

JTA BRT Southeast Corridor
Jacksonville, Florida
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Bus Rapid Transit 11.1 Miles, 7 Stations
Total Capital Cost (\$YOE):	\$23.88 Million
Section 5309 Small Starts Share (\$YOE):	\$19.10 Million (80.0%)
Annual Opening Year Operating Cost:	\$3.37 Million
Opening Year Ridership Forecast (2016):	4,700 Average Weekday Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Jacksonville Transportation Authority (JTA) is proposing a bus rapid transit (BRT) line that would extend southeast from downtown Jacksonville to Southside Boulevard. The project would connect to the BRT Phase 1 Downtown project, which began construction in November 2104, and includes transit signal priority, a real-time passenger information system, off-board fare collection and the purchase of eight low-floor, branded, compressed natural gas. Service would operate seven days a week, with service every 10 minutes during weekday peak periods, every 15 minutes during weekday off-peak periods and every 30 minutes on weekends.

Project Purpose: The BRT Southeast Corridor project would provide more frequent, faster transit service in a heavily transit-dependent corridor. The corridor includes residential, commercial, industrial, office, retail, as well as health-related services and academic institutions. The project corridor is currently served by several bus routes that do not provide direct service from downtown Jacksonville to the southeast, or to Avenues Mall, a major trip generator. Many Southeast Corridor residents are low-income and transit-dependent. In addition to improving transit service, the BRT Southeast Corridor project would form the initial components of a high-capacity regional rapid transit system with a connection to the BRT Phase 1 Downtown line.

Project Development History, Status and Next Steps: FTA approved the BRT Southeast Corridor project into project development in November 2011. In September 2012, JTA completed an Environmental Assessment for the project. JTA anticipates the receipt of a Small Starts Grant Agreement in spring 2015, and start of revenue service in early 2017.

Significant Changes Since Last Evaluation (January 2014): The expected start of revenue service was changed from early 2015 to early 2017. JTA identified the BRT North Corridor as the priority corridor for the system. Delays to the BRT Southeast Corridor project occurred due to design refinements of the North Corridor and organizational changes in JTA.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$19.10	80.0%
State: Florida New Starts Transit Program	\$2.39	10.0%
Local: JTA Local Discretionary Gas and Sales Tax Funds	\$2.39	10.0%
Total:	\$23.88	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Figure 2: Project Site Map

Bus Rapid Transit Southeast Corridor Project Jacksonville, Florida

