



Project Status Update



City of Tampa Transportation and Stormwater Services Dept.

Tampa Historic Streetcar, Inc.

May 16, 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 Summer 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

Summer 2018 to Summer 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

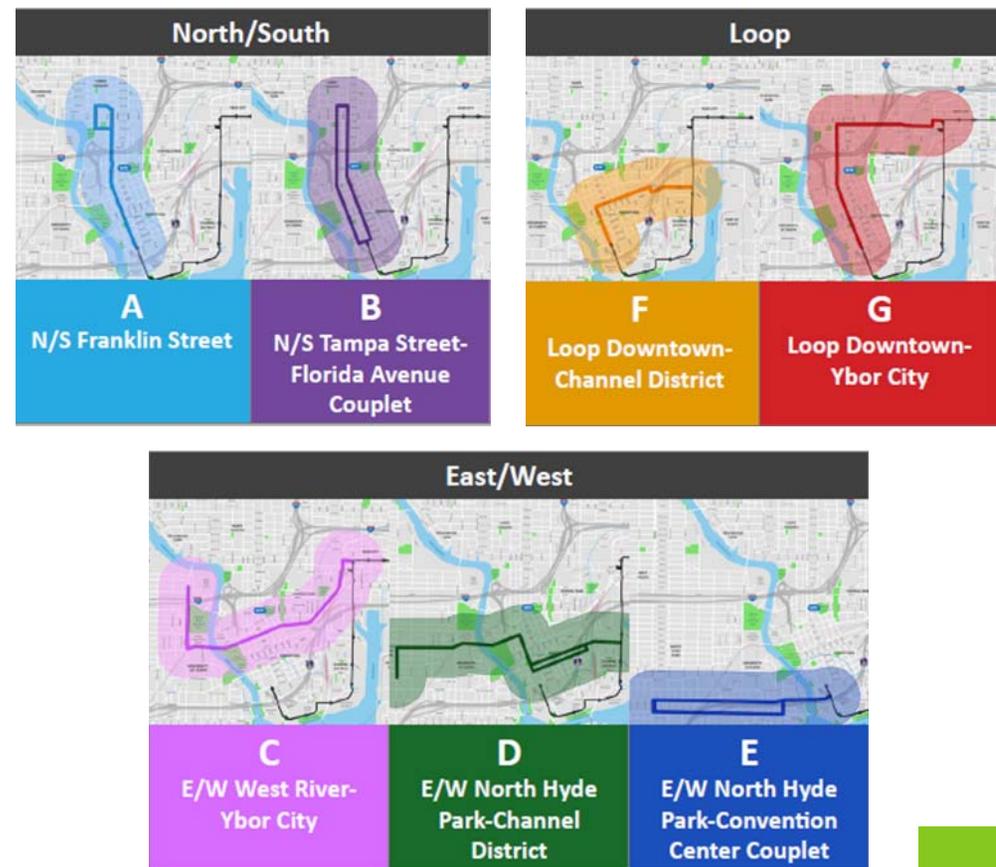
- » Initial phase of investment allowing for future extensions.
- » Modernization of existing system.
- » Maximizes exclusive guideway and double-tracking.
- » High frequency service and longer operating hours.
- » Modern streetcar operations used for comparison purposes only. Other vehicle types to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

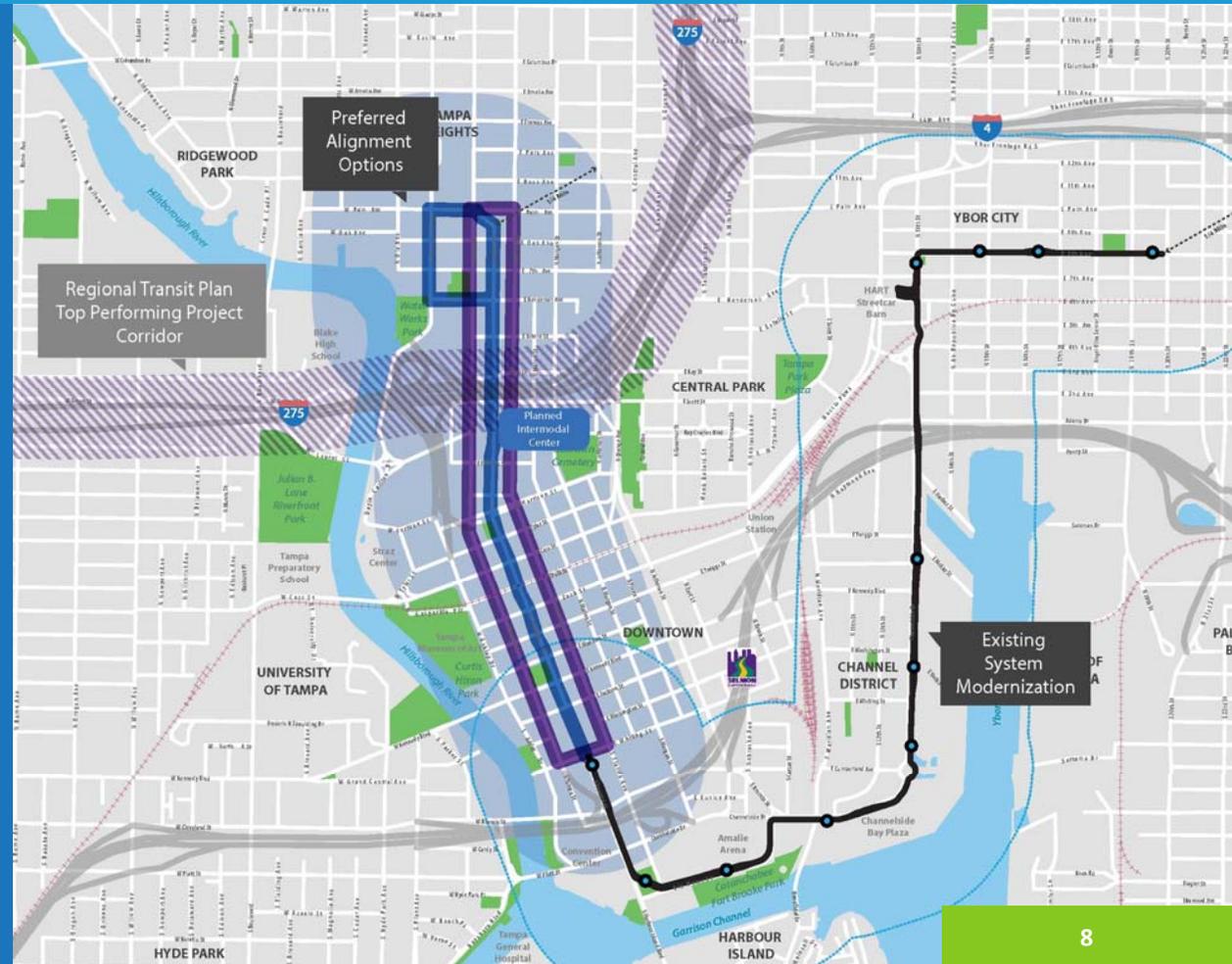
EXTENSION

- » 1.3 mile through Downtown Core
- » Links to existing/planned regional transit
- » Serves 16,000 jobs and 5,500 residents (extension only)
- » Connects major entertainment and cultural venues
- » Cost: \$99.7 - \$102.6 Million*

SYSTEM MODERNIZATION

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

* costs assume modern streetcar technology

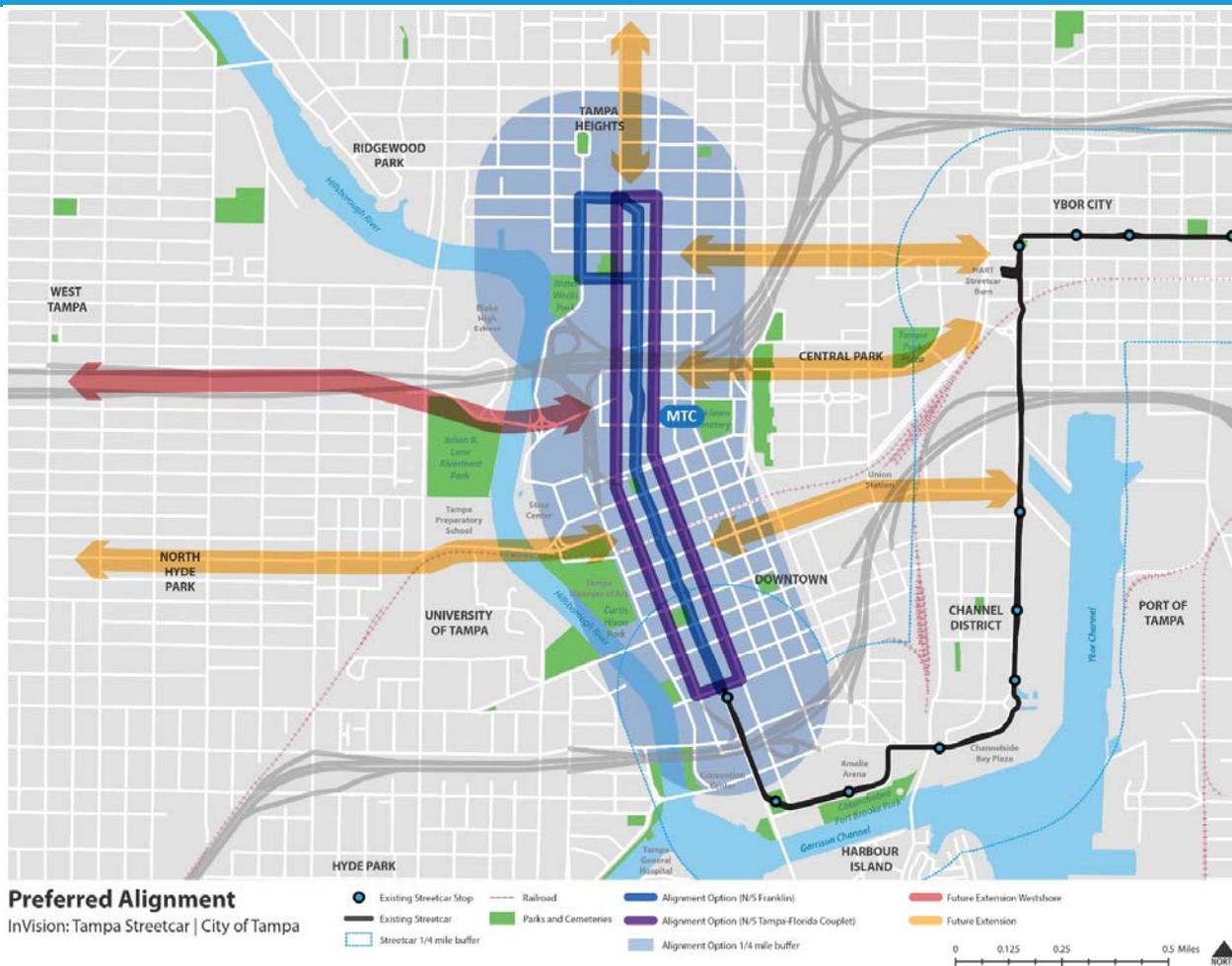


CAPITAL & OPERATING COSTS

MODERNIZATION	EXTENSION
Capital Costs	
\$69.6M (2017 dollars)	\$99.7-\$102.6M (2017 dollars)
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 vehicle maintenance and storage facility	Pro-rated share new vehicle maintenance and storage facility
Professional services and contingencies	Professional services and contingencies
System Operations & Maintenance	
Estimated \$6M annual <small>for modern & extended system with premium service</small>	
\$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>

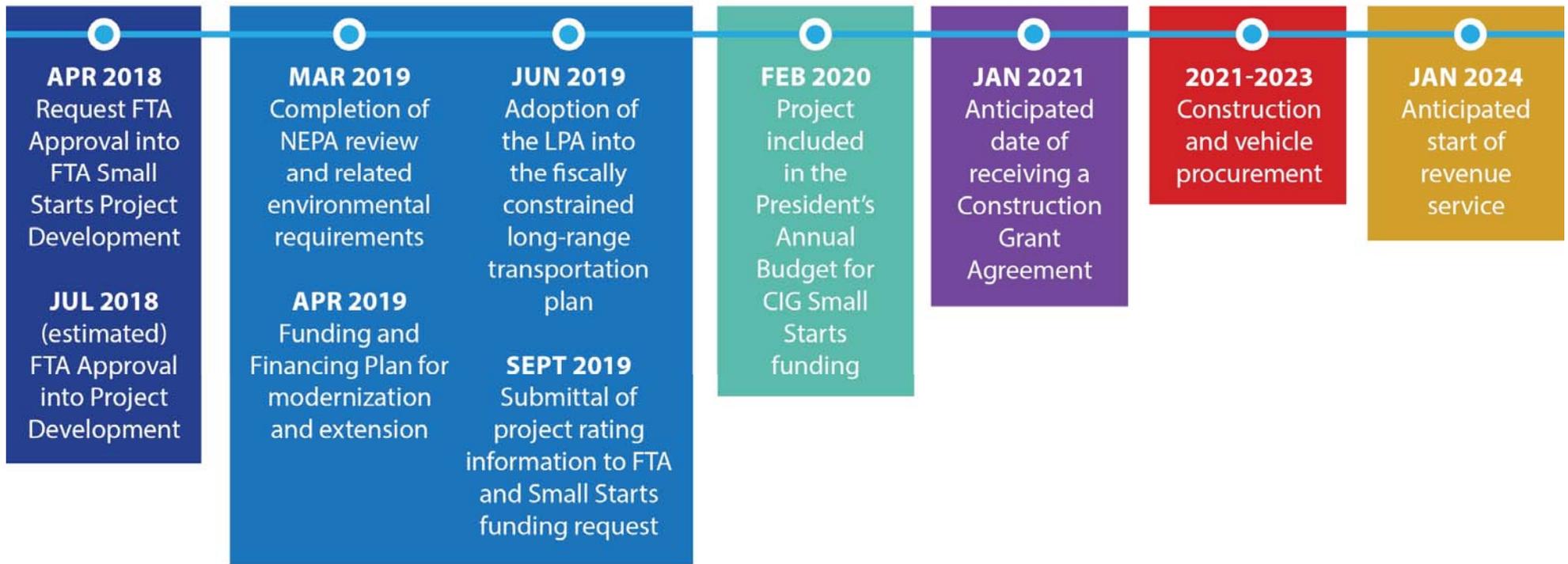
\$1.4M existing streetcar system O&M *(current service hours and frequencies)*

NEXT STEPS (PROJECT DEVELOPMENT)



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

NEXT STEPS (SCHEDULE)



INVISION: 
TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT

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THANK YOU!

QUESTIONS?