

RESOLUTION NO. 2015-30

**RESOLUTION STATING THE JTA BOARD OF DIRECTORS
POLICY RELATED TO THE FUTURE OF THE AUTOMATED
SKYWAY EXPRESS**

WHEREAS, The Automated Skyway Express is a downtown transit circulator that extends 2.5 bi-directional miles, operates from 6 a.m. to 9 p.m. on weekdays, provides approximately 5,000 trips per weekday, and had 1.32 million trips in fiscal year 2015;

WHEREAS, planning for the Skyway began in the early 1970s by the Florida Department of Transportation (FDOT) and the City of Jacksonville to help address downtown congestion, air quality and parking issues;

WHEREAS, the Skyway is an elevated structure that provides highly reliable, fast and frequent service in the urban core;

WHEREAS, the Skyway cost \$185 million for planning, design, construction, vehicles and equipment and was funded by the JTA, Federal Transit Administration (FTA, formerly the Urban Mass Transit Administration), FDOT and the City of Jacksonville;

WHEREAS, if the JTA fails to use the federally and state funded assets for their useful life, JTA is subject to pay back the remaining useful life of the assets to the grant making agencies;

WHEREAS, any default on the grant agreement would be a factor considered in seeking future grants from the FTA;

WHEREAS, the vehicles used for the Skyway are due for their mid-life overhaul and are no longer produced or in operation elsewhere, making parts and service increasingly difficult to obtain;

WHEREAS, the difficulty in obtaining parts and servicing the vehicles results in higher operation and maintenance costs and adversely impacting system reliability;

WHEREAS, the Skyway is a unique system that has iconic value for Jacksonville;

WHEREAS, downtown circulation is an important part of the Downtown Investment Authority's vision;

WHEREAS, developing an effective public transit system is important for strengthening Jacksonville and Northeast Florida's economic competitiveness and quality of life;

WHEREAS, the JTA Board established a Skyway Subcommittee and Advisory Group to assist in determining the path forward for the Skyway;

WHEREAS, the Skyway Subcommittee met six times and the Skyway Advisory group participated in five meetings;

WHEREAS, two public forums were held and an online survey was made available to

gain public input;

WHEREAS, 80% of the 1,619 respondents to the public survey indicated support for replacing the Skyway vehicles and expanding the system; and

WHEREAS, the Skyway Subcommittee and Skyway Advisory Group developed the following consensus 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 carefully consider that investment when making its decision about the future of the Skyway.
3. The transportation system should be modernized, including improvements to the operating system, stations, guideways and vehicles.
4. Future plans must support the vision for downtown development consistent with the Downtown Investment Authority's Community Reinvestment Plan, and that vision should drive decision-making for downtown transportation investments.
5. To reach its full potential, various extensions, without being specific to mode and including expansion of operating hours, should be considered to support the Downtown Investment Authority's vision for Downtown Jacksonville and to connect to a regional transportation plan.
6. The ultimate Skyway solution should be a collective effort among multiple stakeholders (e.g., federal, state, local, and private sector).

NOW, THEREFORE BE IT RESOLVED, that the JTA Board supports keeping the Automated Skyway Express, modernizing the system by replacing the vehicles, and exploring options to build on to the existing system.

The JTA Board further directs staff to develop a Skyway Modernization Program that addresses the following:


- A Capital Plan to support vehicle replacement and upgrades to the operating system and infrastructure. The capital plan should consider innovative technologies available to replace the existing vehicles.
- A System Plan that identifies the optimal downtown circulator system and connects existing and emerging downtown developments. This should include evaluation of options to include the East-West corridor from Riverside to the Stadium/Shipyards and San Marco to the Southbank. System planning should be conducted in a manner that would allow the JTA to pursue FTA Section 5309 New Starts funding.
- An Operating Plan for the existing and expanded system that includes service hours, frequency of service and required fleet. This should consider expansion of service hours of the Skyway on evenings and weekends.
- A Financial Plan identifying funding needs for modernization, potential system expansion, and long-term operation and maintenance. The financial plan will include a strategy to

secure state and federal funds; explore joint use development, transit oriented development and public private partnerships to assist in funding, financing and delivering projects and services; and evaluate fare policy Funding opportunities will be explored with the U.S. Department of Transportation, Federal Transit Administration, FDOT, North Florida Transportation Planning Organization, City of Jacksonville and other potential public and private funding partners.

The JTA Board directs that JTA staff report quarterly on the development of the Skyway Modernization Program and submit the final Modernization Program to the JTA Board of Directors by December 2016. Copies of the modernization program will also be provided to members of the Skyway Advisory Group.

Staff is also directed to provide copies of this resolution to the Mayor of the City of Jacksonville, Members of the Jacksonville City Council, the Duval County state and federal legislative delegation, Secretary of the Florida Department of Transportation, District Two Secretary of the Florida Department of Transportation, Acting Administrator of the Federal Transit Administration, Region Four Administrator of the Federal Transit Administration, Members of the North Florida Transportation Planning Organization, and members of the Northeast Florida Regional Transportation Commission.

WE, the undersigned, being the Chairman and Secretary of the Board of Directors of the Jacksonville Transportation Authority, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Directors of the Jacksonville Transportation Authority held on December 10, 2015.



Scott L. McCaleb, Chairman

(SEAL)



Kevin J. Holzendorf, Secretary