Project Status Update

City of Tampa Transportation and Stormwater Services Dept.

Hillsborough MPO Board
April 3, 2018
A Joint Project Agreement between the City of Tampa and FDOT

FDOT

STUDY SPONSOR

Owner

Owner

OPERATOR

Hart

LEAD CONSULTANT

A transit solution that supports the City’s vision for a livable, connected, and competitive Downtown.

Strategies for system modernization and extension.

Assessment of vehicle options, costs, benefits, and community impacts.

Coordinate closely with the Regional Premium Transit Plan.
PROJECT SCOPE

PHASE 1 - PROJECT FEASIBILITY
Spring 2017 to Spring 2018
» Context & Assessment
» Public Outreach
» Purpose & Need
» Alignment Evaluation
» Preferred Alignment & Modernization
» Funding & Implementation
» Request to FTA for Entry into Project Development

PHASE 2 - PROJECT DEVELOPMENT
Spring 2018 to Winter 2018/2019
» Public Outreach
» Transit Mode Evaluation
» Alignment Planning & Design
» Modernization Planning & Design
» Costs & Ridership
» Impact Assessment
» Funding & Implementation
PUBLIC OUTREACH (PHASE 1)

1. PUBLIC MEETINGS
   » First Brainstorm Session (Mar 7, 2017)
   » Second Brainstorm Session (Apr 4, 2017)
   » Results Roundtable (May 2, 2017)
   » Alignment Workshop (Oct 24, 2017)

2. STAKEHOLDER MEETINGS
   » Agency Stakeholders
     FDOT, HART, Planning Commission, MPO, Port Tampa Bay, TBARTA, THEA, Hillsborough County
   » Community Groups & Business Organizations

3. OTHER MEETINGS
   » Tampa CRA Citizens Advisory Committee
   » Tampa Downtown Partnership
   » Tampa Bay Regional Planning Council
   » Strategic Property Partners (SPP)
   » Vinik Family Foundation Representatives
   » CSX Representatives
   » Tampa Heights Civic Association

4. REGIONAL TRANSIT FEASIBILITY PLAN COORDINATION MEETINGS
   » Mar 20, 2017
   » Apr 27, 2017
   » Jul 13, 2017
   » Oct 13, 2017
   » Jan 9, 2018
EVALUATION METHODOLOGY (PHASE 1)

ASSUMPTIONS FOR EXTENSION OPTIONS

» Initial phase of investment allowing for future extensions.
» Modernization of existing system.
» Maximizes exclusive guideway and double-tracking.
» High frequency service and longer operating hours.
» Modern streetcar operations used for comparison purposes only. Other vehicle types to be evaluated next.
## EVALUATION METHODOLOGY (PHASE 1)

### 11 EVALUATION CATEGORIES

<table>
<thead>
<tr>
<th>PURPOSE &amp; NEED</th>
<th>PERFORMANCE &amp; IMPACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connect Downtown Districts</td>
<td>Population &amp; Employment Served</td>
</tr>
<tr>
<td>Serve Diverse Travel Markets</td>
<td>Capital &amp; Operating Costs</td>
</tr>
<tr>
<td>Improve First Mile/Last Mile Connections</td>
<td>Cost Effectiveness</td>
</tr>
<tr>
<td>Support Economic Development</td>
<td>Constructability/Operational Constraints</td>
</tr>
<tr>
<td>Expand Sustainable Transportation Options</td>
<td>Traffic &amp; Parking Impacts</td>
</tr>
<tr>
<td></td>
<td>Community &amp; Environment Impacts</td>
</tr>
</tbody>
</table>

### SEVEN (7) ALIGNMENTS

- **North/South**
  - A: N/S Franklin Street
  - B: N/S Tampa Street-Florida Avenue Couplet

- **Loop**
  - F: Loop Downtown-Channel District
  - G: Loop Downtown-Ybor City

- **East/West**
  - C: E/W West River-Ybor City
  - D: E/W North Hyde Park-Channel District
  - E: E/W North Hyde Park-Convention Center Couplet
PREFERRED ALIGNMENT OPTION (A/B)

EXTENSION
- 1.3 mile through Downtown Core
- Links to existing/planned regional transit
- Serves 16,000 jobs (extension)
- Serves 5,500 residents (extension)
- Connects major entertainment and cultural venues
- Cost: $99.6 - $102.6 Million*

SYSTEM MODERNIZATION
- New transit vehicles
- Upgrade existing track and stations
- Improve service frequency
- Longer service hours
- Cost: $69.6 Million*

* costs assuming modern streetcar technology
## Capital & Operating Costs

### Modernization

<table>
<thead>
<tr>
<th>Capital Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$69.6M (2017 dollars)</strong></td>
</tr>
<tr>
<td>Upgrade to existing track alignment, traction power substations, and passenger stations</td>
</tr>
<tr>
<td>Acquisition of 8 Modern Streetcars ($6.1M per car)</td>
</tr>
<tr>
<td>Pro-rated share for new vehicle maintenance and storage facility</td>
</tr>
<tr>
<td>Professional services and contingencies</td>
</tr>
</tbody>
</table>

### Extension

<table>
<thead>
<tr>
<th>Estimated $99.6-$102.6M (2017 dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>New track alignment for 2.6 miles, 4 traction power substations, 8 new passenger stations, CSX crossing downtown</td>
</tr>
<tr>
<td>Acquisition of 4 Modern Streetcars ($6.1M per car)</td>
</tr>
<tr>
<td>Pro-rated share for new vehicle maintenance and storage facility</td>
</tr>
<tr>
<td>Professional services and contingencies</td>
</tr>
</tbody>
</table>

## System Operations & Maintenance

<table>
<thead>
<tr>
<th>Estimated $6M annual</th>
</tr>
</thead>
<tbody>
<tr>
<td>for modern &amp; extended system with premium service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>$2.4M estimated for improved service on existing system (premium service – all day service, 15 minute frequencies)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3.6M estimated for quality service on extension (premium service – all day service, 15 minute frequencies)</td>
</tr>
</tbody>
</table>

| $1.4M existing streetcar system O&M (current service hours and frequencies) |
NEXT STEPS (PROJECT DEVELOPMENT)

» Public Outreach
» Alignment Plans
» Transit Modes Evaluation
  o Replica Streetcar
  o Modern Streetcar
  o Rubber Tire/Autonomous
» Continue Coordination w/RTFP
» Coord. w/ Intermodal Center Conceptual Development
» Costs & Ridership
» Impact Assessment
» Funding Plan
NEXT STEPS (SCHEDULE)

- **APR 2018**
  - Request FTA Approval into FTA Small Starts Project Development

- **JUL 2018**
  - (estimated)
  - FTA Approval into Project Development

- **MAR 2019**
  - Completion of NEPA review and related environmental requirements

- **APR 2019**
  - Funding and Financing Plan for modernization and extension

- **JUN 2019**
  - Adoption of the LPA into the fiscally constrained long-range transportation plan

- **SEPT 2019**
  - Submittal of project rating information to FTA and Small Starts funding request

- **FEB 2020**
  - Project included in the President's Annual Budget for CIG Small Starts funding

- **JAN 2021**
  - Anticipated date of receiving a Construction Grant Agreement

- **2021-2023**
  - Construction and vehicle procurement

- **JAN 2024**
  - Anticipated start of revenue service
http://www.tampagov.net/streetcar
streetcar@tampagov.net

THANK YOU!

QUESTIONS?