



# Project Status Update



City of Tampa Transportation and Stormwater Services Dept.

Hillsborough MPO Board

April 3, 2018

# PROJECT MANAGEMENT

A Joint Project Agreement between the City of Tampa and FDOT



STUDY SPONSOR



OWNER



OPERATOR



LEAD CONSULTANT

with Kimley-Horn & Associates, Inc.,  
B2 Communications, Boothe Transit  
Consulting and others.

# PROJECT OBJECTIVES



- » 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)

## 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

## 2 STAKEHOLDER MEETINGS

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

## 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

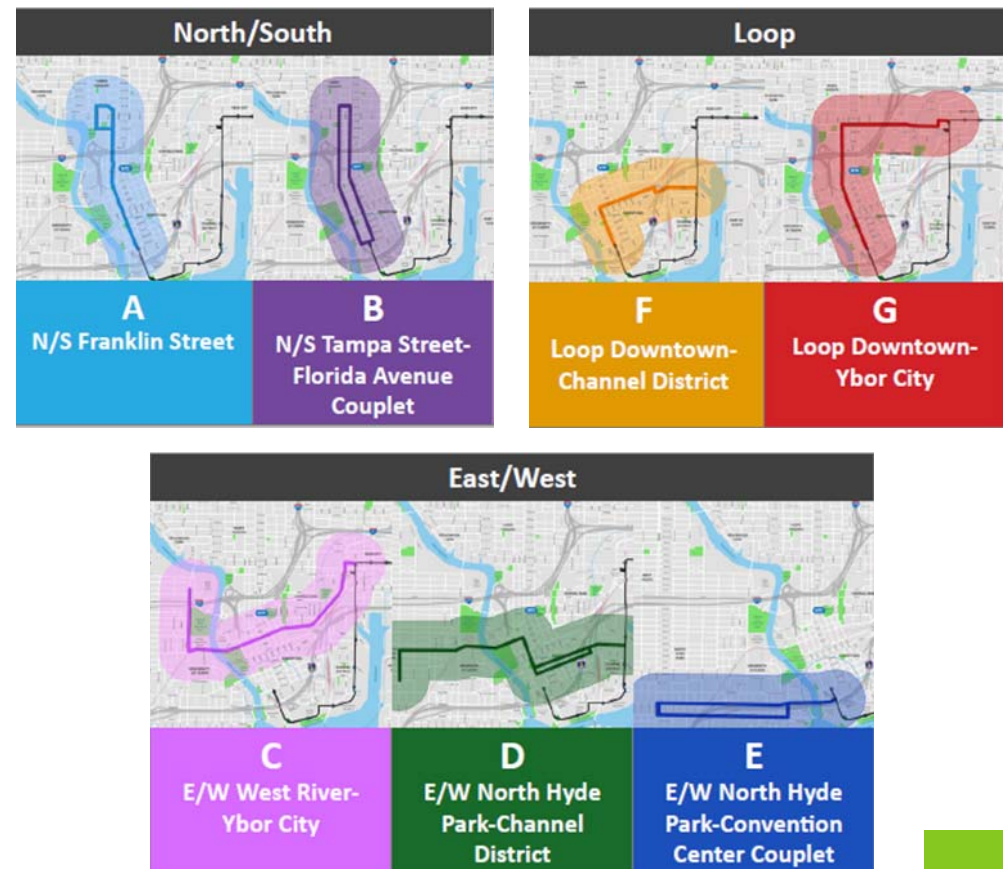
- » Initial phase of investment allowing for future extensions.
- » Modernization of existing system.
- » Maximizes exclusive guideway and double-tracking.
- » High frequency service and longer operating hours.
- » Modern streetcar operations used for comparison purposes only. Other vehicle types to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

# EVALUATION METHODOLOGY (PHASE 1)

## 11 EVALUATION CATEGORIES

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

## SEVEN (7) ALIGNMENTS



# PREFERRED ALIGNMENT OPTION (A/B)

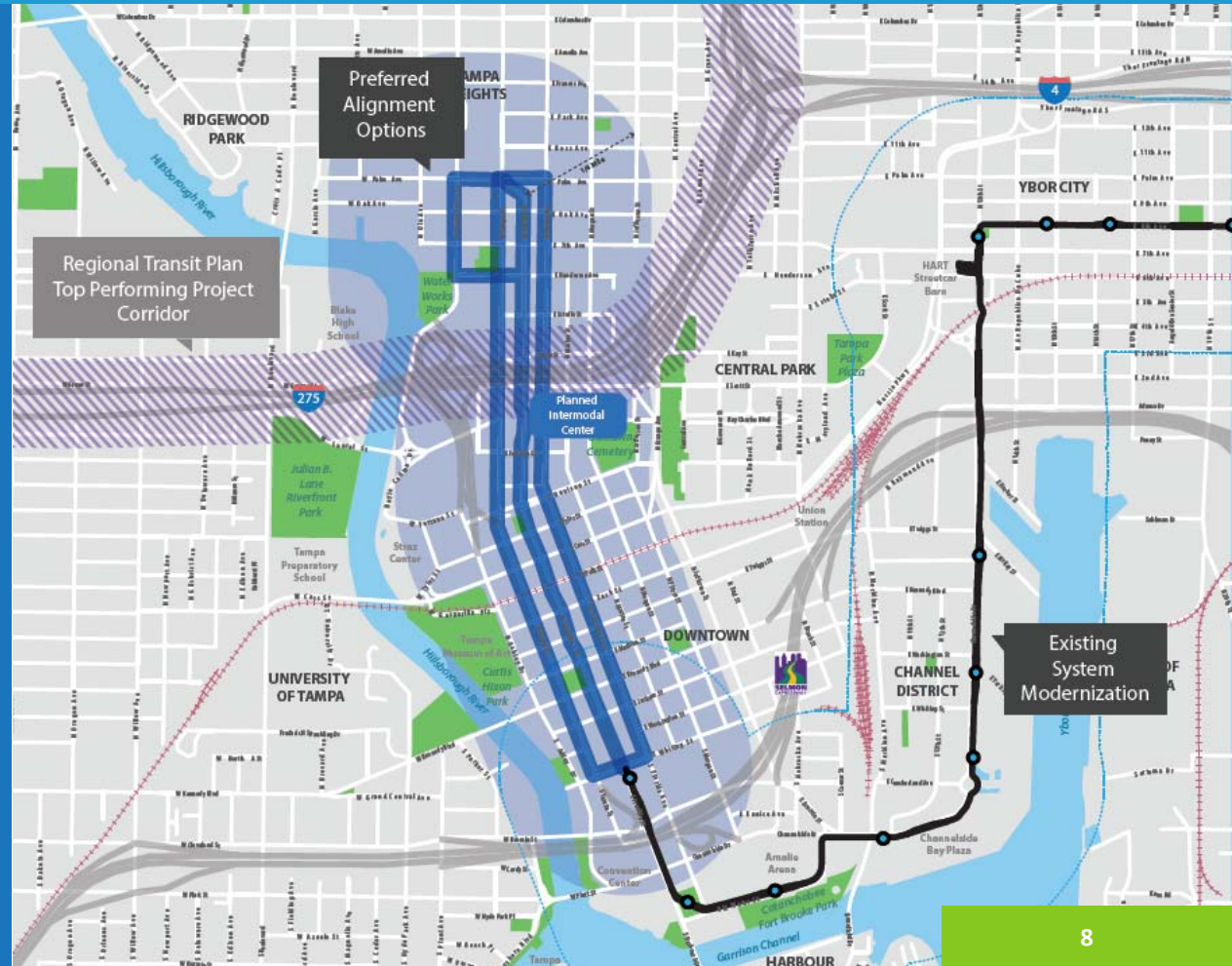
## EXTENSION

- » 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



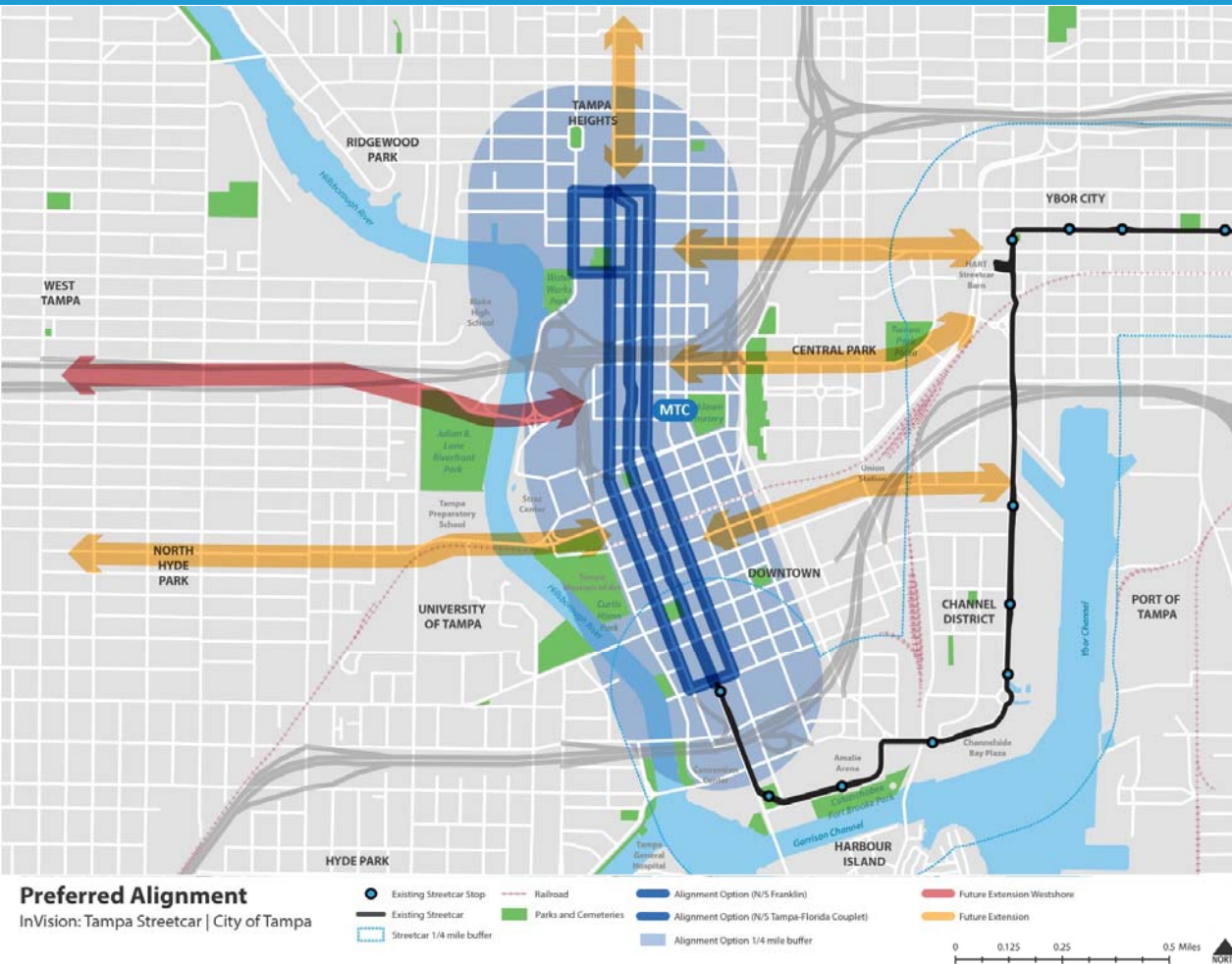


# CAPITAL & OPERATING COSTS

MODERNIZATION	EXTENSION
<b>Capital Costs</b>	
<b>\$69.6M (2017 dollars)</b>	<b>\$99.6-\$102.6M (2017 dollars)</b>
Upgrade to existing track alignment, traction power substations, and passenger stations	New track alignment for 2.6 miles, 4 traction power substations, 8 new passenger stations, CSX crossing downtown
Acquisition of 8 Modern Streetcars (\$6.1M per car)	Acquisition of 4 Modern Streetcars (\$6.1M per car)
Pro-rated share for new vehicle maintenance and storage facility	Pro-rated share for new vehicle maintenance and storage facility
Professional services and contingencies	Professional services and contingencies
<b>System Operations &amp; Maintenance</b>	
<b>Estimated \$6M annual</b> for modern & extended system with premium service	
\$2.4M estimated for improved service on existing system <i>(premium service – all day service, 15 minute frequencies)</i>	\$3.6M estimated for quality service on extension <i>(premium service – all day service, 15 minute frequencies)</i>

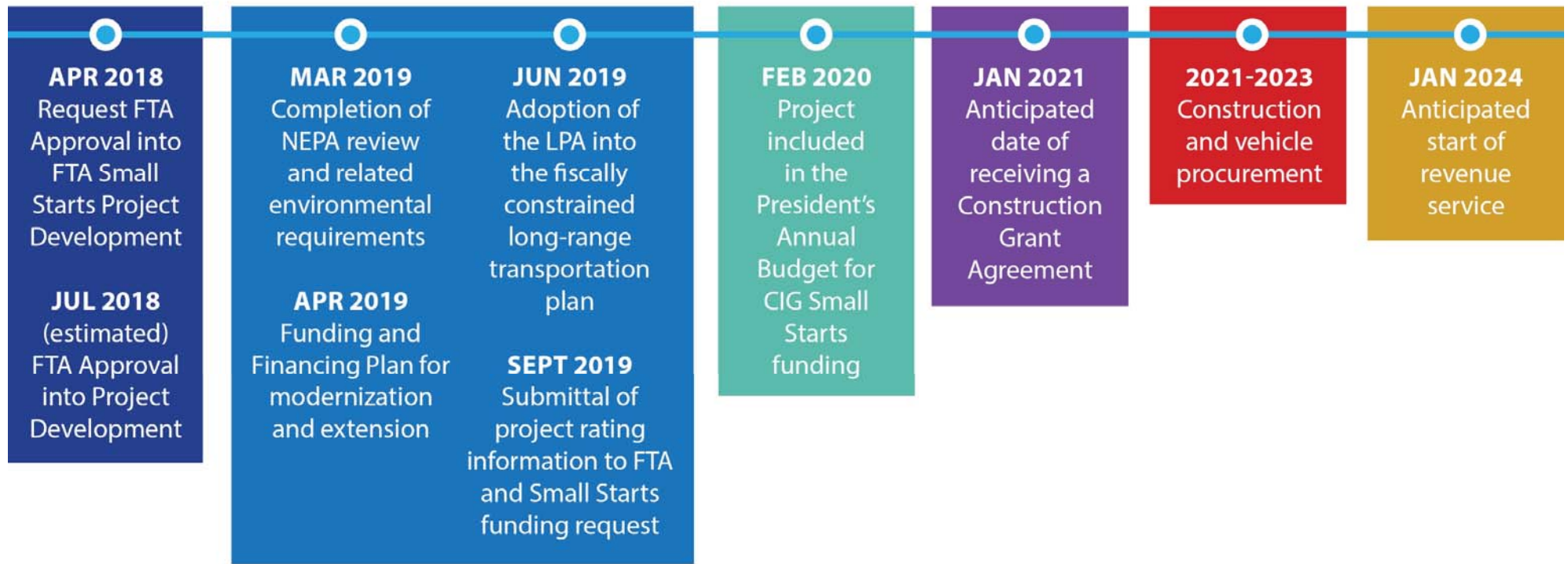
\$1.4M existing streetcar system O&M *(current service hours and frequencies)*

# NEXT STEPS (PROJECT DEVELOPMENT)



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

# NEXT STEPS (SCHEDULE)



INVISION:   
**TAMPA STREETCAR**  
TRANSFORMING TAMPA'S TRANSIT

<http://www.tampagov.net/streetcar>  
[streetcar@tampagov.net](mailto:streetcar@tampagov.net)

THANK YOU!

**QUESTIONS?**