



Skyway System Overview

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- ❖ System serves as a downtown circulator with the intention to relieve downtown congestion, improve air quality and provide peripheral parking to support downtown development.
- ❖ The 2.5 mile system includes eight stations and ten 2-car rubber tired trains.
- ❖ The Skyway is fully automated using an Automatic Train Control System.
- ❖ The trains were design by Bombardier Transportation using UMIII monorail technology.
- ❖ The trains run along a 34-inch wide beam which is 28 inches deep, fixed on an 11-foot wide guideway with parapet walls.
- ❖ Three substations provide 480 volt AC traction power for the trains.
- ❖ Each Skyway Train has three motors, six load tires and 18 guide tires.
- ❖ A two-car skyway train can carry 56 passengers.
- ❖ The system has two routes in service running south from Rosa Parks Station, splitting at Central Station with one route running west to the Convention Center Station and the other running south to the Southbank stations.
- ❖ Skyway stations and trains are monitored by closed-circuit television.
- ❖ Each station has electronic message boards that provide real-time passenger information.
- ❖ Daily ridership has increased to 5000 customers per day.
- ❖ Skyway provided more than 75,000 trips in 2014 and 82,000 trips in 2015 for One Spark Festival.

Skyway History and Background

- ❖ 1971 – Jacksonville Planning Board approves federal (Federal Transit Administration (FTA), formerly Urban Mass Transportation Administration (UMTA) planning grant for downtown people mover (one of five urban areas selected, others are Detroit, Irving, Miami, and Morgantown).
- ❖ 1983 – Completion of Final Environmental Impact Statement.
- ❖ 1985 – Jacksonville receives \$23 million in federal money to build Automated Skyway Express (ASE).
- ❖ 1987 – Construction begins on starter line.
- ❖ 1989 – Starter line begins operations at 7/10th of a mile, Convention Center to Central Station.
- ❖ 1990 – JTA begins offering Skyway shuttle service for Florida/Georgia Game.
- ❖ 1992 – Development of second phase begins to include St. Johns River Crossing.
- ❖ 1995 – JTA issues new Request for Proposal, Bombardier wins new contract.
- ❖ 1997 – Conversion to current system, a proprietary monorail system.
- ❖ 1998 – River crossing complete to San Marco Station.
- ❖ 2000 – Skyway system complete – service from FSCJ/Rosa Parks Station to Hemming Plaza across Acosta Bridge to Kings Ave Garage.
- ❖ 2012 – Skyway becomes fare free (Feb. 2012).
- ❖ 2013, 2014 – JTA submits TIGER (Transportation Investment Generating Economic Recovery) Grant applications for mid-life overhaul & Brooklyn Extension.
- ❖ 2014 – Skyway celebrates 25th Anniversary.



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Funding and Financial Background

- ❖ \$185 million total cost comes from federal (56.7%), state (20.45%), city (9.91%) and JTA (12.95%) funds.
- ❖ State and federal grants require payback if assets not used through their useful life.
- ❖ Estimated remaining useful life of federal investment is \$33.5 million and \$12.1 million for state funding.
- ❖ Generally, trains have 25-year useful life and structures have 50-year useful life.
- ❖ Annual operating costs and maintenance costs are \$6.3 million.
- ❖ State of Good Repair needs for operating systems estimated at \$15-19 million.
- ❖ State of Good Repair needs for infrastructure (guideway and stations) estimated as \$24 million.

Current Conditions

- ❖ Vehicles are past the mid-life and due for major overhaul.
- ❖ Six of the ten trains are in service.
- ❖ Main Propulsion System Control Board is no longer supported by Bombardier.
- ❖ Obsolescence of vehicle replacement parts is affecting operational reliability and maintenance costs.
- ❖ Infrastructure, guideway and stations are structurally sound, but annual preventive maintenance is required.

Key Issues

- ❖ How does Skyway as the downtown circulator fit into plans for larger transit system plans?
 - First Coast Flyer
 - Commuter Rail
 - Jacksonville Regional Transportation Center
- ❖ How does the future of the Skyway impact Downtown Development?
- ❖ How does decision on Skyway impact relationship with Federal Transit Administration (FTA) and FDOT? Will future funding for First Coast Flyer and CNG buses be impacted?
- ❖ How will the preferred option be funded?