

**MINUTES OF THE
JACKSONVILLE TRANSPORTATION AUTHORITY
BOARD WORK SESSION
THURSDAY, JUNE 1, 2023**

The Jacksonville Transportation Authority Board of Directors held a Work Session Thursday, June 1, 2023 in the Board Room of the Jacksonville Regional Transportation Center located at 100 LaVilla Center Drive, Jacksonville, Florida 32204.

BOARD MEMBERS PRESENT: Debbie Buckland, Arezou Jolly, Aundra Wallace, Abel Harding, and Stephanie Burch.

JTA STAFF PRESENT: Cleveland Ferguson, Charles Frazier, Mila Vega, Greg Hayes, Bernard Schmidt and Katie Smith.

OTHERS PRESENT: Richard Milian, General Counsel

I. WELCOME: Chair Buckland called the Work Session to order at 12:35 p.m.

II. PUBLIC COMMENT: The Chair called for Public Comment. There were no requests by the public to comment.

III. FINANCE AND ADMINISTRATION

a. AMELIO Financial Metrics: Mr. Ferguson provided an overview of what is going to be presented by Mr. Hayes related to AMELIO Financial Metrics. Staff wants to put the Board in the right posture as the Authority moves forward.

Mr. Hayes stated that staff desires to amend two of the AMELIO financial metrics; Farebox recovery and operating costs per revenue hour. Staff is not asking for any Board action on this item at this time but will bring it back to the Board for a deeper dive at the Board's annual Strategic Retreat in August.

Mr. Hayes then provided details on Farebox Recovery calculations in AMELIO and the proposed changes. The changes would be to remove costs not directly related to operations: Corporate Allocation, Alternative Mobility Services, Long-Range Planning and Sustainability and Automation. He then provided information on how removing these items would impact the AMELIO financial metrics.

Mr. Hayes then shared the information related to the operating cost per revenue hour

and that these proposed changes would have a similar impact to the removal of specific items from Farebox Recovery calculation.

The Board inquired about how the current AMELIO metrics were determined and Mr. Hays responded that they were set by leadership last year and approved by the Board. Also, AMELIO stands for Adaptive Measurement for Enterprise Level Insight and Optimization.

Director Harding asked if by pulling these items out of Fixed Route Farebox Recovery, is the JTA saying it has no expense – no corporate expense at all related to Fixed Route. Mr. Hayes responded that staff wants to only identify costs directly attributable to run the operation. He added information related to the breakdown of the cost centers, one for operations and one for corporate. The areas that staff is proposing to remove from Farebox are primarily in the corporate cost center. Director Harding requested additional discussion to provide more detail on why there are these proposed changes to what was approved last year. Staff agreed to have a separate meeting with him.

b. FY24 Proposed Budgets: Mr. Hayes stated that Deloitte had provided information related to the Authority’s financial projections and the primary takeaways are: 1. Financial Reserves are healthy, 2. Sales Tax, which is our largest single revenue, is a predictable and stable source of funding, and 3. The five-year operating forecasts and planned projects show that revenues and expenses are balanced.

Mr. Hayes then shared the financial reserve status and the calendar for the budget process and strategy. He then presented details of the Fiscal Year 2024 Operating Budget that included revenues, revenue allocations, as well as the expense assumptions and expenses.

Mr. Hayes then moved into the Fiscal Year 2024 Capital Budget and provided details on the assumptions for the year and how capital budget requests are prioritized using a matrix to objectively rank the projects.

He then took the Board through the funding sources and uses, as well as the five-year capital improvement plan. There was discussion on fare increases and their impact on the community.

Mr. Ferguson advised the Board that it is the staff’s intention to bring the Board a comprehensive look at regional and local fare structure to help guide and protentional fare changes in the future.

Director Harding shared his concerns about the dollar amount being used to subsidize

the budget, and if it is sustainable.

Chair Buckland that the team for the work that was put in to preparing the budgets and providing the Board with all of the details.

IV. LONG RANGE PLANNING AND SYSTEM DEVELOPMENT

a. **Mobility Access Program 2023 Update:** Ms. Vega stated that the Mobility Access Plan (MAP) can be thought of as an internal technical document with specifications and design criteria targeted for planners, engineers and construction personnel. MAP helps improve transit services to the area. She provided an overview of MAP, which was established in 2003, and the history since that time.

Ms. Vega then shared the updates that are needed for MAP and stated that the goals for the update this year are: strive for overarching standards, be a decision-making tool, and provide a resource for partners. She highlighted how the MAP update will align with MOVE 2027 strategies and tactics.

Ms. Vega also highlighted the 2023 changes and provided an in-depth look at the sections that are being added to the MAP: Operational Standards, Making Transit more Accessible, Sustainability Program, Best Practices and Resources and Transit Amenities Request (Appendix).

She concluded with a summary of the updates: incorporates equity, update ridership thresholds, improves safety and security, advances accessibility, ensures adaptability, and aligns with MOVE 2027.

b. **BSIC Update:** Mr. Schmidt stated that he will provide an update and feedback received from stakeholders, based on directions from the Board in March. He began by summarizing the March discussion and the requested dedicated lanes and impacts of operating in mixed traffic.

He then shared that staff met with the core stakeholders, Jaguars, JSO, DIA and FDOT and provided their feedback and different operating patterns on game day and regular days. It was shared that the City and FDOT both defer to FDOT as traffic experts. There was discussion about widening Bay Street, and the additional property would need to come from the south side of the street.

The determination was FDOT feels four lanes of traffic is an absolute. Mr. Ford and staff had a follow-up meeting with FDOT wherein it was determined that it was between the City and the JTA to approve a dedicated lane.

Mr. Schmidt shared that staff feel the best option is to ask for the north side of Bay Street to be the fully dedicated lane, as well as the widening of the street.

Director Harding inquired about the Jaguars' position on moving people out of the sports complex area once the renovations have been made to the area. Mr. Schmidt responded that currently JTA is following JSO's intent to move people out of the order as quickly as possible.

Mr. Schmidt confirmed with Chair Buckland is agreeable to the dedicated lane on the north, as long as there are four lanes for traffic. Director Jolly stated that the JTA should take the win for now. The Chair inquired about what changes would need to be made to the street should there be an opportunity in the future for a second dedicated lane. Mr. Schmidt responded it would only require painting the lane to show it is dedicated.

V. EMERALD TRAIL MOU UPDATE: Mr. Ferguson shared that both the JTA and Groundwork Jacksonville have signed the Memorandum of Understanding (MOU) for the Emerald Trail. The MOU is currently with the City awaiting signature.

Mr. Ferguson then shared that there is an opportunity for JTA to purchase real property that connects to the Armsdale Test and Learn. The property is currently owned by Gardenview Baptist Church and has a purchase price of \$1.3 million. He stated that staff would like the Boards approval and will bring the matter to the Board at the meeting following the work session. The property would be used for maintenance and a north campus to reduce deadhead miles, which will create the opportunity for a mobility hub in the City's north quadrant. He added that this action would provide a cost reduction for service of approximately \$600,000 annually.

There being no further business, the work session adjourned at 1:54 p.m.

Debbie Buckland, Chair

SEAL

Abel Harding, Secretary