



Skyway Subcommittee & Skyway Advisory Group Meeting #5

Date: November 23, 2015
Time: 2:00 - 4:00 p.m.
Location: Jacksonville Transportation Authority Boardroom
121 W. Forsyth Street

Agenda

- 2:00** Welcome
- 2:05** Work Plan/Schedule Update
- *Meeting 4 Recap*
- 2:10** Public Opinion Survey Update
- 2:20** Overview of Economic Considerations
- 2:35** Discussion of Key Considerations
- 2:50** Policy Statement Scoring / Break
- 3:00** Roundtable Discussion – Review of Policy Statements/Initial Recommendations
- 3:50** Public Comments
- 4:00** Closing Comments / Adjourn
- *Meeting 6 – JTA Skyway Subcommittee, December 3, 3:00 – 5:00 p.m., Jacksonville Public Library, Laura Street, followed by Public Forum from 5:30 – 7 p.m.*



JTA SKYWAY SUBCOMMITTEE AND SKYWAY ADVISORY GROUP

MEETING #5
NOVEMBER 23, 2015



Agenda

- » Meeting Minutes
- » Meeting #4 Review/Work Plan Update
- » Public Opinion Survey Update
- » Economic Considerations
- » Roundtable Discussion: Development of Policy Statements and Recommendations
- » Next Meeting Look Ahead/Schedule



Meeting #4 Review/ Work Plan Update

Last meeting we discussed:

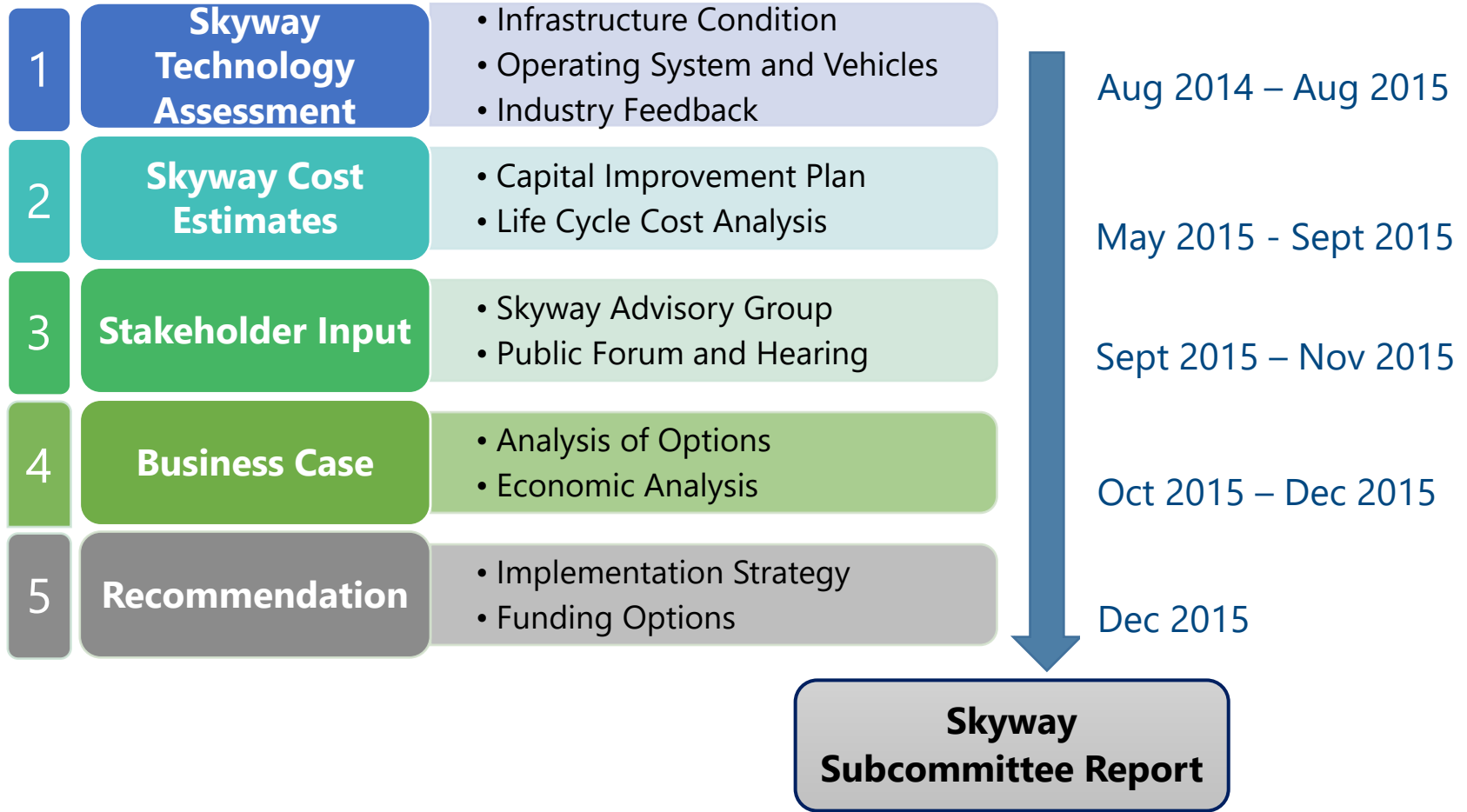
JTA Funding

Skyway Funding

Life Cycle Cost Analysis



Skyway Assessment Process



Public Opinion Survey Update



Survey Outreach

Ongoing outreach to community included:

- Ad published on November 19 in Florida Times Union
- MetroJacksonville
- Jacksonville Chamber
- Downtown Investment Authority
- Downtown Vision
- Institute of Transportation Engineers
- ULI
- Society of Marketing Professionals
- Springfield Area Merchant and Business Association



Survey Outreach

- Cathedral Residences Advisory Council
- Rotary Club of Riverside
- Rotary Club of San Marco
- Churchwell Lofts @ East Bay Assoc. Inc.
- Plaza Condominiums at Berkman Plaza and Marina
- Parks at Cathedral HOA
- Riverside Avondale Preservation, Inc.



Public Feedback

- **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 Survey results (as of Nov 20)**

- 974 responses
- 80% keep Skyway and expand system
- 9% prefer converting to elevated multi-use path
- Prefer extension to Sports Complex/Shipyards and Brooklyn



Online Public Opinion Survey

- 56% male, 44% female
- 41% between ages 26-40 years, 38% 41- 60 years
- 53% ride once in awhile, 14% ride 4 times/week
- 81% do not live Downtown
- 49% work Downtown
- 20% use Skyway once/week for events
- 7% access stations by bicycle, 61% access by automobile and 35% walk up to stations



Public Comments from Survey

- Many believe the Skyway needs to be modernized and expanded to serve the urban core and connect to adjacent neighborhoods.
- Some see Skyway as wasteful, others see tearing down as wasteful.
- Some want an elevated walkway/path if we decommission but not decommission so we can have an elevated walkway/path.
- Many say keep only if we expand.
- Several see it as a sign of progress -- modern cities, and cities our size, have more advanced transportation systems like the Skyway.



Overview of Economic Considerations



Economic Benefits of Public Transportation

- Time savings for transit users
- Reduced transportation and business costs
- Air quality
- Average annual savings of \$9,515 to users of public transportation
- Improved access to labor with more diverse skills, which can lead to increases in business productivity
- Easy access to key destinations and attractions, which can support the state tourism industry



Fixed Guideway Systems Relay Permanence

- Provides level of comfort to developers – transportation system will not move
- Choice riders may use a fixed guideway system, but not a bus – the ability to see where one is going may contribute to this
- Economic development also experienced by BRT with dedicated lanes



Economic Considerations

- Original Skyway Purpose
 - Address Downtown Parking shortage through Peripheral Parking around Skyway
 - Reduce congestion
 - Air Quality (faced non-attainment for federal air quality standards)
- What happened from planning to implementation
 - Growth in suburban office parks
 - Decline in downtown development
 - Abandoned parking strategy
 - Full Skyway system not built



Economic Considerations

- Economic Development
- Increased Tax Value
- Societal Benefits
 - Personal Vehicle Operating Cost Savings
 - Emissions Reduction
 - Crash Cost Savings
 - Pavement Maintenance Savings
 - Congestion Savings



Development Within ¼ Mile of System

- 105 new or renovated 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
- \$687 million in added value within ¼ mile of Skyway
- \$2.62 billion in assessed value within ¼ mile of Skyway and potential extensions (\$1.45 billion is taxable)



Economic Considerations – UNF Review

- 2014 Survey not representative of ridership
- Need to consider impact of increased bus service on congestion downtown
- Cannot attribute all development within $\frac{1}{4}$ mile to Skyway
- Special events show small impact because of number of events
 - Increase in events could greatly enhance benefit of Skyway
- Full analysis should consider indirect or induced benefits
- Full economic analysis and ridership projects using updated rider survey needed to justify potential extensions



Current Economic Considerations

- Resurgence in Downtown Development
- Development planned or occurring at points within Skyway area or areas originally envisioned for Skyway
 - Riverside/Brooklyn, Healthy Town, Shipyards, LaVilla/Convention Center
- Downtown Vision highlights need to connect Riverside and Stadium District
- Estimated replacement value of Skyway is \$270 million
- Millennials and retirees desire active urban areas with strong public transportation
 - Cities and businesses looking for ways to attract young talent
- Increased need for parking to support businesses locating Downtown



Economic Considerations - Conclusions

- Skyway has positive economic impact
- Access to Skyway is just one factor affecting Downtown economic development
 - It is difficult to assign new developments as being a result of Skyway
- The Skyway's impact can be enhanced as part of a more comprehensive economic development strategy
 - Downtown transportation investments need to support economic development strategy
- Adherence to parking strategy and increased special events will impact the utilization and economic impact of Skyway
- More detailed study required to support extensions



***Roundtable Discussion:
Developing Policy
Statements and Initial
Recommendations***



Skyway Options

Overhaul

New Vehicles

Decommission

Repurpose

Service Replacement

BRT

Trolley

Streetcar



Initial Overview of Options

	Option 1 – Overhaul	Option 2 – New Vehicles	Option 3 – Decommission	Option 4 – Repurpose
Vehicles	\$18 million	\$35 million	\$6.4 million	\$6.4 million
Operating Systems	\$19 million (over 15 years)	\$15 million (over 15 years)	\$6.9 million (over 5 years)	\$6.9 million (over 5 years)
Infrastructure	\$24 million (over 15 years)	\$24 million (over 15 years)	\$9.2 million (over 5 years)	\$9.2 million (over 5 years)
Demolition/Retrofit Cost	N/A	N/A	\$20-25 million	\$13.1-15.7 million
Contingency (15%)	\$9.2 million	\$12.3 million	\$5.4-6.2 million	\$4.4-4.8 million
Payback Obligations (FTA)	N/A	N/A	\$24.8 million	\$24.8 million
Total	\$70.2 million	\$85.1 million	\$72.7-78.5 million	\$64.8-67.8 million
Long term vision/extension	System not expandable	Expandable	N/A	N/A
O&M Cost	\$6.3-\$8 million (2016-2025)	\$6.3-\$7.5 million (2016-2025) (Reduction of \$0.5M/yr from 2020)	\$3.4 million (Bus Replacement)	\$3.4 million (Buses) \$1.0-2.0 million (Elevated bike/ped)
Life	20 years	25-40 years	5 Years	5 Years
Service Replacement	Not applicable	Not applicable	BRT, Trolley, Streetcar or PRT	BRT, Trolley, Streetcar or PRT
Advantages	<ul style="list-style-type: none"> Maintains/Utilizes existing infrastructure Adds 15 years to life of vehicles No FTA payback No/minor learning curve for staff Can avoid major passenger service interruption 	<ul style="list-style-type: none"> Extended life (25 to 40 years) Lower risk of cost escalation New technology Maintains/Utilizes existing infrastructure Lower O&M costs More capacity Able to extend Can avoid major passenger service interruption Aesthetics 	<ul style="list-style-type: none"> Lower long-term operating and capital costs 	<ul style="list-style-type: none"> Lower long-term operating and capital costs Reuse of infrastructure
Disadvantages	<ul style="list-style-type: none"> High risk for cost escalation Industry does not see favorably Uncertainty about propulsion system Unique and obsolete vehicle Constrained for expansion Does not fully cover remaining useful life of infrastructure Higher O&M costs Limited procurement competition 	<ul style="list-style-type: none"> Higher capital cost relative to overhaul Unique vehicle Limited procurement competition (but more than existing vehicles) 	<ul style="list-style-type: none"> Payback to FTA, FDOT and City for remaining useful life Demolition cost (Estimated \$20-25M) Impact on future funding from FTA <ul style="list-style-type: none"> First Coast Flyer BRT East and Southwest Corridors This affects CNG Bus funding Impact on Downtown and Image <ul style="list-style-type: none"> Brooklyn redevelopment, Healthy Town, Shipyards Inconsistent with JRTC Plans Need to replace service lost 	<ul style="list-style-type: none"> See decommissioning disadvantages, except demolition costs Need to maintain infrastructure including stations (elevators) to maintain ADA accessibility Would require significant guideway modification to make pedestrian walkway <ul style="list-style-type: none"> Guideway beam removal or modification Fencing for fall protection Public safety

Review of 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 • Issues related to proprietary or obsolete technology
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



Key Considerations/Committee Comments

The selection of the Skyway future plan should consider:

- Support the Downtown Vision
- Connectivity with other transportation modes and the larger regional transit system
- Compatibility with a Regional Transportation Plan
- Downtown mobility and transportation efficiency
- At-grade extensions
- Street level interaction and pedestrian accessibility
- Benefits of Elevated System vs At –Grade System (No traffic congestion, or traffic signals or rail interruptions, etc.)



Key Considerations/Committee Comments

- Value of the customer experience
- Public investment in Skyway to date
- Public preference
- Potential available funding (Federal, state and local participation)
- Potential for Public Private Partnerships
- Effect on JTA Long Term Financial Plan
- Initial Cost for alternative going forward



Key Considerations/Committee Comments

- Life Cycle Cost of selected alternative
- How the Skyway investment affects other services (i.e. BRT, trolley, bus)?
- Flexibility - Ability to adapt to changing conditions (i.e. economy, demographics, development trends, etc.)
- Ability to adapt to changing technology (i.e. autonomous vehicles)
- FTA, State, Local Payback and effect on future funding



FTA Payback Obligations

(a) Substantial failure of the Grantee to Complete the Undertaking in accordance with the Application and this Agreement shall be a default of this Agreement. In the event of default, the Government shall have all remedies at law and equity, including the right to specific performance without further Federal financial assistance, and the rights to termination or suspension as provided by Section 106, Part II, of this Agreement. The Grantee hereby specifically recognizes that in the event of default, the Government may demand that all Federal funds provided to the Grantee for the Project be returned to the Government. Furthermore, a default of this Agreement shall be a factor considered before a decision is made with respect to the approval of future Grants requested by the Grantee.

- Note: JTA is seeking \$40.5 million in state and federal funds for East and Southwest First Coast Flyer BRT (includes 33 CNG power buses)



Payback Obligations

Payback Obligations			
	FTA	FDOT	CoJ
Current	\$33.5M	\$12.1M	\$6.0M
5 Years	\$24.8M	\$9.0M	\$4.3M
10 Years	\$16.7M	\$6.0M	\$2.9M
15 Years	\$10.6M	\$3.8M	\$1.9M
20 Years	\$4.8M	\$1.7M	\$0.85M

❖ Demolition cost of the infrastructure is est. at over \$20M



Potential Policy Statements

1. It is important to have a high quality downtown transit circulator.
2. The Skyway represents a significant investment by the taxpayers. JTA and the City should make the best use of that investment.
3. The Skyway should be modernized, including improvements to the operating system, stations, guideways and vehicles.
4. Future plans must support the vision for downtown development and that vision should drive decision-making for downtown transportation investments.
5. To reach its full potential extensions should be considered to support the vision for Downtown Jacksonville.
6. The ultimate Skyway solution should be a collective effort among multiple stakeholders (e.g. federal, state, local and private sector).



Rating Policy Statements

Review draft policy statements. Use the following scale to rate each statement. See Worksheet.

Initial Acceptability scale:

- 4 = *“I can support this as is” (from “wholehearted support” to “I can live with this.”)*
- 3 = *“I can support this, but would like to see the following minor changes....”*
- 2 = *“I can support this, but would like to see the following changes....”*
- 1 = *“I cannot support this unless serious concern(s) are addressed as follows....”*



Rating Policy Statements (con't.)

The worksheet is for your use in preparing for the discussion of these items. While we will compile members' initial ratings during the meeting as a starting point for those discussions, we will not collect the worksheets.

Process:

- Initial rating: Place a dot on the board.
- Discussion
- Final rating: Show of hands.



Revised Policy Statements

To be added during meeting.



Public Comments



***Next Meeting:
Thursday, December 3
3- 5 p.m.
Jacksonville Public Library***

***Public Forum
5:30 – 7 p.m.***



Adjourn

Thank you for attending!



Skyway Possibilities

