

# Streetcar Extension and Modernization Study

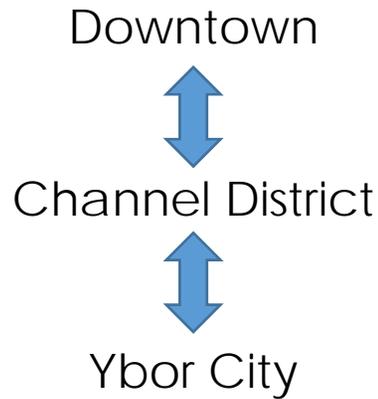
*City of*  
**Tampa**  
Florida

## Streetcar Extension and Modernization Feasibility Study (Agrmt 16-D-02) Thursday, August 25, 2016



# Tampa Historic Streetcar

- Route: 2.7 miles

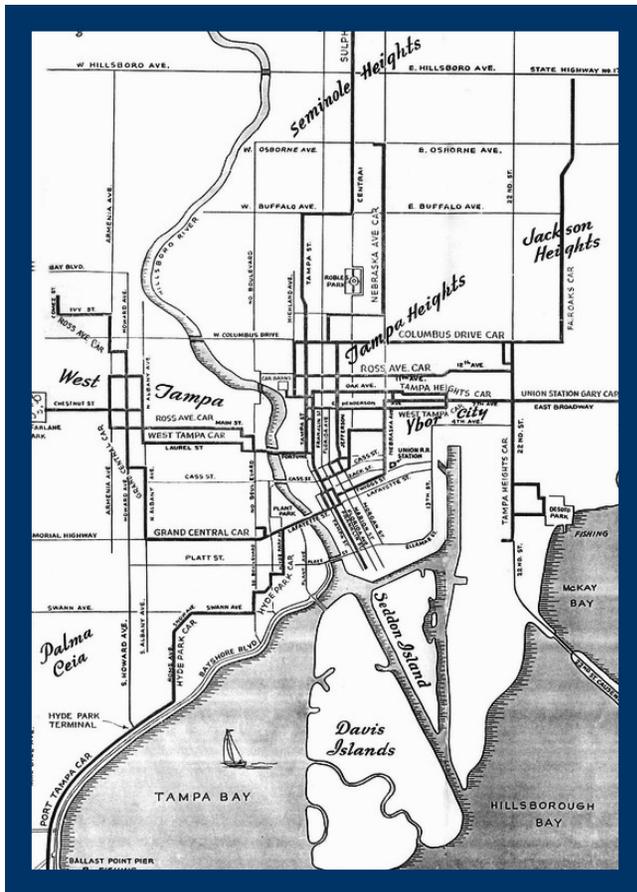


- **Phase I** (Original Route) (2002)
- **Phase II** (Franklin Street Extension) (2010)



# 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*



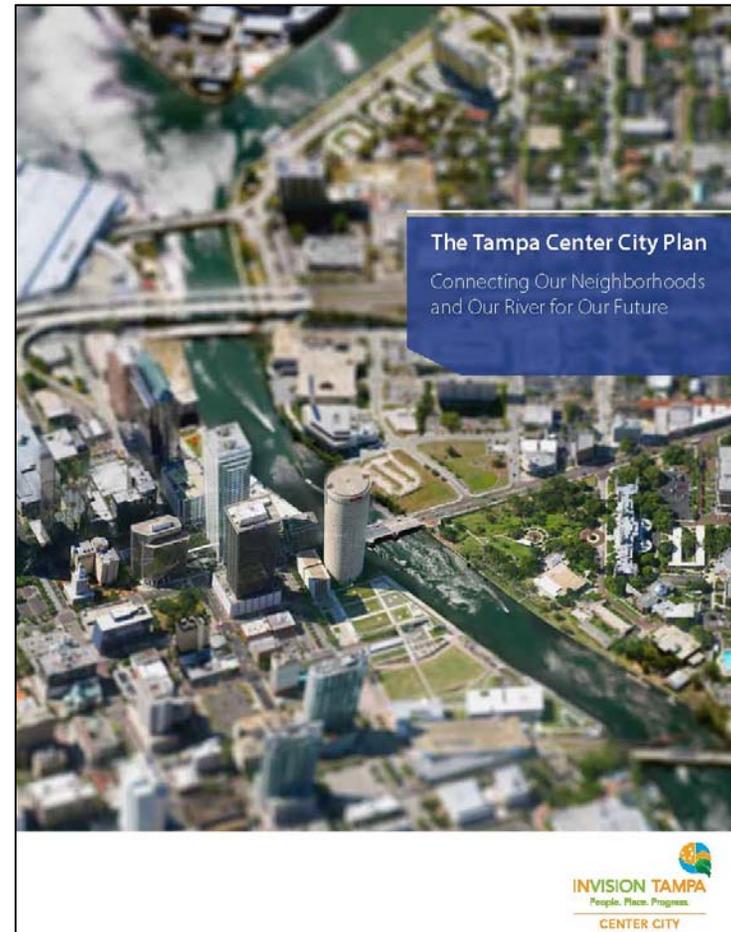
*Above: Examples  
of the modern  
replica streetcars*



*Left: Interior of  
replica cars with  
wooden benches*

# InVision Tampa

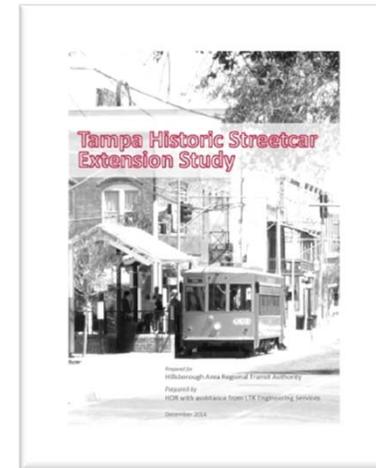
- The existing streetcar is seen as tourist attraction rather than a viable local transit option.
- InVision Tampa's Center City Plan recognized the need to extend and expand streetcar operations.



# Recent Studies

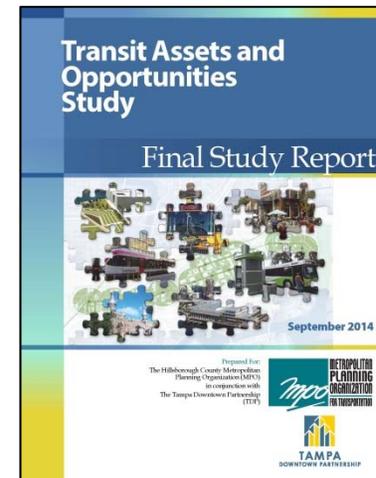
- *Tampa Historic Streetcar Extension Study*

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

**Feasibility Study**  **PD&E**

# Streetcar Extension and Modernization Study



- Project Study Management Team:

- FDOT (Sponsor)



- City of Tampa (Owner)



- HART (Operator)



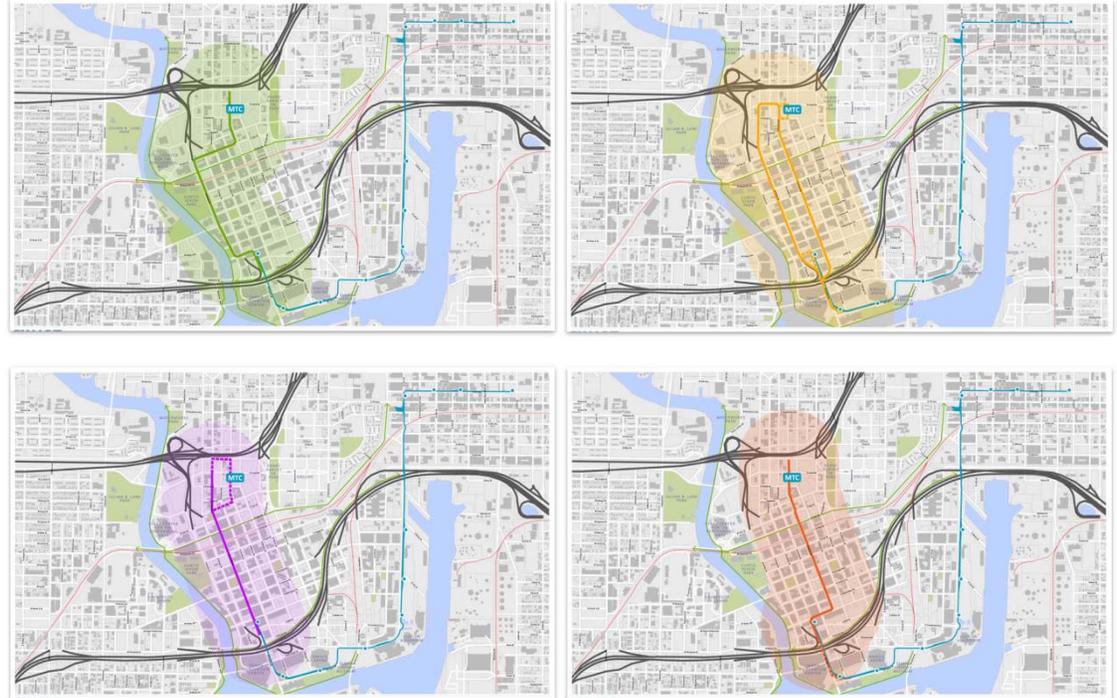
## Objective:

- 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.

**Feasibility Study**  **PD&E**

## Potential Alignments:

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



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



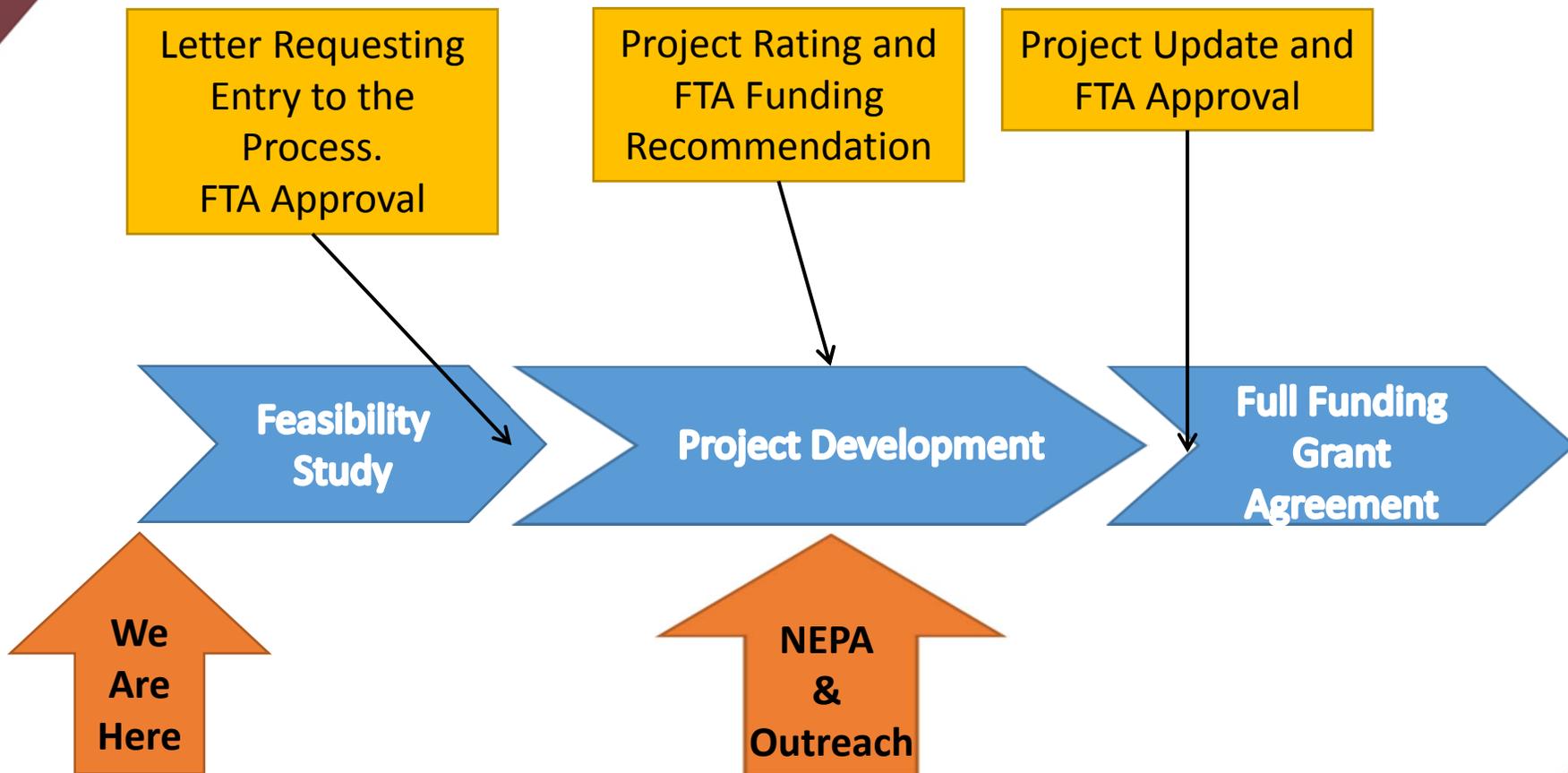
# Streetcar Extension and Modernization Study

## Modernization:

- Provide recommendations regarding new technologies by evaluating modern streetcar vehicles and their requirements



- Federal Timeline (Small Starts)

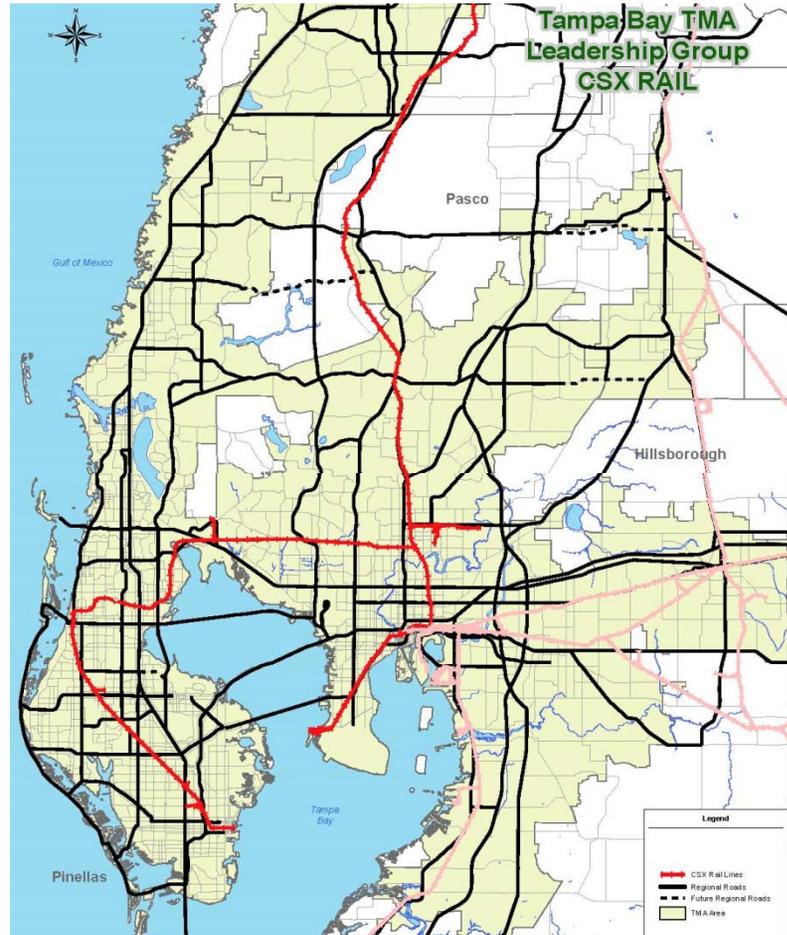


# Streetcar Study Timeline

- 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
  - (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

TRANSIT				
Type	Route/Project Description	Assumptions		
<b>City of Tampa</b>				
Rail Project (Tampa International Airport to Downtown Tampa)	Downtown Tampa to Tampa International Airport *Exact alignment to be determined upon completion of alternatives analysis.	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.	Design and Construction	\$27.00M
			Reserve	\$9.00M
Streetcar Expansion & Modernization	Areas: Downtown, Tampa Heights	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.	Extension of system and upgrade of existing system	\$43.81M
			Operations	\$5.00M
Historic Streetcar (Capital Maintenance)	Areas: Downtown, Channelside District, Historic Ybor		Maintenance of guideway and trackwork; station and pedestrian facilities; traction power and OH contact system.	\$5.00M
<b>Hillsborough County</b>				
Type	Route/Project Description	Assumptions		
South County and Brandon Bus Rapid Transit	*Exact alignment to be determined upon completion of alternatives analysis.	Will require grants/partnerships/bonding.		\$100.00M
Water Ferry from South County to MacDill Air Force Base	South County to MacDill Air Force Base	*Additional FTA: \$4.78M and FHWA: \$475k. Cost does not include potential connections to Downtown Tampa and St. Petersburg.		\$21.00M

