1. FIRST GENERATION
First Generation Streetcar

1885-1920s
» Service started in 1885 with wood burning vehicles on rails connecting Downtown Tampa with Ybor City
First Generation Streetcar

1920s to 1940s
» Served up to 24 million passengers a year
» 190 vehicles in operation
» 53 miles of track
» Service from 4:30am to 2:00am
2. CURRENT SYSTEM
Second Generation Streetcar

INITIAL LINE - OCTOBER 2002
» 2.4 mile system with 10 Stations
» Single track, exclusive guideway

EXTENSION - DECEMBER 2010
» 0.33 mile extension to Fort Brooke Garage

SYSTEM FUNDING
» Operating Revenues
  • Advertising & Leasing
» Non-Operating Revenues
  • Streetcar Special Assessment
  • CRA Contributions
  • FDOT* & FTA Funding

* FDOT Service Grant from October 2018 support free fares, extended service hours, and greater frequency of service
Second Generation Streetcar

Current Fleet

» Replica Vehicles
  » Birney Replicas
  » Breezer
» Restored Birney (previously in service from 29123-1946)
Second Generation Streetcar

Existing Service

ROUTE & STOPS
» 2.7 Mile Route – Ybor to South CBD
» 11 Stops

FREQUENCY OF SERVICE
» Every 15 minutes

HOURS OF OPERATION
» Monday-Thursday - 7:00 am to 11:00 pm
» Friday - 7:00 am to 2:00 am
» Saturday - 8:30 am to 2:00 am
» Sunday - 8:30 am to 11:00 pm

* Plus extended hours for late night events
**Recent Ridership Increases**

**RIDERSHIP PRE & POST SERVICE CHANGES**

*FDOT’s grant to improve service on the existing system has resulted in an unprecedented increase in ridership. Over the first 10 months of improved frequency, extended service hours, and free fares, increase, ridership has gone up 270% over the previous year.*
3. EXTENSION & MODERNIZATION
Project Purpose

Define an enhanced transit solution that supports the City’s vision for a livable, connected, and competitive Downtown.

» Define strategies for system modernization and extension.
» Evaluate vehicle technologies, project costs, benefits, and impacts.
» Closely coordinate with related planning efforts and initiatives.
» Allow for future extensions to the system.
» Engage the public and key stakeholders.
Key Objectives

High Quality, Accessible Service
» One-seat trip from end to end
» Full day, frequent service
» High capacity vehicles
» Quality stops with level boarding
» Design for use by other transit vehicles

Maximize Exclusive Guideway Operations
» Avoid congestion (maximum travel time reliability)
» Avoid parking and turning queue conflicts

Minimize Impacts
» Maintain roadway capacity
» Minimize impacts to parking, sidewalks, and property
Project Context

by 2040, **100k** people living and working in walking distance of the alignment...

**15k** residences, **2,100** hotel rooms, **3Msf** commercial, & **1.8Msf** retail

**100k** weekly visitors  
**26k** post K-12 students

in 5 multi-block projects,  
**>$6B investment**
Project Context

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2040</th>
<th>Chg 2010-40 #</th>
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</thead>
<tbody>
<tr>
<td>Population</td>
<td>55,377</td>
<td>105,029</td>
<td>49,715</td>
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<tr>
<td>Employment</td>
<td>93,186</td>
<td>148,567</td>
<td>55,381</td>
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<tr>
<td>Total</td>
<td>148,563</td>
<td>253,659</td>
<td>105,096</td>
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</tbody>
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• Transit supportive densities/intensities
  
  *(projections being updated to capture SPP, Port Tampa Bay, and other plans)*

• Increasing densities in surrounding neighborhoods

• Existing streetcar serves/links some but not all transit-supportive places.
Project Context

15 TODs
» Extension Corridor (1.3 miles)
  • Employment - 53,419 (23,895/sq mi)
  • Population - 10,802 (4,778/sq mi)
  • Legally-Binding Affordable Units - 1,640

» Existing plus Extension Employment
  • Existing Stations - 48,465
  • New Stations - 22,333

» First/Last Mile Connections
  • Local/Regional Transit, Regional Bus, Amtrak, and Virgin/Brightline

» Other Attractors/Generators
  • Convention Center, Amalie Arena, Higher Ed, Cultural Venues, Cruise Terminals, County Courts, etc.
Public Engagement

Public Workshops
» Workshop 1: Project Purpose & Need
» Workshop 2: Corridors for Extension
» Workshop 3: Extension Alternatives
» Workshop 4: Preferred Alignment
» Workshop 5: Alignment Details

Stakeholder Outreach
» Presentations, Briefings & Small Group Meetings
» Outreach to Community and Neighborhood Groups
» Agency and Project Coordination Meetings

Web Site & Survey
» Dedicated Project Web Site & Social Media
» On-Line Survey
Options for the Extension

» 7 Options Developed & Evaluated
» Evaluated across 5 Purpose & Need and 6 Performance & Impact Categories
Best Performing Options

SELECTED EXTENSION OPTION
» 1.3 mile through Downtown Core
» Links to regional transit
» Serves 16,000 jobs and 5,500 residents (extension only)
» Connects entertainment and cultural venues
» Serves high growth districts
Preferred Alternative

» Vehicle Technology
» Alignment & Guideway
» Stop Locations & Design Concepts
» Modernization
Vehicle Technology

Assessment Factors
Vehicle Operations & Costs
Accessibility & Rider Experience
Economic Development Impact

Replica Streetcar
Premium Bus
Modern Streetcar
Extension Alignment & Guideway

“Best Lane” Evaluation
» Guideway Alternative by Alignment Section
» 12 Total Alternatives Evaluated
Extension Alignment & Guideway

Exclusive Transit Lane
» Bypasses corridor congestion
» Limits potential for blocked guideway
» Displaces parking & bike lanes
» Potential for shared transit use & right side stops

Shared Lane
» Impacted by corridor congestion
» Minimal impact on parking & bike lanes
» Potential for blocked guideway
» Right side stops on right side only
Extension Alignment & Guideway

Extension Overview

» 1.3 Mile extension from existing terminus to Palm Avenue in Tampa Heights
» Runs along Florida and Tampa Avenues as a couplet
» Mostly exclusive guideway except northern portions of Florida Avenue and southern two blocks of Tampa Avenue
» Right side stops on islands and sidewalks
Extension Alignment & Guideway

1. Florida Avenue from Brovine Street to Harrison Street
   West Side Running in Exclusive Transit Lane

2. Florida Avenue from Harrison Street to Palm Avenue
   East Side Running in Shared Lane

3. Tampa Street from Palm Avenue to Tyler Street
   East Side Running in Exclusive Transit Lane

4. Tampa Street from Tyler Street to Kennedy Boulevard
   East Side Running in Exclusive Transit Lane

5. Tampa Street from Kennedy Boulevard to Whiting Street
   East Side Running in Shared Lane

**RECOMMENDED GUIDEWAY NOTES**
- All typical sections are within existing right-of-way.
- Franklin Street alignment is not recommended.
Stop Locations & Concepts

Most Stops in Parking Lane (3 Stops on Sidewalks)

» Transit guideway along left or right curb line
» Most stops located in parking lane / Sidewalk stops requiring right-of-way
» All stops on right side designed to be shared with buses
Modernization of Existing System

**GUIDEWAY RECONSTRUCTION**
» Reconstruct track sections to increase radius at tight corners

**STATION IMPROVEMENTS (11)**
» Removal of high block and ramp
» Platform reconstruction

**STREETCAR BARN EXPANSION**
» Expansion to fit modern streetcar vehicles and equipment

**UPGRADE TRACTION POWER**
4. PROJECT STATUS
Schedule

NOW-MAR 2020
- Preferred Alternative Costs & Ridership
- Environmental Impacts
- Funding & Implementation

2020-2021
- Design Procurement
- Engineering & Design
- Small Starts Funding

2021-2023
- Construction & Vehicle Procurement

2024-2025
- Start of Service
Status

» Accepted into FTA Project Development
» FTA Coordination Underway
» Preferred Alternative Selected
» NEPA Process Close to Complete
» Funding & Financing Plan Underway
  • Federal Small Starts
  • FDOT New Starts
  • Local/HART Sur Tax
  • City Assessment District & CRA
» Design and Engineering 2020
» Small Starts Rating Submittal Aug/Sep 2020-21
» Construction & Vehicle Procurement 2022-24
» Start of Service 2024-25