Legislative ID# 130722E

CITY OF GAINESVILLE
every path starts with passion
FLORIDA

City of Gainesville Streetcar Conceptual Study
PTAC Meeting # 3 – January 27, 2014

RTS

Tindale-Oliver & Associates, Inc.
Planning and Engineering

Project Scope/ Schedule

Project Goals

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- Project Conceptualization
- Identification of Corridors
- Engineering, Parking Transportation
- Land Use/Operational Characteristics
- Economic Assessment
- Ridership/Technology
- Capital/Operating Costs

2-3 Options

Preliminary Screen

1 Preferred

Project Schedule

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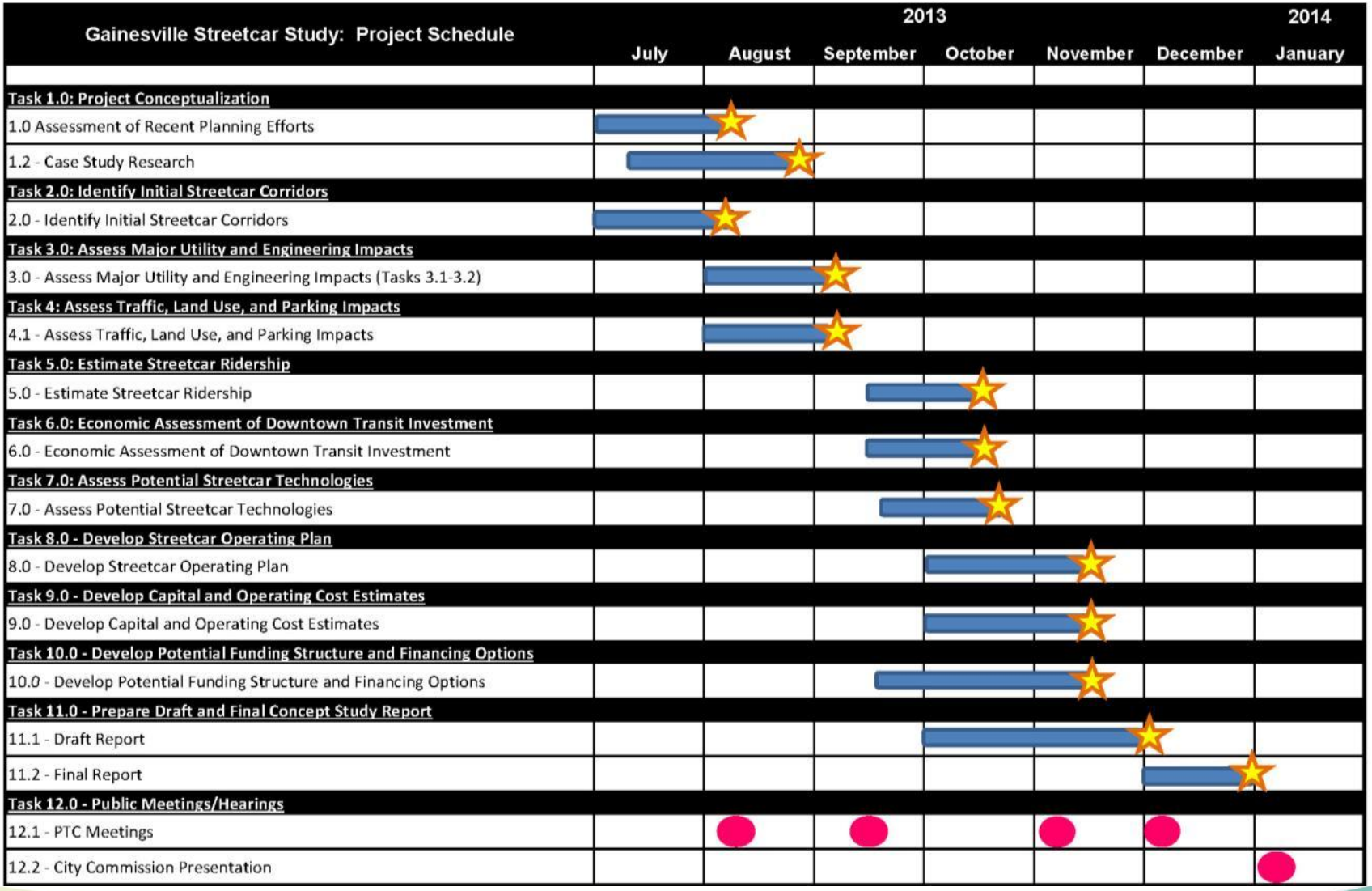

Major Project Milestones

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- Identification of Initial Study Corridors
- Completion of Initial Analysis / Identification of Preferred Corridor
- Detailed Analysis of Preferred Corridor
- Summary Report of Analysis / Next Steps
- Presentation to City Commission

Today's Agenda

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- Project Status Update
- Market Analysis / Economic Assessment
- Ridership Estimates
- Next Steps Discussion

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Market Analysis / Economic Assessment

Alignment and Study Area

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Preferred Conceptual Alignment (Alignment)
Focus Area (¼-mile radius of the Alignment)

Study Background

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Four Analysis Models

- 1 Base Model to serve as a benchmark
- 3 Streetcar Models – Low, Moderate, and High **(Impact)**

Taxable Values Forecasted

- Appreciation/depreciation of existing (2013) properties
- Value of new development w/ appreciation/depreciation
- Value of existing property improvements w/ appreciation/depreciation

Value of existing (2013) properties *not included* – **only** incremental taxable values

Incremental Taxable Values

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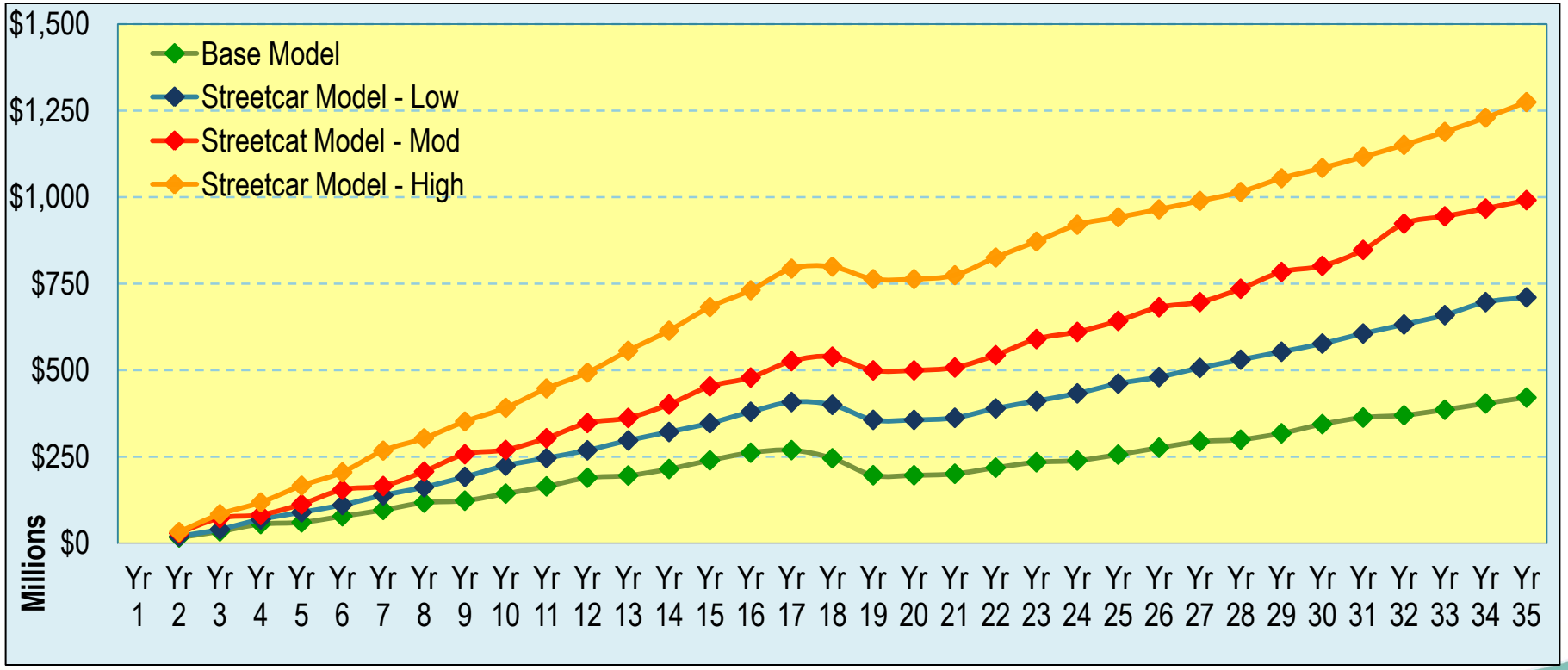
Incremental Taxable Values 2014 - 2048 (35 years)

(each data point reflects the cumulative value of all prior years)
(taxable value of new projects/improvements in their first year of assessment)



Impact on CRAs

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Impacts on the CRAs/TIFs

- College Park/University Heights (anticipated ending 2034)
- Downtown CRAs (anticipated ending 2027)
- Innovation Square is within the Downtown CRA - entire value accrues to the Downtown TIF
- New development / improvements allocated on a pro rata calculation based on the percent of track segment within each CRA

Incremental revenues reflect city and county millage until TIFs expire – after expiration, only city millage

Incremental Tax Revenue

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Incremental Ad Valorem Tax Revenue

(total revenue and annual average revenue)

($ millions)	$ Current		$ NPV
Base Model (total)	$44.4		$15.8
Average / Yr	$1.3		$0.5
Streetcar Model – Low (total)	$75.6		$25.1
Average / Yr	$2.2		$0.7
Streetcar Model – Mod (total)	$109.5		$35.0
Average / Yr	$3.1		$1.0
Streetcar Model – High (total)	$172.0		$53.9
Average / Yr	$4.9		$1.5

Potential SSD Revenue

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SSD Revenue

(15.0% of the city millage - 0.6742)
(total revenue and annual average revenue)

($ thousands)	$ Current		$ NPV
Base Model (total)	$11,067.2		$3,757.4
Average / Yr	$316.2		$107.4
Streetcar Model – Low (total)	$14,697.4		$4,633.3
Average / Yr	$419.9		$132.4
Streetcar Model – Mod (total)	$18,714.4		$5,565.8
Average / Yr	$534.7		$159.0
Streetcar Model – High (total)	$25,980.9		$7,362.1
Average / Yr	$742.3		$210.4

(not calculated as TIF)

Job Creation

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Job Creation: Base Model versus Streetcar Model – Moderate

Direct jobs - Fiscal Impact Analysis Model (FIAM), former Florida Department of Community Affairs (DCA)

Indirect jobs - Regional Input-Output Modeling System (RIMS II) multipliers, US Dept of Commerce, Bureau of Economic Analysis

Base Model	Yr 5	Yr 10	Yr 15	Yr 20	Yr 25	Yr 30	Yr 35
Direct New Jobs	540	3,104	5,060	5,725	6,762	8,437	9,687
Indirect New Jobs	296	1,961	3,203	3,596	4,275	5,418	6,229
Total New Jobs	837	5,064	8,263	9,321	11,037	13,855	15,916
Streetcar Model - Mod	**Yr 5**	**Yr 10**	**Yr 15**	**Yr 20**	**Yr 25**	**Yr 30**	**Yr 35**
Direct New Jobs	1,846	4,466	6,522	8,019	9,656	10,856	12,840
Indirect New Jobs	1,103	2,906	4,126	5,095	6,228	6,927	8,407
Total New Jobs	2,948	7,372	10,648	13,114	15,885	17,783	21,247

Summary (35 Year Period)

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Base Model versus Streetcar – Moderate Model

	Base	Streetcar - Mod	Difference
Taxable Value ($ million)	$718.3	$1,288.5	$570.2
TIF Revenue ($ million)	$44.41	$109.53	$65.1
SSD Revenue ($ million)	$11.1	$18.7	$7.6
Jobs (35th year)	15,916	21,247	5,331

- Provide critical stimulus to Innovation Square in terms of speeding up absorption period – increase difference from other "brain hubs"
- Accelerate investment in residential units and retail/office space across a wider area, including: University Ave, 2nd Ave, and 4th Ave
- Stimulate a broader, stronger of range of residential development in the focus area

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Ridership Estimate

Methodology

1. Identify existing ridership for RTS bus routes in study area which could be attracted to new circulator on 2nd Avenue.
2. Distribute bus stop ridership to identified streetcar locations.
3. Identify impacts of development growth – to assumed opening year (2022)
   - Regional model
   - UDMS Innovation Square development projection ("Base Model")
4. Identify increase in ridership associated with streetcar attributes.
5. Total ridership = Impact from growth and attributes

Existing #46 Circulator Route

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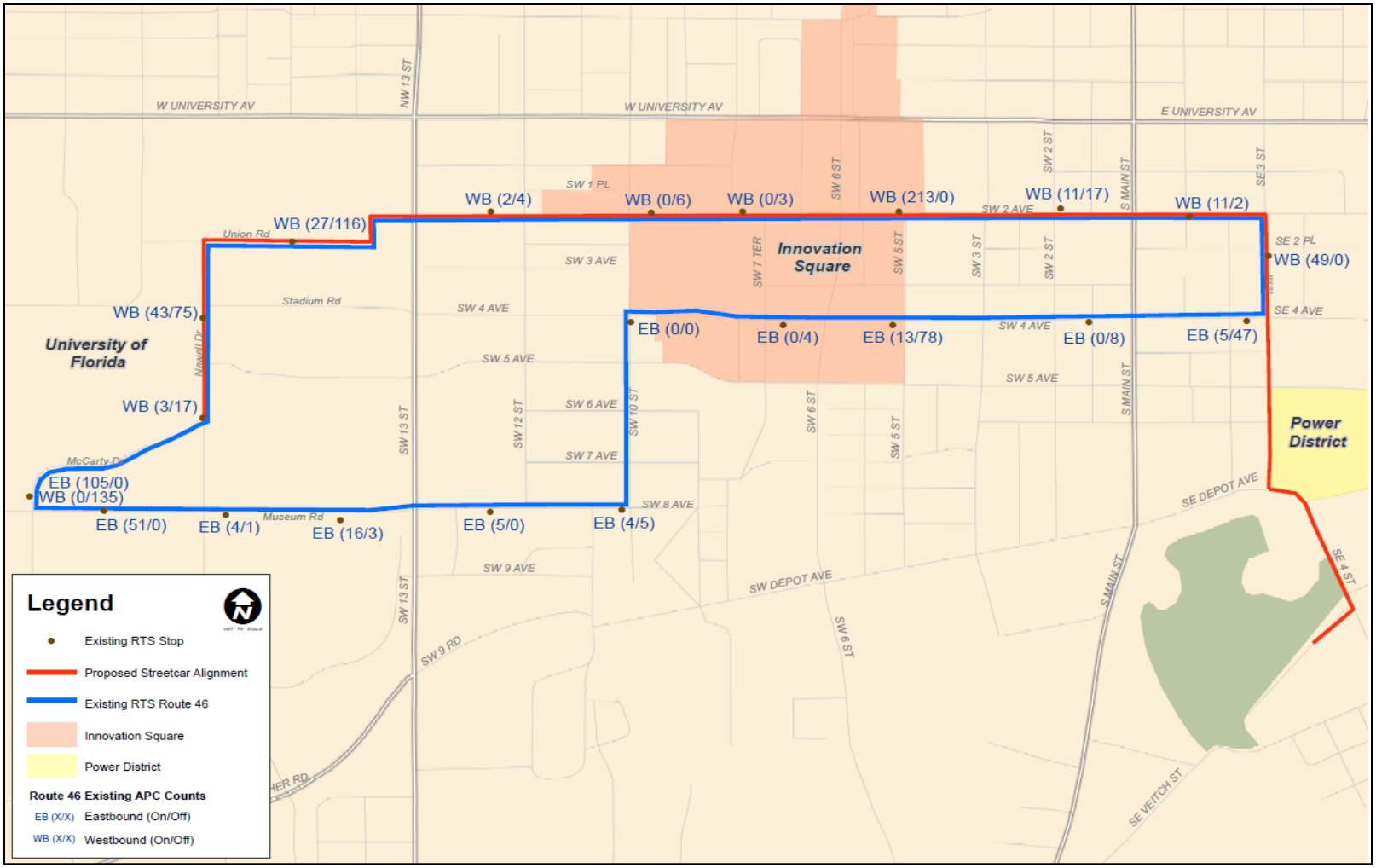

Existing #1 Route

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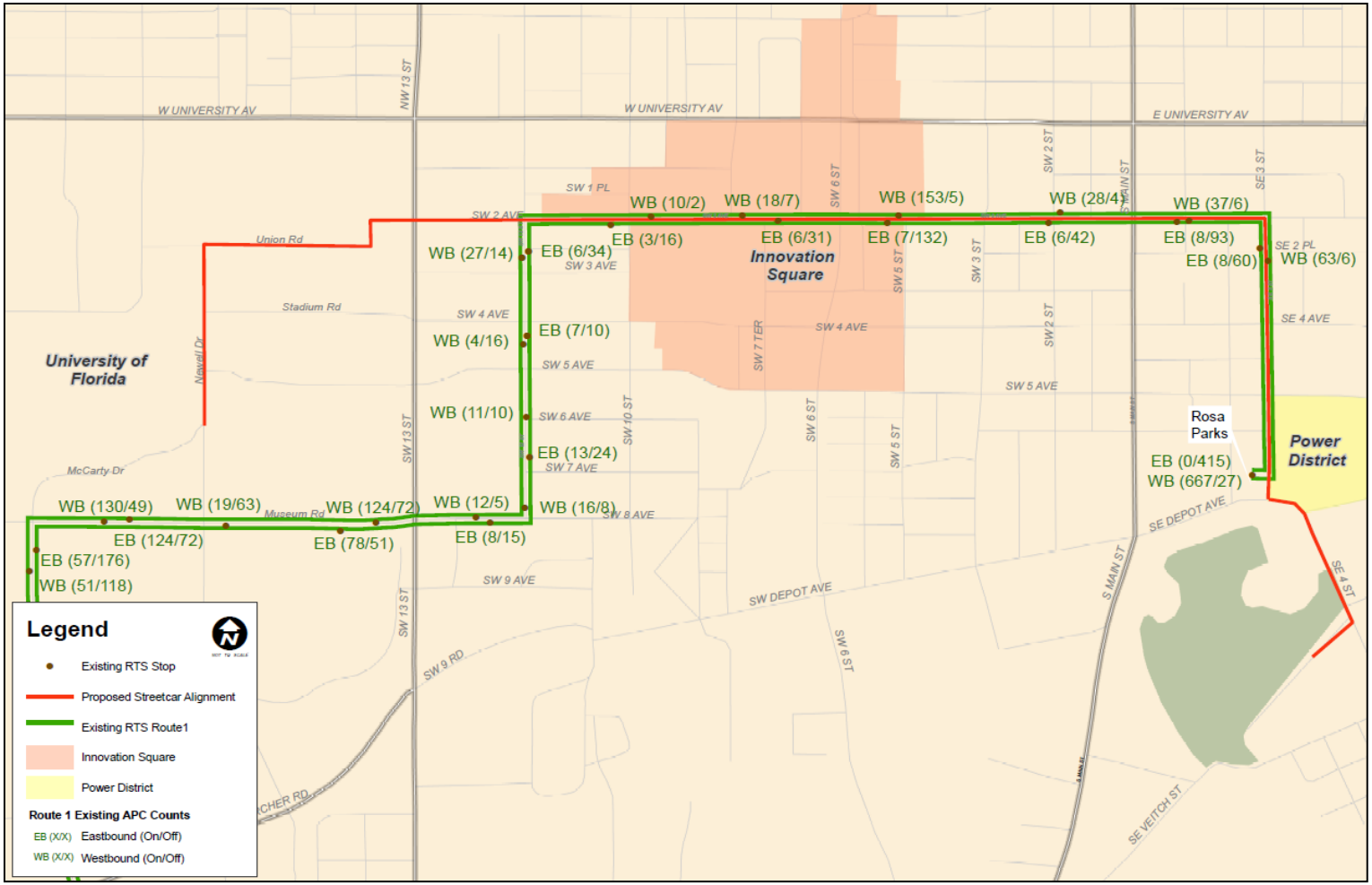

Existing Bus Ridership Diverted to 2nd Avenue Circulator

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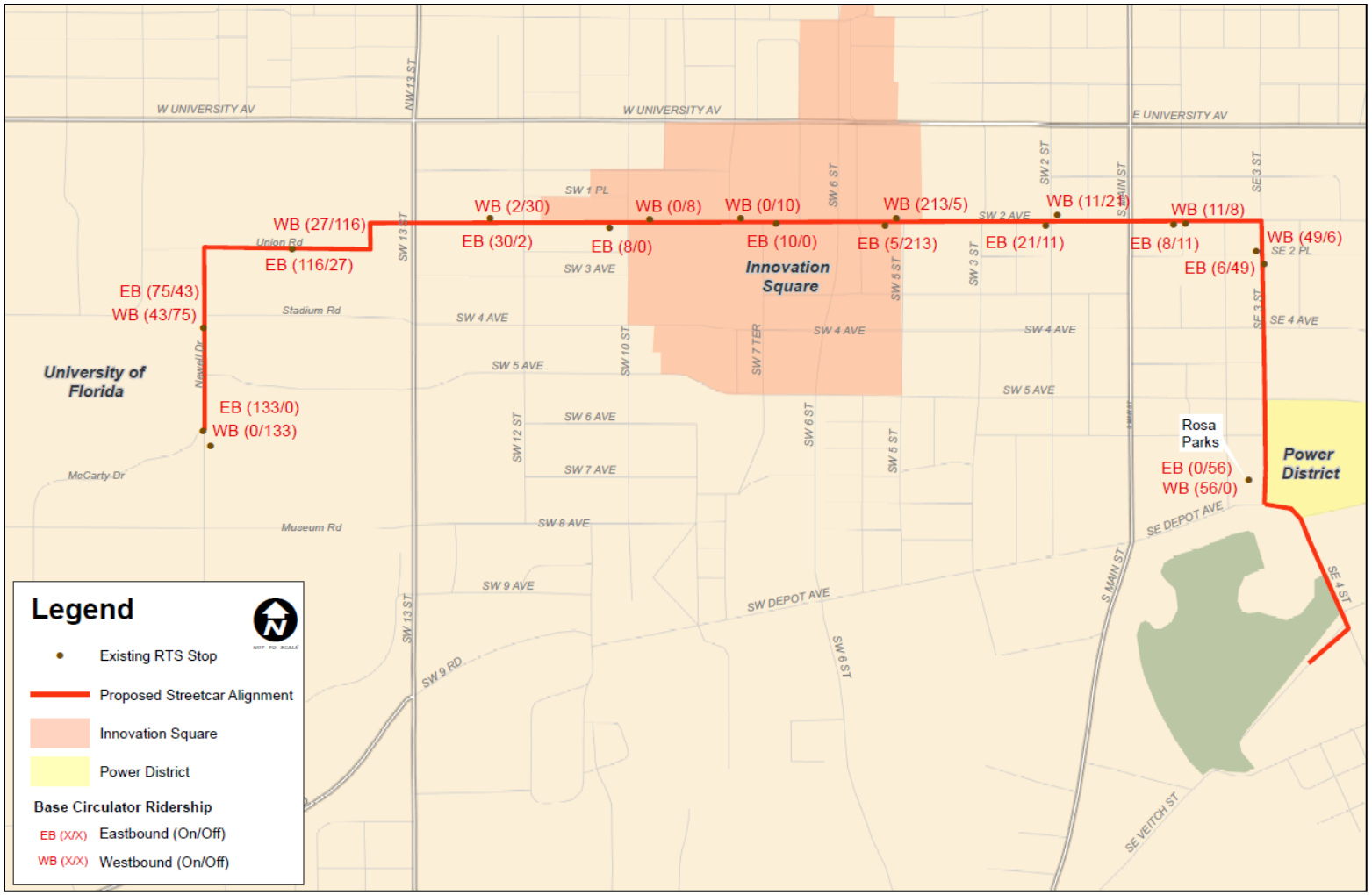

Assumed Streetcar Station Locations

- McCarty Drive (UF)
- Newell Drive/Stadium Road (UF)
- East of 13th Street
- SW 7th Terrace (Innovation Square)
- SW 2nd Street (Downtown)
- SE 2nd Place (Downtown)
- Rosa Parks Transfer Station

Streetcar Station Areas (1/4 Mile)

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Regional Model Growth Scenario

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- Interpolation between 2010 and 2035 population and employment allocations by TAZ within station areas
- Range in growth
  - 18% for Innovation Square area (SW 7th Terrace)
  - 2% other station areas

UDMS Innovation Square Base Model Scenario

- 2022 population/employment projection from UDMS “Base Model” for Innovation Square area
  - 2,550 employment (vs. 540 in 2014)
  - Growth distribution based on % Innovation Square area within different station areas
- Use of regional model projections outside Innovation Square area

Impact of Streetcar Attributes

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Component	Maximum %(BRT)	Applicable % to Streetcar
Running ways	20%	5%
Stations	15%	15%
Vehicles	15%	15%
Service Patterns	15%	10%
ITS Applications	10%	10%
Branding	10%	10%
Subtotal	85%	65%
Component synergy (when subtotal is 60% or more)	15%	15%
Total	100%	80%

Estimated 2022 Streetcar Ridership

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Development Scenario	Weekday Ridership	Annual Ridership *
Regional Model	1,062	300,000
UDMS Base Model	2,187	620,000

* Weekend ridership assumed to be 20% of weekday

Comparison with Other Cities

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Streetcar Development Scenario / System	Weekday Riders per Track Mile
Gainesville	
• Regional Model	266
• UDMS Model	547
Portland, OR	
• Downtown Line	1,375
• Eastside Line	299
Seattle	
• South Lake Union Line	1,145

Next Steps

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Capital / Operating Costs

Operating Plan

Present Findings at PTAC #4 - February / March 2014

Questions?