Tampa Historic Streetcar

- **Route:** 2.7 miles
  - Downtown
  - Channel District
  - Ybor City

- **Phase I** (Original Route) (2002)
- **Phase II** (Franklin Street Extension) (2010)
Tampa Historic Streetcar

Designed and constructed as a heritage system with an historic aesthetic based on Tampa’s Historic Streetcars

Tampa’s Historic Streetcar Network in the 1940’s

Above: Examples of the modern replica streetcars

Left: Interior of replica cars with wooden benches
InVision Tampa

- The existing streetcar is seen as a tourist attraction rather than a viable local transit option.
- InVision Tampa’s Center City Plan recognized the need to extend and expand streetcar operations.
Recent Studies

• Tampa Historic Streetcar Extension Study
  Hillsborough Area Regional Transit Authority, December 2014

• Transit Assets and Opportunities Study
  Hillsborough County MPO & The Tampa Downtown Partnership
  September 2014
Joint Project Agreement between the City of Tampa and FDOT

Feasibility and PD&E Cost: $1.68 million

- FDOT: $1 million
- City of Tampa: $677,390 in matching funds
Streetcar Extension and Modernization Study

- Project Study Management Team:
  - FDOT (Sponsor)
  - City of Tampa (Owner)
  - HART (Operator)
Objective:

- Evaluate extension and modernization of the Tampa Historic Streetcar in order to make it a viable transportation option for future downtown development.

- Evaluate potential ridership, environmental impacts, and community & economic impacts.

- Evaluate all recommendations for viability with FDOT & HART’s Regional Premium Transit Study.
Potential Alignments:

- Evaluate costs, benefits, and feasibility of the streetcar extension and station locations.

Figures from Tampa Historic Streetcar Extension Study (HART, December 2014)
Modernization:

• Provide recommendations regarding new technologies by evaluating modern streetcar vehicles and their requirements
Streetcar Extension and Modernization Study

• Federal Timeline (Small Starts)

- Letter Requesting Entry to the Process. FTA Approval
- Project Rating and FTA Funding Recommendation
- Project Update and FTA Approval

Feasibility Study → Project Development → Full Funding Grant Agreement

We Are Here → NEPA & Outreach
Streetcar Study Timeline

- Procurement Phase (Oct 2015 – July 2016)
- Council Award Resolution (August 25, 2016)
- Phase 1 (Feasibility Study) 6 months
- FTA Review 1 - 3 months
- Phase 2 (Project Dev.) 9 – 12 months
  o (LPA and PD&E)
CSX Tracks

- There have been recent developments with CSX pertaining to possible purchase of rail lines for commuter rails.

- “Light Rail” cannot travel on CSX lines, but commuter rail, such as Diesel Multiple Units (DMU), can.

- Streetcar could act as local connection from Ybor City through Downtown and eventually to Tampa International Airport.
Tampa Bay Premium Transit Feasibility Study

- FDOT & HART partnership.
- Study team will be looking at various corridors and technologies, including the use of CSX tracks.
- RFP submittal deadline (June 16, 2016)
- To begin Fall 2016
- Duration 12-18 months.
Tampa Bay Express (TBX)

- Transit Options
  - Preserves Transit Envelope on I-4 and I-275 Corridors for future Premium Transit
  - Express Lanes – Express Bus Study (MPO/HART)
  - Intermodal Centers – Property Acquisition
    - Downtown Tampa
    - Westshore District
  - Downtown Interchange – Evaluating concepts that accommodate Streetcar Extension.
Thank You! Questions?
Procurement Timeline (RFQ 16-D-02)

- Advertisement (Oct 15, 2015)
- Pre-submittal Meeting (Oct 26, 2015)
- Submittals Deadline (Nov 19, 2016)
- Shortlist (Dec 4, 2016)
- Presentations (Jan 14, 2016)
- Scoping Kick-Off Meeting (Feb 24, 2016)
- Scoping Completed (July 11, 2016)
- Present to City Council (Aug 25, 2016)
GoHillsborough Priority

• On the City’s 10-year project list

<table>
<thead>
<tr>
<th>TRANSIT</th>
<th>Type</th>
<th>Route/Project Description</th>
<th>Assumptions</th>
<th>City of Tampa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Project (Tampa International Airport to Downtown Tampa)</td>
<td>Downtown Tampa to Tampa International Airport</td>
<td>Initial project assessments estimate a total capital cost of approximately $480 million. The cost estimate included here represents the local portion of the total and assumes state and federal matching dollars. In addition, bonding would be necessary to complete the project in the proposed 10-year timeline.</td>
<td>Design and Construction</td>
<td>$27.00M</td>
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<td></td>
<td>*Exact alignment to be determined upon completion of alternatives analysis.</td>
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<td>Reserve</td>
<td>$9.00M</td>
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<tr>
<td>Streetcar Expansion &amp; Modernization</td>
<td>Areas: Downtown, Tampa Heights</td>
<td>Initial project assessments estimate a total capital cost of approximately $146 million. The cost estimate included here represents the local portion of the total and assumes state and federal matching dollars to complete the project in the proposed 5-year timeline.</td>
<td>Extension of system and upgrade of existing system</td>
<td>$43.81M</td>
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<td>Operations</td>
<td>$5.00M</td>
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<tr>
<td>Historic Streetcar (Capital Maintenance)</td>
<td>Areas: Downtown, Channelside District, Historic Ybor</td>
<td>Maintenance of guideway and trackwork; station and pedestrian facilities; traction power and OH contact system.</td>
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<td>$5.00M</td>
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<tbody>
<tr>
<td>Type</td>
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<tr>
<td>South County and Brandon Bus Rapid Transit</td>
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<tr>
<td>Water Ferry from South County to MacDill Air Force Base</td>
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