InVision: Tampa Streetcar
Transforming Tampa’s Transit

Channelside, Downtown, Tampa Heights & YCDC Community Advisory Committees
City Hall | December 6, 2016
• **Route:** 2.7 miles
  - Downtown
  - Channel District
  - Ybor City

• **Phase I** (Original Route - 2002)

• **Phase II** (Franklin Street Extension - 2010)
Designed and constructed as a heritage system with an historic aesthetic based on Tampa’s Historic Streetcars

**Background**

**Below:**

- Examples of the modern replica streetcars
- Interior of replica cars with wooden benches

**Tampa’s Historic Streetcar Network in the 1940’s**
• 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
A 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
Study Management Team

FDOT (Sponsor)

City of Tampa (Owner)

HART (Operator)

HDR (Lead Consultant)
Project Objectives

• 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.

• Community conversation and planning effort on future streetcar system in context of regional initiatives and emerging multi-modal environment.

Feasibility Study  PD&E
Project Approach

- Public and Stakeholder Outreach
- Definition of Alternatives
- Environmental and Community Evaluation
- Funding Strategy and Implementation Plan
- Request FTA Approval into Project Development

Feasibility Study  PD&E
Public and Stakeholder Outreach

• Project Branding
• Website
• Social Media
• Small Group Meetings
• Agency Stakeholder Meetings
• Public Workshop

Feasibility Study → PD&E
Definition of Alternatives

• Build off previous studies
• Purpose and need and objectives
• Extension alignments, system modernization options, station locations.
• Vehicle technologies
• Capital and operating costs and ridership

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

System Modernization

- Recommendations regarding new technologies by evaluating modern streetcar vehicles and their requirements
Environmental and Community Evaluation

- Environmental, Cultural and Natural Resources
- Environmental Justice
- Noise and Vibration
- Air Quality
- Social and Community Impacts
- Land Use and Economic Development
- Traffic and Parking

Feasibility Study → PD&E
Funding Strategy & Implementation Plan

- Funding strategy for project development, design, construction, equipment, and operations
- Federal funding opportunities
- State and local funding sources

Feasibility Study → PD&E
• Assuming Small Starts Funding

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

Federal Timeline

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Feasibility Study

Project Development

Construction Grant Agreement

Today

NEPA & Outreach
Timeline

- Procurement Phase – Oct 2015 to July 2016
- Council Award Resolution – August 25, 2016
- Consultant Notice to Proceed – Oct 27, 2016

- Phase 1 (Feasibility Study) – 6 months
- FTA Review – 1 to 3 months
- Phase 2 (Project Development) – 9 to 12 months
Thank You! Questions?

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