TAMPA STREETCAR
EXTENSION

Tampa Streetcar Partner Workshop

October 21, 2026





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Agenda

1. Project Update
2. Management & Governance
3. Project Risk Assessment
4. Project Delivery Strategy

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Project Update

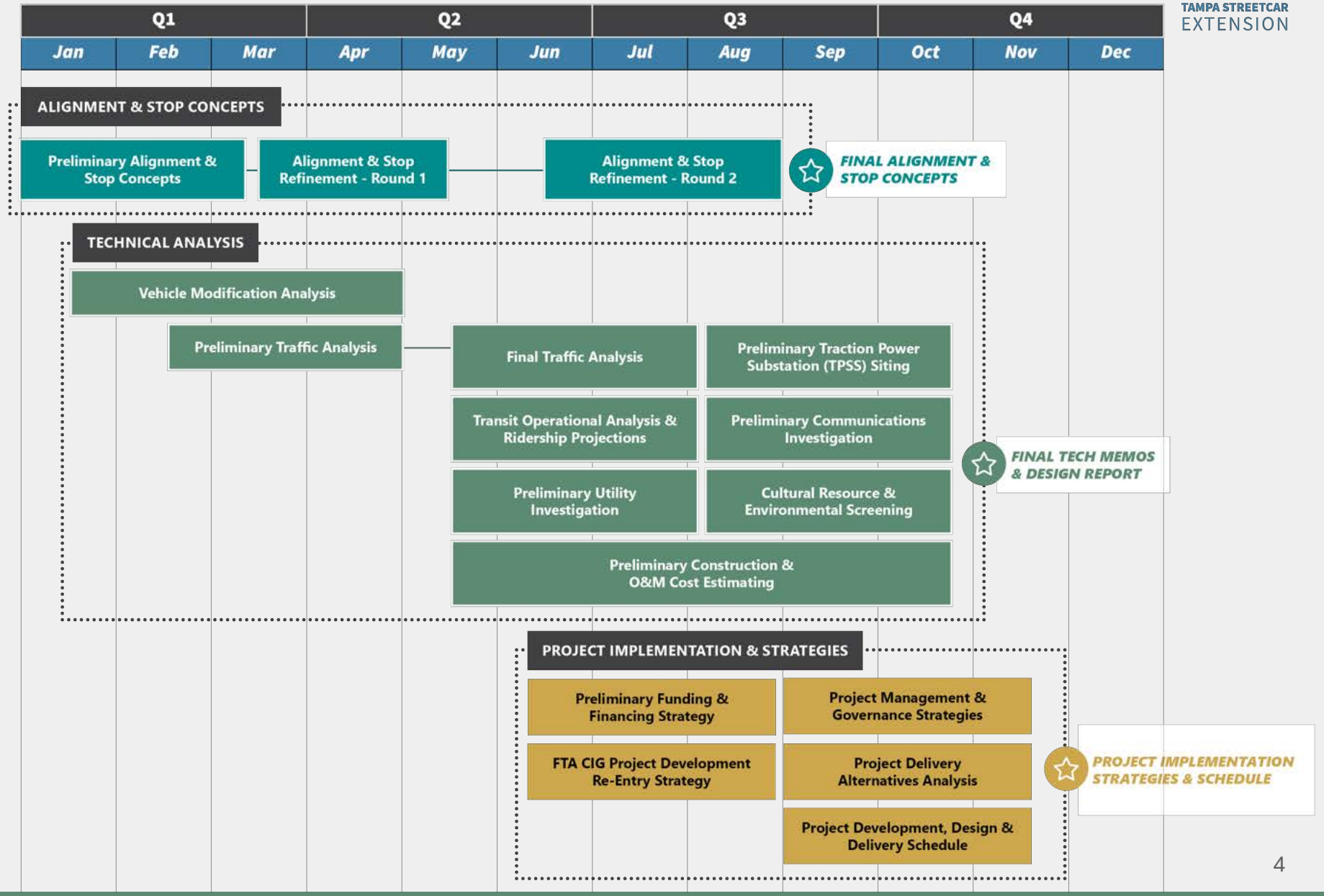


PROJECT UPDATE

2026 Tasks

- Alignment & Stop Concepts
- Tech Memos & Design Report
- Project Implementation Strategies & Schedule

Includes initial collaboration with FDOT and HART to ensure alignment prior to entry into FTA Small Starts Project Development



PROJECT UPDATE

Preliminary Purpose & Need

- **Link Downtown Districts**

  Bridge physical barriers restricting easy movement between key destinations across greater Downtown Tampa, Tampa Heights, and Ybor City.

- **Expand Sustainable Transportation Options**

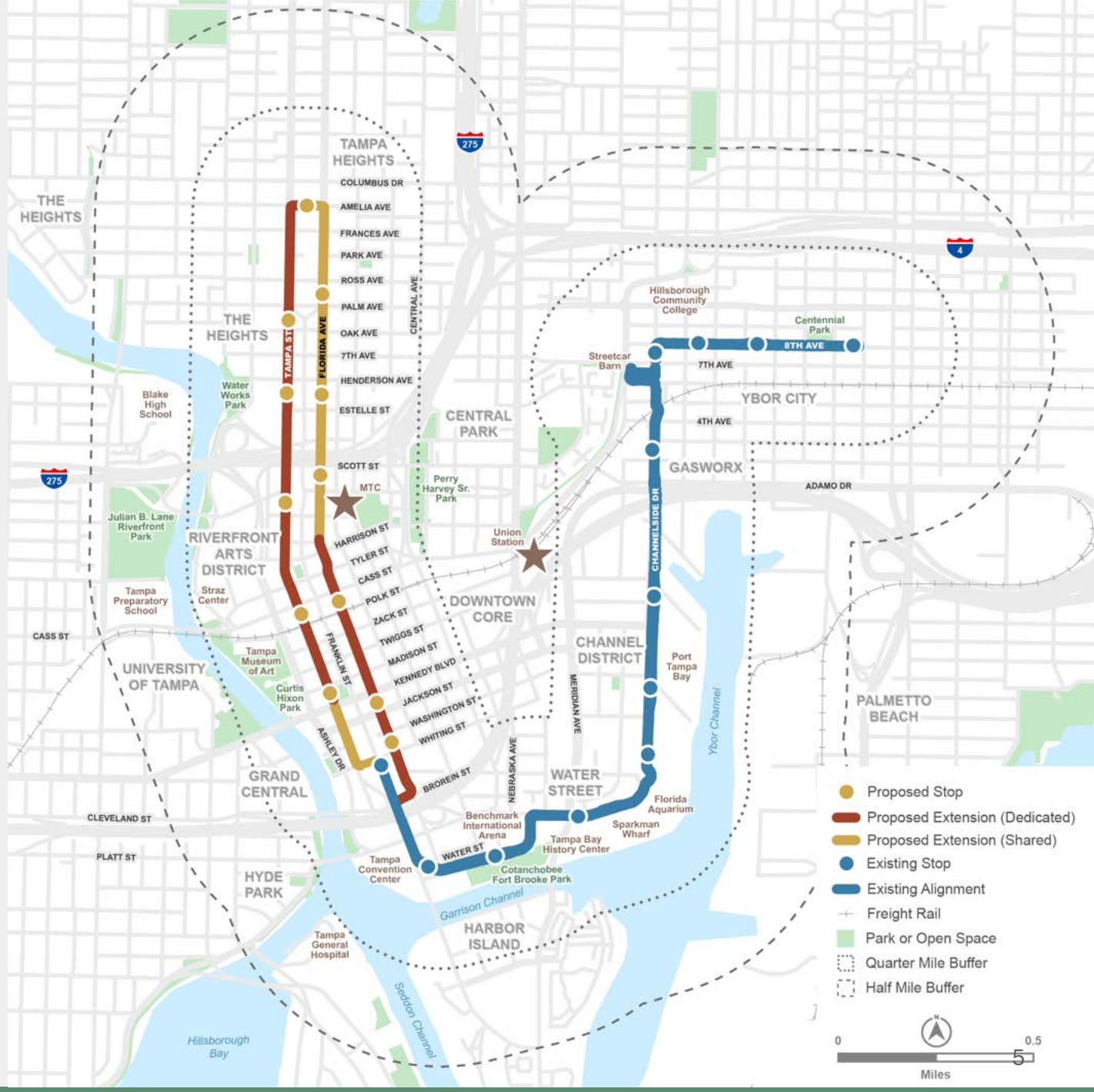
  Provide new mobility alternative to ease the burden on congested streets and better serve rapid increases in population, jobs, and visitors.

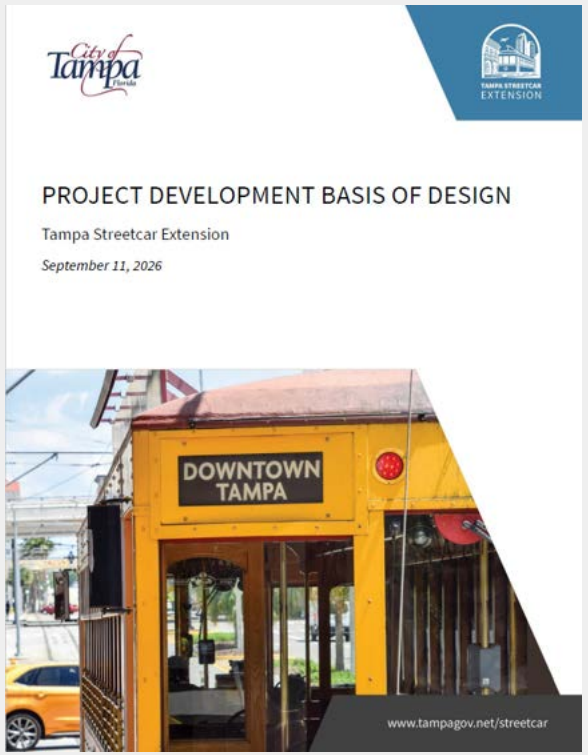
- **Improve First/Last Mile Connections**

  Connect critical regional transportation hubs, including Marion Transit Center and Union Station, and expand options for short distance travel.

- **Support Sustainable Urban Development**

  Unlock the value of strategically located but underdeveloped districts by connecting key districts, destinations, and parking resources across greater Downtown.





Basis of Design Report

Draft 1 – June 2026

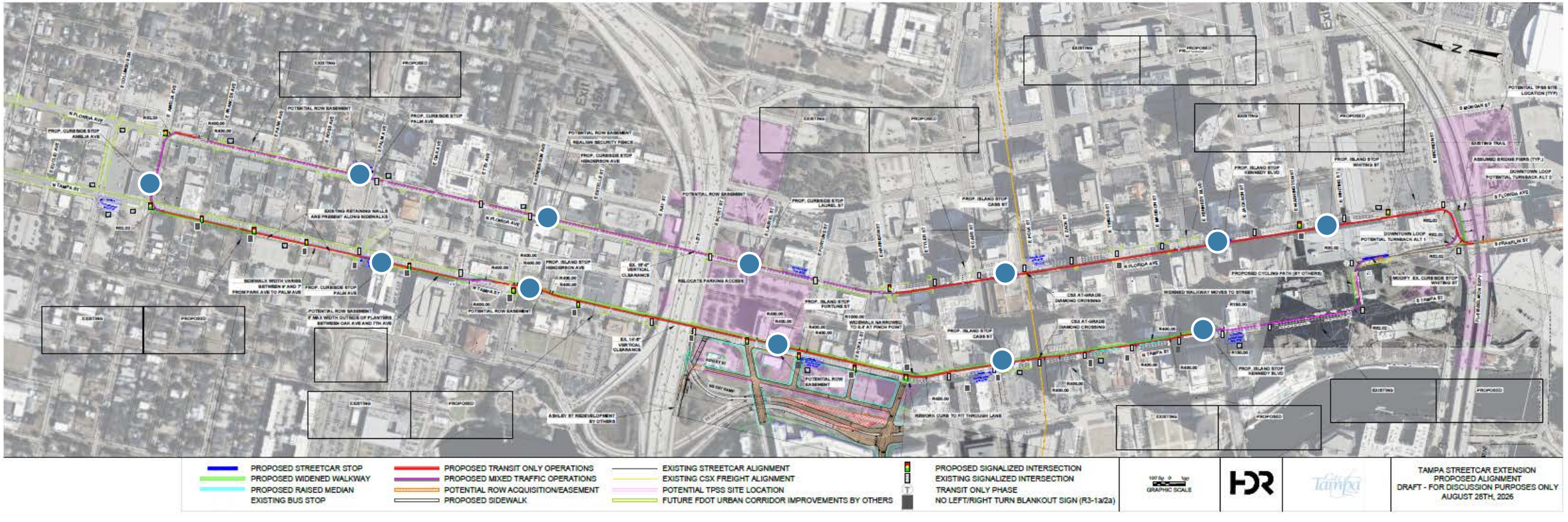
- Guideway Geometrics & Design
- Vehicle Modification Alternatives
- Stop Design Concepts
- Preliminary TPSS Sizing & Siting

Draft 2 – October 2026

- Preliminary Utility Conflicts
- Revised Stop Design Concepts
- Preliminary Systems & Communications

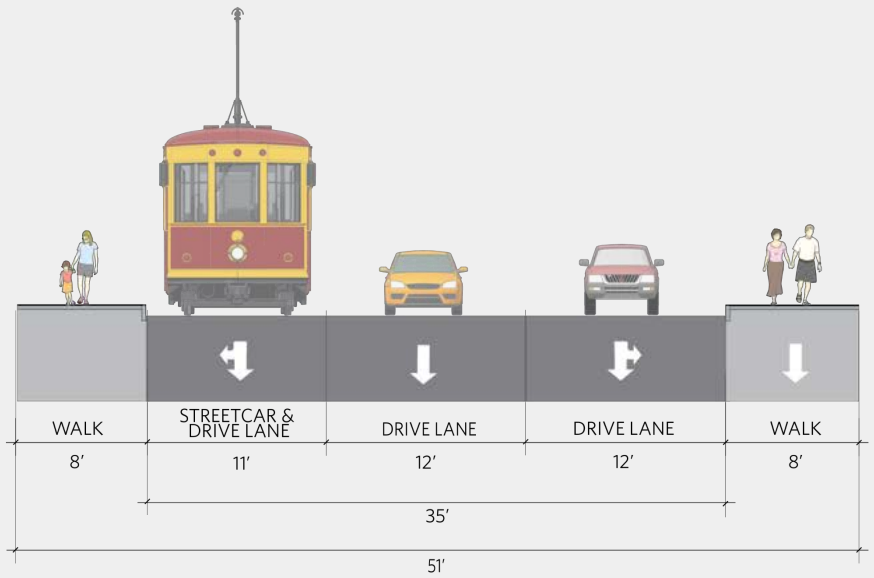
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Guideway & Stops

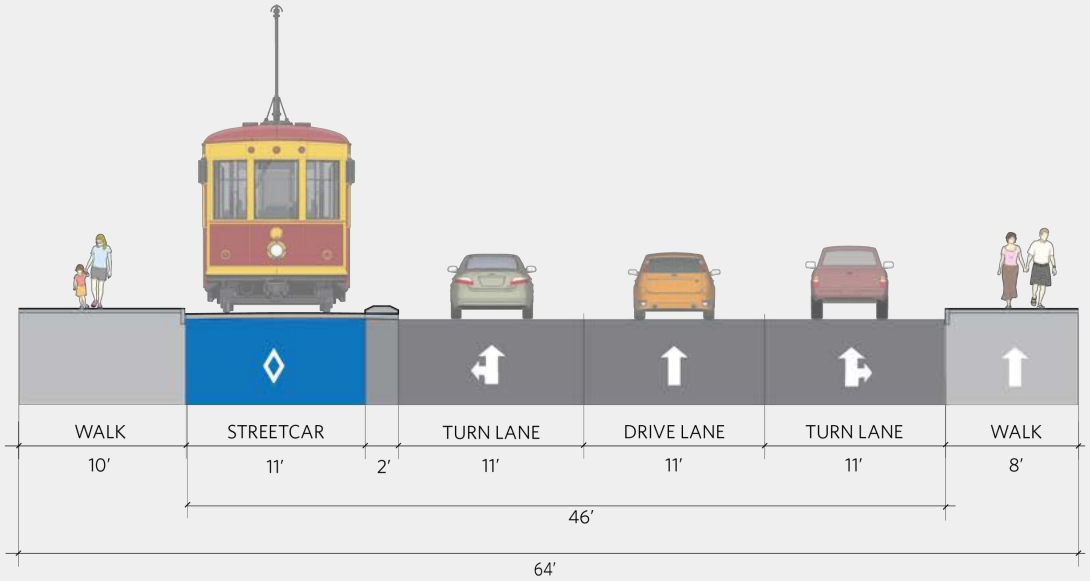


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Guideway & Stops



Florida Avenue North of Harrison Street – Shared Traffic Lane

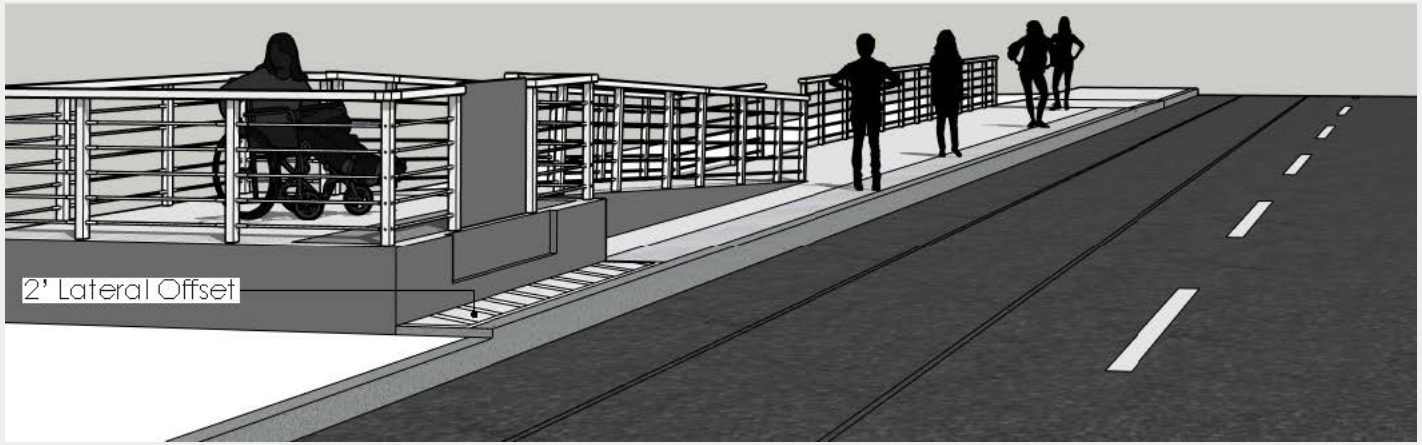


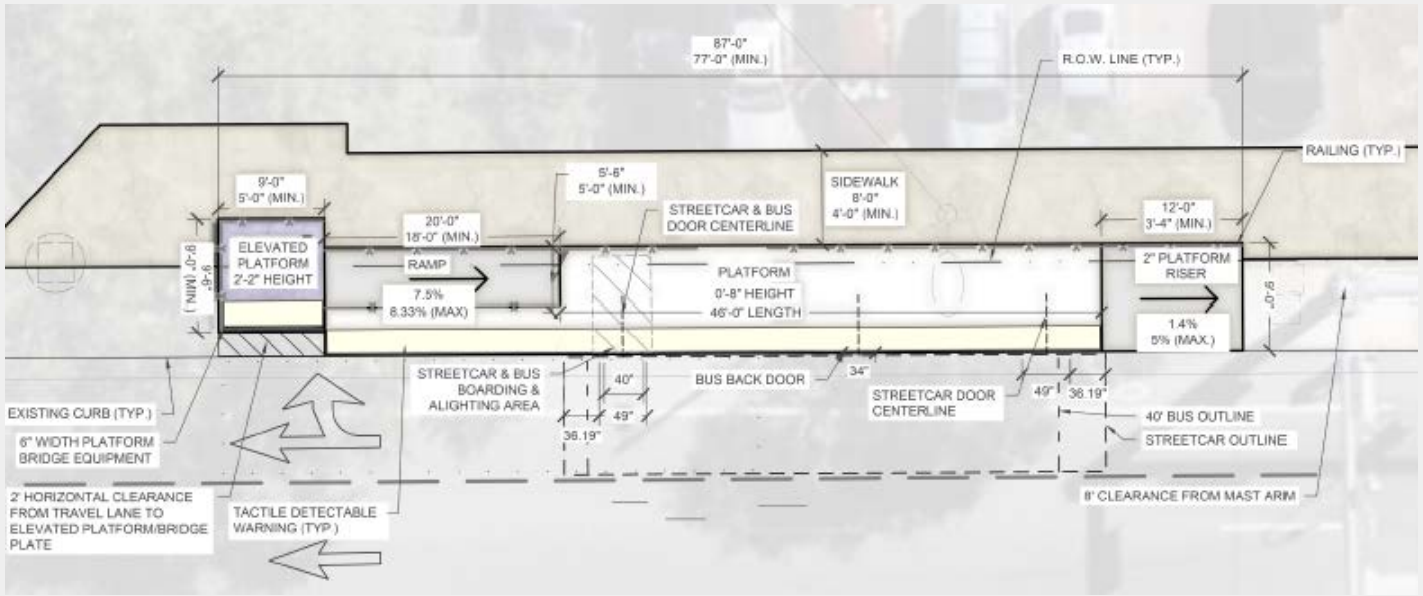
Tampa Street North of 7th Avenue – Dedicated Transit Lane

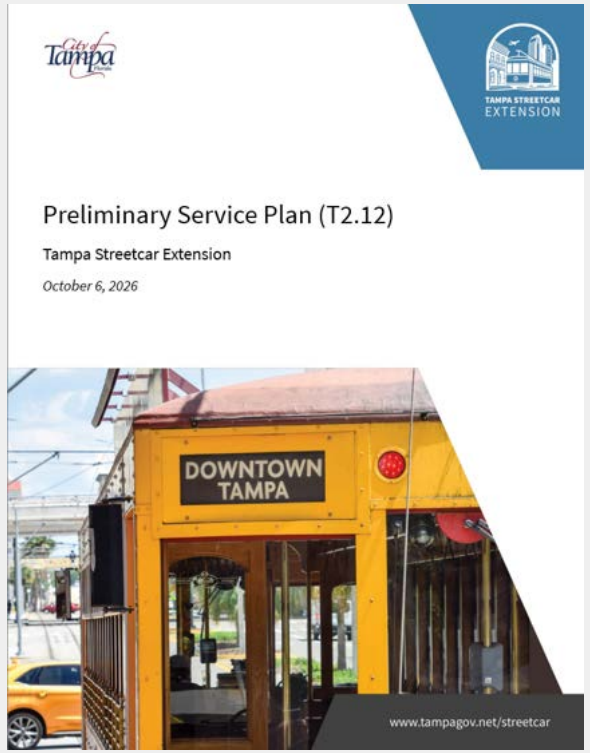
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Sidewalk Stop - Typical









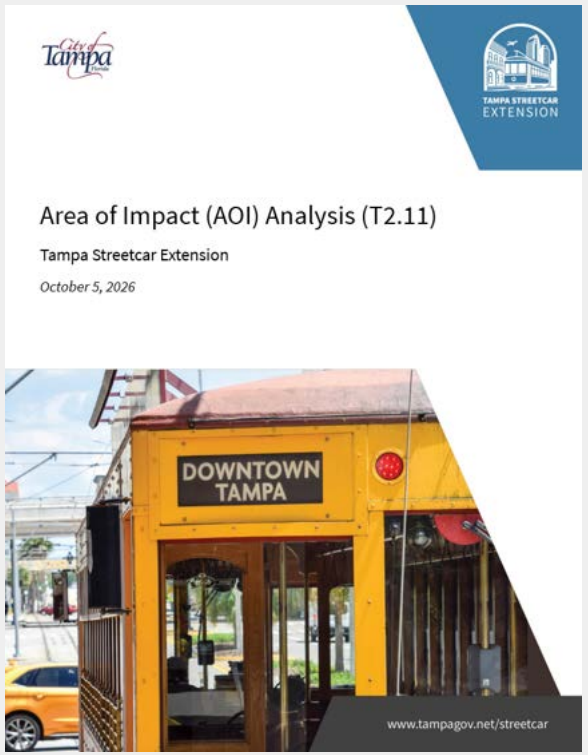
Service Planning

Service plan defines planned level of service, vehicle demand, vehicle revenue hours of service, and annual operating costs.

Table 7 – Tampa Streetcar Operating Plan Service Alternative 1 (15-Minute Headways)

	Monday - Friday AM Period (Operating Plan)	Monday - Friday Off Peak Period (Operating Plan)	Monday - Friday PM Peak Period (Operating Plan)	Monday - Thursday Night Peak Period (Operating Plan)	Friday Night Peak Period (Operating Plan)	Saturday Period (Operating Plan)	Sunday Period (Operating Plan)
Start Time	7:00 AM	9:00 AM	3:00 PM	6:00 PM	6:00 PM	9:00 AM	8:30 AM
End Time	9:00 AM	3:00 PM	6:00 PM	11:00 PM	2:00 AM	2:00 AM	11:00 PM
Days per week	5	5	5	4	1	1	1
Average Speed, mph	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Layover + Dwell Time, min	28	28	5	28	28	28	28
Headway, min	15	15	15	15	15	15	15
Hours per day	2	6	3	5	8	17	15
Travel Time, min	83.4	83.4	83.4	83.4	83.4	83.4	83.4
Required # vehs, raw	5.5614	5.5614	5.5614	5.5614	5.5614	5.5614	5.5614
Required # vehs, rounded	6	6	6	6	6	6	6
Annual Hours	3120	9360	4680	6240	2496	5304	4524
Annual Cost	$931,414	$2,794,241	$1,397,120	$1,862,827	$745,131	$1,583,403	$1,350,550
Total System Annual Cost	$10,664,685.72						
Total System Annual Hours	35724						

*At 15-minute headways (current level), analysis shows demands for 6 total vehicles in service along total system delivering **35,724 vehicle revenue hours of service** resulting in an estimate of **$10,700,000 in annual operating costs**.*



Environmental Screening

Using ETDM Area of Interest (AOI) tool to identify resources along the corridor and near proposed stop locations. Provides the basis for Class of Action determination and scope of NEPA/106 documentation required for the project.

COMMUNITY RESOURCES	CULTURAL & TRIBAL RESOURCES	NATURAL RESOURCES	PHYSICAL RESOURCES
• 2 affordable housing developments. • Environmental justice populations present. • 14+ transit routes serving corridor.	• 6 archaeological sites (Including the Quad Block Burials at Ft. Brooke). • 156 historic structures. • 10 NRHP-listed resources. • National and Local Historic Districts.	• 12+ listed species datasets/ranges identified. • Hillsborough River watershed. • Limited ecological impacts anticipated due to urban setting.	• Major regional transportation corridor. • 5 brownfield/cleanup sites. • 10+ active redevelopment projects.

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Capital Cost Estimate - Summary

COST FACTOR	COST (YOE)
Total Base Cost (2026)	$220 Million
Total Contingency (40%)	$88 Million
Escalation	$40 Million
Grand Total (YOE)	**$348 Million**

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Capital Cost Estimate – Basis of Estimate

1. Prepared utilizing FTA Standard Cost Categories.
2. Built up assuming CMGC delivery.
3. Costs escalated yearly at 3.5% based on an assumed opening date in 2031.
4. Does not include any SCC 100 (Finance Charges). Need owner input if those will be incurred and desired to be part of the financial plan.
5. Estimate includes FTA recommended contingency of 40% reflective of this concept level of design.
6. Unit prices developed based on FTA historical pricing, previous history estimating streetcar projects, and recent bid prices from similar streetcar projects including the Omaha Streetcar.
7. Costs shown are only for the extension and do not include vehicle modification costs or costs to modify the existing system.
8. Estimate is draft in nature and subject to change based on final comments or changes to the Basis of Design Report or Roll Plot.

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Capital Cost Estimate – SCC Categories

SCC	#	Category	Sum of Base Cost	Sum of Allocated Contingency	Sum of Unallocated Contingency	Sum of Base Year P80	Sum of Escalation Total	Sum of YOE P80
	01	GENERAL	$73,566,554	$22,069,966	$7,356,655	$102,993,176	$15,105,414	$118,098,590
	02	CIVIL	$27,865,339	$8,359,602	$2,786,534	$39,011,475	$5,519,370	$44,530,845
	04	TRACKWORK	$19,182,026	$5,754,608	$1,918,203	$26,854,836	$3,970,824	$30,825,661
	05	TRAFFIC SIGNALS	$12,633,947	$3,790,184	$1,263,395	$17,687,526	$2,756,199	$20,443,725
	06	TRAIN SIGNALS AND CONTROL	$269,232	$80,770	$26,923	$376,925	$58,735	$435,660
	09	POWER	$9,339,648	$2,801,894	$933,965	$13,075,507	$2,037,521	$15,113,028
	10	COMMUNICATIONS	$6,348,632	$1,904,590	$634,863	$8,888,085	$1,385,006	$10,273,091
	17	ENVIRONMENTAL	$851,100	$255,330	$85,110	$1,191,540	$144,954	$1,336,494
	21	CENTRAL CONTROL	$2,123,718	$637,115	$212,372	$2,973,205	$518,225	$3,491,431
	22	UTILITIES	$11,001,644	$3,300,493	$1,100,164	$15,402,302	$2,890,801	$18,293,103
	30	BUILDINGS	$663,492	$199,048	$66,349	$928,889	$119,010	$1,047,898
SCC 10-50 Total			$163,845,332	$49,153,600	$16,384,533	$229,383,465	$34,506,060	$263,889,526
	60	ROW	$1,872,000	$561,600	$187,200	$2,620,800	$151,413	$2,772,213
SCC 60 Total			$1,872,000	$561,600	$187,200	$2,620,800	$151,413	$2,772,213
	70	VEHICLES	$0	$0	$0	$0	$0	$0
SCC 70 Total			$0	$0	$0	$0	$0	$0
	80	OWNER PROFESSIONAL SERVICES	$54,068,960	$16,220,688	$5,406,896	$75,696,544	$5,361,749	$81,058,292
SCC 80 Total			$54,068,960	$16,220,688	$5,406,896	$75,696,544	$5,361,749	$81,058,292
Grand Total			**$219,786,292**	**$65,935,888**	**$21,978,629**	**$307,700,809**	**$40,019,222**	**$347,720,031**

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Capital Cost Estimate – System Enhancement

PANTOGRAPH CHANGE	ORDER OF MAGINTUDE COSTS
8 Vehicles Modifications	$500,000
Replace 3 miles of Trolley Wire	$1.8 Million
Escalation	$400,000
Contingency (40%)	$1.1 Million
Grand Total	**$3.8 Million**

1. *This is rough order of magnitude only and assumes no new poles are required.*
2. *Wire only is assumed to be replaced during normal working hours.*
3. *Does not include design costs.*
4. *Additional analysis would be needed to verify feasibility, scope, cost and construction methods.*

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Additional Work Underway

Traffic Operational Analysis

- Finalizing Analysis Methodology with FDOT
- Traffic Counts & Model Development Underway

Project Funding

- Coordinating with the Regional Infrastructure Accelerate Team regarding Local Sources

Ridership Projections (STOPS)

- Coordinating with HART on System & Survey Data
- Model Calibration Underway

Entry into FTA Project Development

- Reviewing Potential Impacts of Proposed Guidance

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2026

Revised Project Definition

- Alignment & Stop Concepts
- Vehicle Modifications
- Traffic Analysis
- Transit Operations
- Communications & Traction Power
- Ridership Projections
- Cost Estimates
- Impact Screening
- Preliminary Funding & Finance
- Management & Governance Strategies
- Project Delivery Alternatives

2027

Project Development & Preliminary Engineering

- FTA Project Development Re-Entry
- Preferred Alternative Refinement & Confirmation
- Preliminary Engineering
    - Guideway & Stops
    - Transit Systems & Power
    - Roadway & Utilities
- Natural & Cultural Resource Assessment
- State & Local Funding Commitment
- FTA Ratings Request Submittal
- FTA Readiness Documents
- FTA SSGA Application & Execution

2028-2031*

Final Design, Construction & Start of Service

- Final Design & Engineering
- Transit & Roadway Construction
- Service Testing
- Start of Service (2030-31)

**Timing contingent on funding, approvals, and delivery method.*

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Project Management & Governance



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Roles & Responsibilities

Before entering FTA Project Development, partners should establish a clear governance framework defining project sponsorship, decision-making authority, federal compliance responsibilities, corridor ownership coordination, and project delivery roles.

Aligns with FTA's emphasis on sponsor capacity, project management accountability, and successful and timely project delivery.

Project Management Oversight Guidance: www.ecfr.gov/current/title-49/part-633

Key Questions:

1. Do the existing agreements clearly and fairly define responsibilities for existing system operations, asset maintenance, and program management?
2. Do the existing agreements define an appropriate division of responsibilities to guide the next phases of the extension project?
3. What changes should be considered to properly allocate and clarify roles and responsibilities, including addressing FDOT's role as corridor owner.

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Ex. Agreements – Operation Roles & Responsibilities

Under current agreements, THS serves as the primary operational and policy governing entity, HART is contract operator, and the City exerts influence through asset ownership, funding, approvals, and board representation.

CITY OF TAMPA

Public Asset Owner, Funding Lead, & Approval Partner

Retains title to City-contributed real property and nonfinancial assets; provides easements and operating authority; approves budgets and major operating arrangements; supports municipal infrastructure; and serves as backstop for budget shortfalls.

HART

Contract Operator & Transit Technical Lead

Operates and manages the system; supplies qualified personnel; prepares the operating budget; performs safety, compliance, inspection, reporting, customer-service, and emergency-response functions; and coordinates specialized maintenance and municipal support.

THS

Governance, Policy, & Revenue Steward

Provides policy oversight for the streetcar system; contracts with and oversees the operating entity; establishes fare and service policies; manages sponsorships, naming rights, advertising, and endowment resources; reviews performance; and serves as the community-facing steward of the streetcar enterprise.

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Potential Refinements to the Framework

To create a clear governance framework for the extension, revised agreements should define City-led project development and delivery, HART federal stewardship, THS system advocacy, and FDOT corridor oversight.

ORGANIZATION	PRIMARY FUTURE ROLE
City of Tampa	Project Sponsor / Development Lead / Capital & Operating Funding / Design & Construction Oversight / Community Engagement
HART	FTA Grant Recipient / Federal Compliance Lead / Transit Technical Authority
THS	System Steward / Service Strategy / Sponsorship / Community Engagement
FDOT	Corridor Owner / Possible Funding Partner (State New Starts) / Right-of-Way, Traffic Operations, & Design Review

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Next Steps

Senior staff and leadership alignment, memorandum of understanding draft, preparation for FTA discussions and PMP development, and agreement redrafting and execution.

CURRENT TASK
Briefing PPT on Roles & Responsibilities
Staff Review & Approval
Key Leader Briefings

NEXT TASK
Draft & Final Memorandum of Understanding
Project Management Plan Draft (for FTA)
Revision of Current Agreements

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Project Risk Assessment



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Benefits and Why

Early risk identification and tracking helps identify best fit for project delivery, budget, and schedule.

Active risk management improves the reliability of project delivery.

A requirement of FTA funded projects per FTA OP-40 Risk and Contingency Review

Link to FTA Risk and Contingency Review (OP40) Guidance

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Active Risk Management



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Risk Discussion



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How do Risks Impact Project Delivery?

FUTURE PHASES

- Create a Risk and Contingency Management Plan which will formally establish the monitoring process and frequency.
- Establish risk governance and owners.
- Establish process for monitoring and updates.

Risk assessments and contingency strategy will continue to be updated at future project milestones and as baseline cost or schedule assumptions change.

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Project Delivery Strategy



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Project Delivery Strategy

OVERVIEW



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A Shared Foundation for Later Decisions 3

UNDERSTAND
How the four delivery methods work

CONNECT
How Tampa conditions may affect suitability

COMPARE
Where each method creates value and owner exposure

PREPARE
Information needed for the next evaluation

TODAY'S OUTPUT

Common terminology, documented questions, and agreement on topics requiring validation.

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Discussion Focus

No method is universally superior. Suitability depends on the project, the owner, the market, and the governing requirements.

Today's Focus

- Review of delivery structures
- Owner responsibilities by approach
- Timing of design and price commitments
- Key questions for further discussion

Later Evaluation

- Project objectives and weighting
- Validated procurement authority
- Tampa-specific scoring
- Recommended method and roadmap

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Project & Institutional Context

City of Tampa

Project sponsor and anticipated procurement lead

FDOT

Roadway jurisdiction, design review, traffic, access, permits, and agreements

HART

Future operations, maintenance, systems, testing, acceptance, and turnover

FTA & Third Parties

Funding, environmental review, CSX, utilities, regulators, and corridor stakeholders

Institutional authority, third-party agreements, environmental readiness, utilities, operations, systems integration, and decision timing may influence delivery more than statutory procurement authority alone.

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Delivery Strategy within the Project Lifecycle

1
PROJECT DEVELOPMENT

Purpose, alternatives, environmental review, funding path.

2
DESIGN DEVELOPMENT

Requirements, interfaces, investigations, agreements.

3
PROCUREMENT

Selection process, risk allocation, price formation.

4
CONSTRUCTION & TURNOVER

Execution, testing, acceptance, service readiness.

The delivery decision connects all four stages. Price confidence depends on the maturity of owner-controlled information.

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Delivery Method & Packaging Strategy

Delivery Method

Defines the primary contractual relationships, responsibility for design, constructor entry, price timing, and commercial risk allocation.

Packaging Strategy

Defines how the work is divided into main contracts, utility packages, investigations, enabling work, systems packages, and early construction.

A project can use one primary delivery method with several separately authorized packages.

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Project Delivery Strategy

DELIVERY METHODS



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Questions Define Methods

WHO DESIGNS?	WHEN DOES CONSTRUCTOR ENTER?	WHEN IS PRICE COMMITTED?	WHO OWNS EACH RISK?	WHAT MUST THE OWNER MANAGE?
Owner's designer or integrated team?	After design or during development?	At award or after progressive development?	Owner, designer, constructor, or shared?	Decisions, interfaces, validation, and oversight?

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Design-Bid-Build (DBB)

Separate contracts for design and construction. Construction procurement follows completion of the bid documents.

Owner Role

The owner retains the designer and directs design development.

Constructor Entry & Price

The constructor enters after design completion. Competitive bids typically establish price at award.

Generic Value Proposition

- Clear role separation
- Direct bid-price competition
- Mature scope supports like-for-like bids

Principal Owner Risks

- Limited constructor input during design
- Sequential schedule
- Owner manages design completeness and designer-constructor interface

Strongest fit: well-defined scope and mature design

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DBB Commercial Sequence

OWNER & DESIGNER

Develop complete bid documents

COMPETITIVE BID

Contractors price the defined work

CONSTRUCTION AWARD

Owner selects responsive low bidder

CONSTRUCTION

Owner administers separate designer and contractor contracts

KEY DECISION POINT

The owner accepts design completeness and interface responsibility before the constructor joins the project.

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Design-Build (DB)

DB

One entity holds responsibility for design and construction, commonly using performance requirements or a design criteria package.

Owner Role

The owner defines outcomes and acceptance criteria. Direct control of design development decreases after award.

Constructor Entry & Price

The design-builder enters early. Price and schedule commonly commit at award based on available criteria and allocated risks.

Generic Value Proposition

- Single point of responsibility
- Potential design and construction overlap
- Opportunity for integrated solutions

Principal Owner Risks

- Requires early owner decisions
- Post-award scope changes can be difficult
- Unresolved risks may appear in contingencies

Strongest fit: clear performance requirements and market-priced risk

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DB Commercial Sequence

OWNER CRITERIA

Define performance and acceptance requirements

TEAM SELECTION

Evaluate qualifications, approach, and price as authorized

INTEGRATED DELIVERY

Design-builder develops design and construction

ACCEPTANCE

Owner verifies performance and contract compliance

KEY DECISION POINT

The owner must define the required outcome and allocate unresolved risk before award.

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Progressive Design-Build (PDB)

The owner selects a design-builder before final price. Design, risk, schedule, and price develop collaboratively in phases.

Owner Role

The owner remains actively involved through validation and design development before the final price commitment.

Constructor Entry & Price

The design-builder enters early. The parties negotiate a target price or GMP after defined design and risk maturity, with an owner off-ramp.

Generic Value Proposition

- Early design and construction integration
- Progressive risk retirement
- Open-book price development and early packages

Principal Owner Risks

- Requires timely owner decisions
- Independent cost validation is essential
- Final price competition may be limited

Strongest fit: complex or evolving scope with an engaged owner

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PDB Commercial Sequence

QUALIFICATIONS SELECTION

Select team and establish commercial terms

VALIDATION & DESIGN

Develop requirements, investigations, risk, and schedule

PRICE AGREEMENT

Reconcile scope, risk, estimate, and GMP or target price

CONSTRUCTION

Authorize full work or use the defined off-ramp

KEY DECISION POINT

The owner commits to construction after the team matures the scope and validates price, schedule, and risk allocation.

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CMGC / CMAR

The owner retains the designer and separately engages a construction manager for preconstruction and negotiated construction pricing.

Owner role

The owner maintains the direct designer relationship and leads design development.

Constructor entry and price

The constructor enters during design. The owner negotiates a GMP or other construction price at agreed maturity and retains bid or off-ramp options.

Generic Value Proposition

- Owner-led design with constructor input
- Constructability, phasing, and market feedback
- Progressive risk reduction and enabling packages

Principal Owner Risks

- Owner manages designer-constructor interface
- Price negotiation needs an independent estimate
- Owner needs a plan if agreement fails

Strongest fit: owner design control with significant interfaces

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CMGC / CMAR Commercial Sequence

DESIGNER SELECTION

Owner develops design under a direct contract

CM SELECTION

Constructor provides preconstruction services

PRICE AGREEMENT

Owner reconciles scope, estimate, risk, and GMP

CONSTRUCTION

Authorize the negotiated package or use the off-ramp

KEY DECISION POINT

The owner retains design leadership while using constructor input before the construction price commitment.

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Delivery-Method Comparison

	DBB	DB	PDB	CMGC / CMAR
Design Relationship	Owner Contracts With Designer	Integrated Design-builder	Integrated Design-builder	Owner Contracts With Designer
Constructor Entry	After Design	At Award	Early In Design	During Owner-led Design
Price Point	Bid After Design	Usually At Award	Negotiated After Development	Negotiated After Preconstruction
Owner Design Control	High	Lower After Award	Active Through Price Agreement	High
Early Constructor Input	Limited	Yes	Yes	Yes
Owner Interface Burden	Designer-constructor Interface	Third-party & Performance Oversight	Decisions, Validation, & Progressive Administration	Designer-constructor & Price Reconciliation

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Price Timing & Information Maturity



PRICE POINT VARIES WITH THE PROCUREMENT & CONTRACT STRUCTURE

Earlier Commitment

- May support early budget and schedule commitment
- Requires enough scope and risk definition for the market to price
- Unknown conditions may increase contingency

Later Commitment

- Allows investigations and agreements to mature
- Supports progressive risk and scope reconciliation
- Requires disciplined owner decisions and independent validation

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Owner Capability Requirements

	DBB	DB	PDB	CMGC / CMAR
Requirements Definition	High	Very High Before Award	High And Continuous	High And Continuous
Design Management	High	Performance Oversight	Active Joint Development	Direct Owner Leadership
Cost Validation	Estimate And Bid Analysis	Proposal And Change Analysis	Continuous Open-book Validation	Independent Estimate & Reconciliation
Decision Speed	Moderate During Design	High Before & After Award	Very High Throughout Development	High Throughout Preconstruction
Interface Management	High	High For Owner-retained Interfaces	Very High	Very High

The contract form changes the owner's work. It does not remove the need for capable governance, technical oversight, and timely decisions.

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Project Delivery Strategy

BEST FIT FOR TAMPA



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Preliminary Delivery Drivers

Institutional & Third-Party Interfaces

- FDOT design reviews and approvals.
- FDOT participation agreements and jurisdiction.
- CSX coordination and agreements.
- Utility relocation responsibilities.
- HART operations and maintenance.

Federal, Systems, & Governance Conditions

- FTA funding and procurement compliance.
- NEPA, Section 106, Tribal consultation, potential Section 4(f), and CIG readiness.
- Systems integration and commissioning.
- Project governance and decision-making.

Drivers remain preliminary until responsible parties confirm requirements, authority, timing, and closure evidence.

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Project Decision & Influence Structure

Shared decisions must enter the project schedule with an owner, a need-by date, and evidence of closure.

FDOT
Roadway Authority

FTA
Funding & Federal Process

City of Tampa
Project Sponsor & Procurement Lead

HART
Grant Recipient, Operator & Maintainer

CSX & Utilities
Third-Party Agreements & Work

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Environmental & Cultural-Resource Readiness

CORRIDOR CONDITION

- Locally funded Florida Avenue Complete Streets and Whiting Cycle Track projects share the corridor with the potential federally funded streetcar extension.
- Documented Fort Brooke-era archaeological resources and potential burial locations require careful planning.

DELIVERY CONSEQUENCE

- Environmental decisions affect authorized work, investigations, packaging, schedule contingency, and risk allocation.
- FTA must retain its future NEPA, Section 106, Tribal consultation, and alternative-selection authority.

DECISION GATE CONCEPT **Each design, investigation, utility, early-work, procurement, and construction package needs a documented environmental and funding authorization basis before commitment.**

TAMPA STREETCAR EXTENSION

Agency & Third-Party Interface

INTERFACE	QUESTIONS FOR VALIDATION
FDOT	What jurisdiction, criteria, review stages, permits, agreements, and acceptance requirements apply?
HART	Who defines operating, maintainability, systems, safety, testing, commissioning, and turnover requirements?
CSX	What rights, agreements, design reviews, protection, work windows, outage, signal, and acceptance requirements apply?
Utilities	Who owns investigation, design, relocation, reimbursement, access, schedule, and completion responsibility?
FTA & Environmental	What funding, procurement, NEPA, Section 106, Tribal, Section 4(f), and authorized-work gates apply?

TAMPA STREETCAR EXTENSION

Systems Integration & Operational Readiness

Requirements

Operating Concept, Maintainability, Safety, & Performance

Interfaces

Vehicles, Track, Power, Communications, Signaling, & Legacy Systems

Verification

Design Reviews, Factory Tests, Field Tests, & Configuration Control

Acceptance

Certification, Training, Commissioning, Turnover, & Service Readiness

DELIVERY QUESTION

Which entity integrates the whole system, and what evidence allows HART and the responsible agencies to accept it?

TAMPA STREETCAR EXTENSION

Potential Packaging Considerations

Investigations

Survey, Utilities, Geotechnical, & Archaeological

Enabling Work

Relocations, Access, Temporary Works, & Corridor Preparation

Main Civil & Track

Roadway, Drainage, Embedded Track, Structures, & Stops

Systems & Turnover

OCS, Traction Power, Signals, Communications, Vehicles, & Testing

Package Readiness Test

- Independent delivery value
- Sufficient scope and design maturity
- Environmental and funding authorization
- Defined interfaces, owner, schedule, and acceptance evidence

TAMPA STREETCAR EXTENSION

Facilitated Discussion

What must be true before Tampa can compare the four methods fairly?

Objectives

Which outcomes matter most: schedule, cost confidence, design control, flexibility, competition, or risk retirement?

Authority

Which methods and selection procedures can the City legally implement?

Owner Capability

What decisions, staff, controls, and technical support can the owner provide?

Readiness

Which approvals, agreements, investigations, requirements, and funding gates need closure?

TAMPA STREETCAR EXTENSION

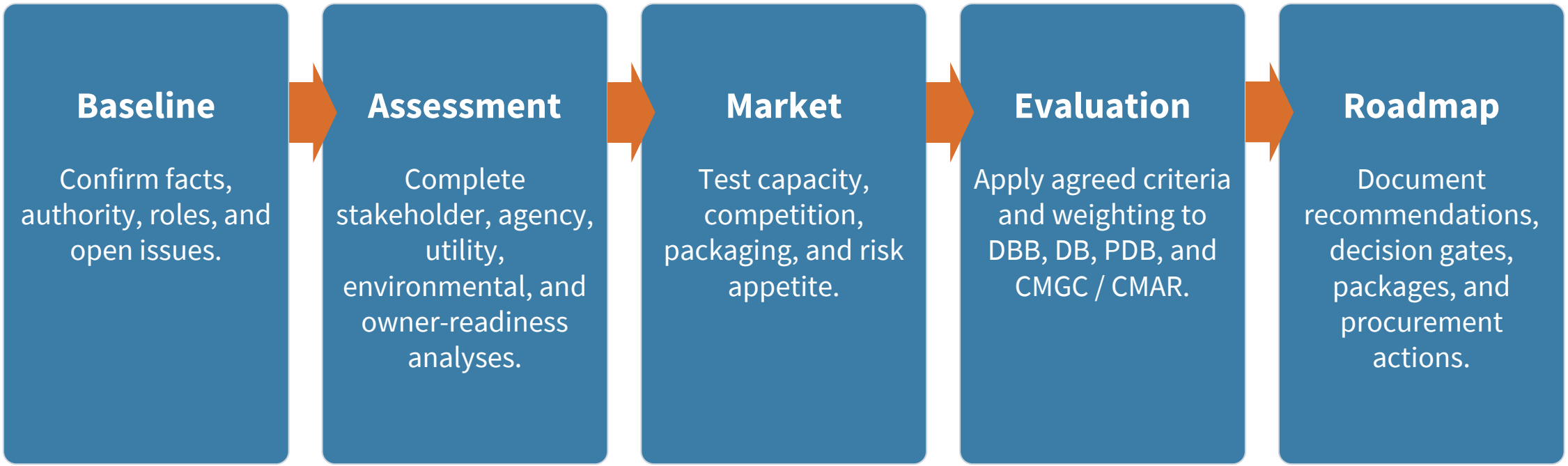
Information Needs for Evaluation

INFORMATION SET	PRIMARY CONFIRMATION
Project objectives and weighting	**City Leadership with FDOT & HART input**
Procurement authority and procedures	**City Legal & Procurement**
FDOT jurisdiction, review, permits, and agreements	**City & FDOT**
HART operating, systems, acceptance, and turnover requirements	**City & HART**
FTA funding, procurement, environmental, and CIG pathway	**City & FTA**
CSX agreements and railroad interface requirements	**City & CSX**
Utility ownership, conflicts, responsibilities, and schedule	**City & utility owners**
Owner organization, controls, and decision capacity	**City Project Leadership**
Market capacity and risk appetite	**Structured Market Sounding**

TAMPA STREETCAR EXTENSION

Path to a Defensible Delivery Recommendation

Every score should trace to evidence, an owner decision, or a documented planning assumption.



TAMPA STREETCAR
EXTENSION

Next Steps



CURRENT PROJECT

WO1 Scope, Schedule & Deliverables

- Alignment & Stop Concepts
- Tech Memos & Design Report
- Project Implementation Strategies & Schedule

Includes initial collaboration with FDOT and HART staff, and initial public communications about project restart, and presentations to elected officials.

