ford Health System	\$3
Ilitch Holdings	\$3
Quicken Loans	\$3
Penske Corporation	\$3
Wayne State University	\$3
Chevrolet	\$3
Ford Foundation	\$3
Kellogg Foundation	\$3
Blue Cross Blue Shield	\$3
Wayne County	\$3
Hudson Webber Foundation	\$1
Kresge Additional Backstop Grant	\$3
Additional Organizations TBD	<u>\$12</u>
Total	\$96



Discussion of Developing Recommendations



Developing Policy Statement

- Develop 3 to 5 statements
- Rate/consensus test
- Refine statements
- Rated statements used by Subcommittee to develop final recommendations



Questions

- Are you leaning in any particular direction?
 - Keep Skyway
 - Expand Skyway
 - Streetcars
 - BRT
 - Circulator Bus/Trolley
 - Elevated Multiuse Path
- What information do you still need?



Questions/Follow Up



***Next Meeting:
Monday, November 23
2-4 p.m.
JTA Boardroom***

Economic Analysis

Discussion of Draft Recommendations



Adjourn

Thank you for attending!

