



TAMPA STREETCAR
EXTENSION

Project Overview

Project Partner Workshop | May 29, 2026





PROJECT PARTNER WORKSHOP | May 29, 2026

Agenda

Project Context

Current Project Scope & Schedule

Alignment, Guideway & Stops

Approach to Traffic Analysis

Roll Plot Review

Partner Coordination

Next Steps



TAMPA STREETCAR
EXTENSION

Project History

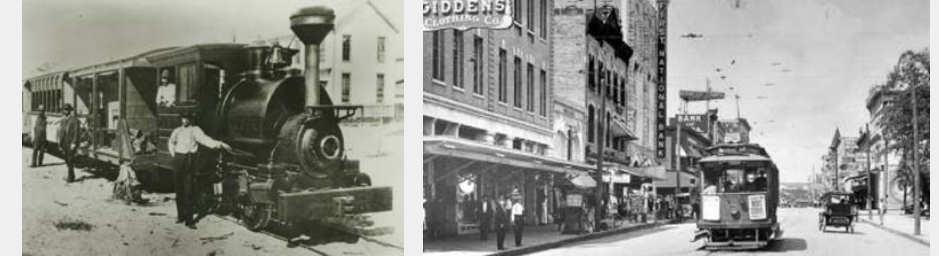


PROJECT CONTEXT 1

Streetcar History

FIRST GENERATION

- 1885** First generation wood-burning steam engines. Converted to electric power in 1893.
- 1926** Carried 24 million passengers in 1926.
- 1949** Last vehicles removed from service.



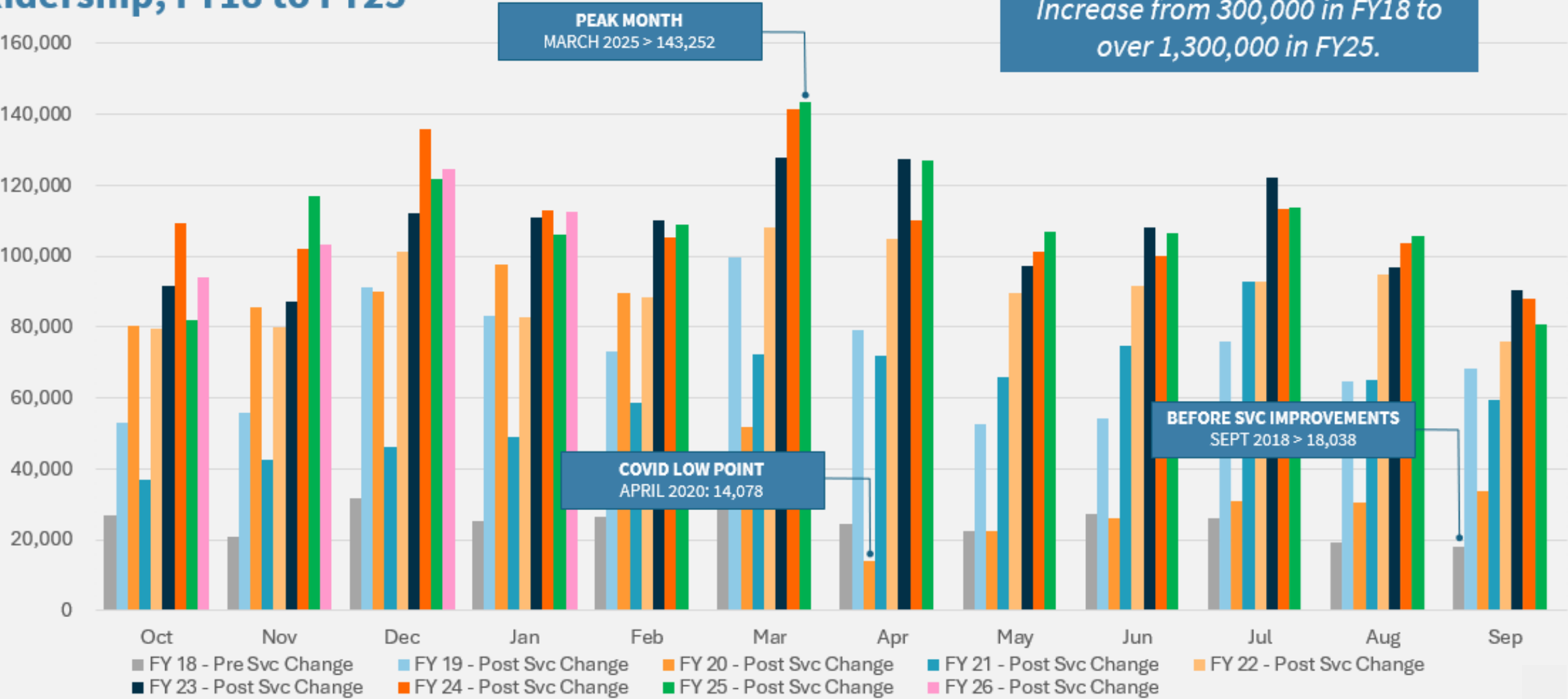
SECOND GENERATION

- 2002** Existing 2.4-mile system open.
- 2010** Extension (0.33-mile) to Poe Garage completed.
- 2014** HART explores extension and modernization alternatives.
- 2017** City launches extension and modernization study.
- 2018** Approved for Entry into FTA Small Starts Project Development (06.15.18).
- 2020** FTA SSGA Ratings Request Submittal (08.28.20).
- 2021** Local funding source (AFT surtax revenue) invalidated.
- 2025** Removed from FTA Small Starts Project Development. City restarts project to explore extension alternatives, screen impacts, and prepare for reentry into FTA Small Starts Project Development.



PROJECT CONTEXT 2

Ridership, FY18 to FY25



Current Project Scope & Schedule



CURRENT PROJECT 1

What's Changing & Why?

- **Shift in Approach**
Move away from modernization of existing system and extension. Previous project called for new vehicles, reconstruction of stops, modification of maintenance facility, and extension to Palm Avenue.
- **Cost-Factors Driving Change**
Leverage existing replica fleet and infrastructure to expand service and minimize costs per mile of service.
- **Expand Reach**
With reduced costs, explore extending service north to Columbus Avenue.



CURRENT PROJECT 2

Extension Objectives

- **Connect Downtown Districts**

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

- **Expand Sustainable Transportation Choices**

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 Service**

Connect critical regional transportation hubs, including Marion Transit Center and Union Station, and address the absence of reliable short distance mobility options.

- **Support Economic Development**

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



CURRENT PROJECT 3

Preliminary Schedule

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



We are here

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)

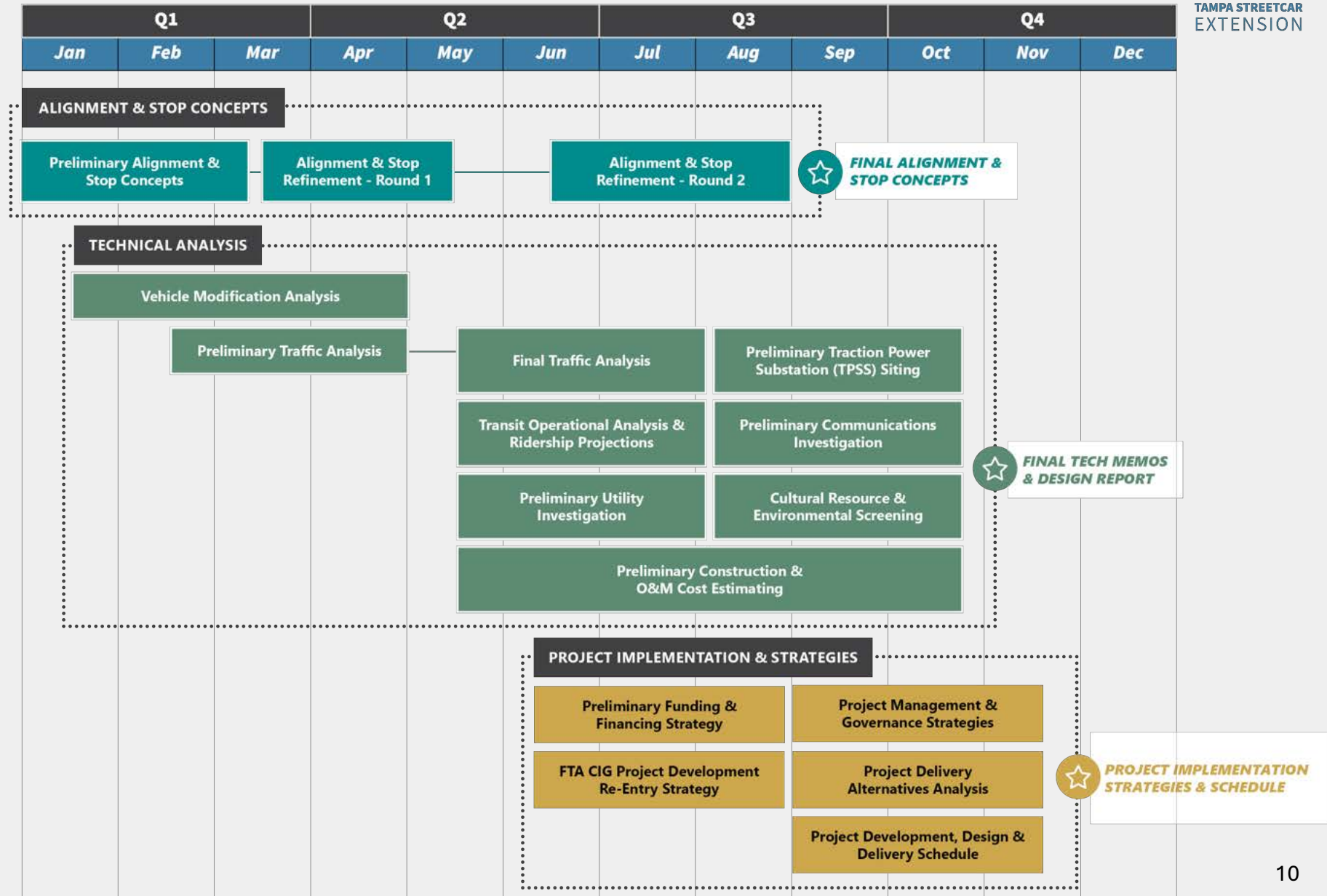
**Timing contingent on funding, approvals, and delivery method.*

CURRENT PROJECT 4

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.



Alignment, Guideway & Stops



ALIGNMENT, GUIDEWAY & STOPS 2

Objectives for Preliminary Planning

Preliminary Alignment (Basis for Stakeholder Discussion & Technical Evaluation)

- Optimize transit ops – maximum exclusive guideway.
- Minimize impacts on active transport and parking.
- Minimize impacts on traffic operations (no lane repurposing).
- Minimize ROW requirements.

Preliminary Stop Locations

- Close to key destinations and at logical cross streets.
- Accommodate right side boarding with potential for shared use.
- Avoid impacts on property access.
- Minimize ROW acquisition.



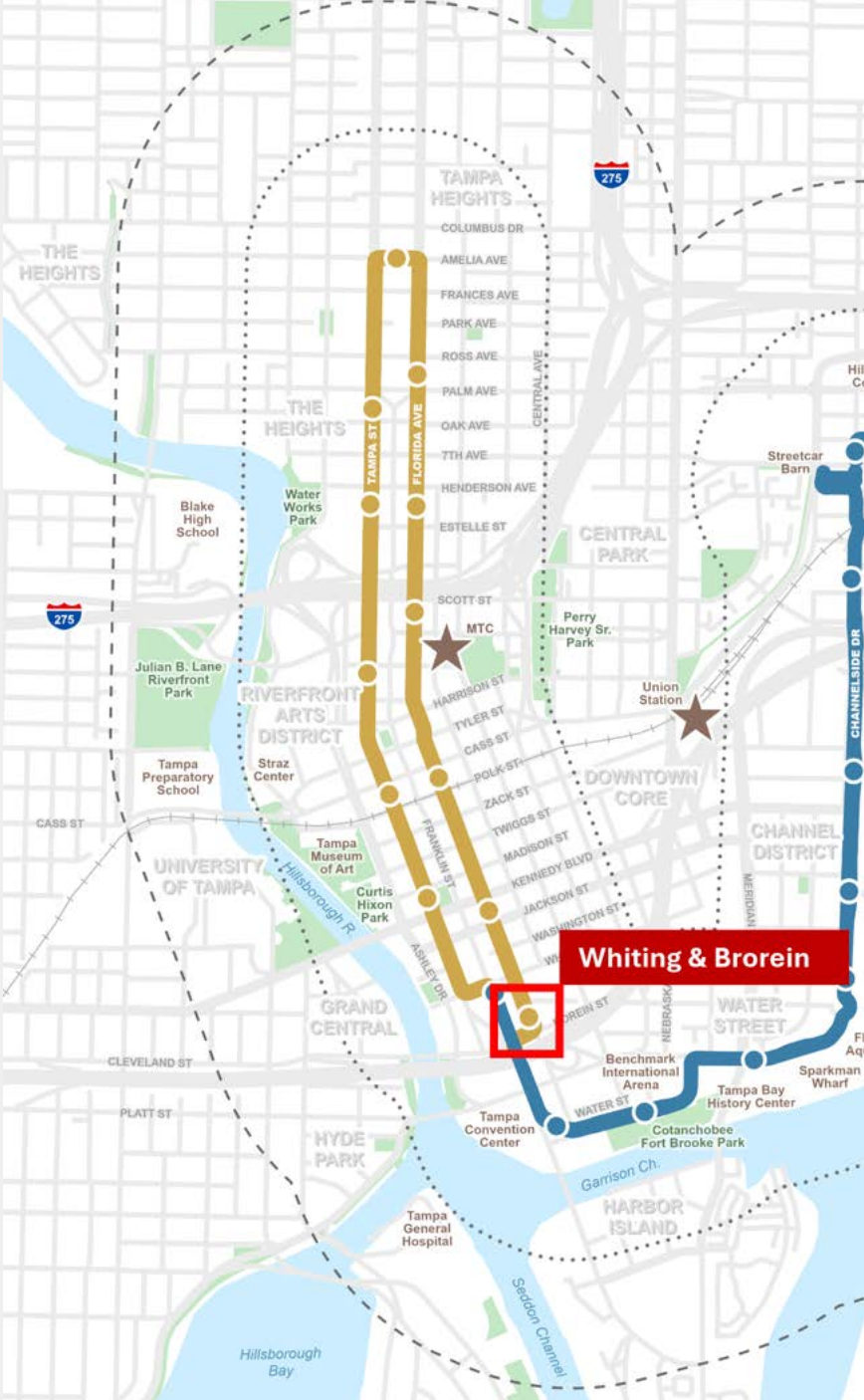
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TYPICAL SECTIONS: N Florida Ave (Whiting & Brorein)

EXISTING

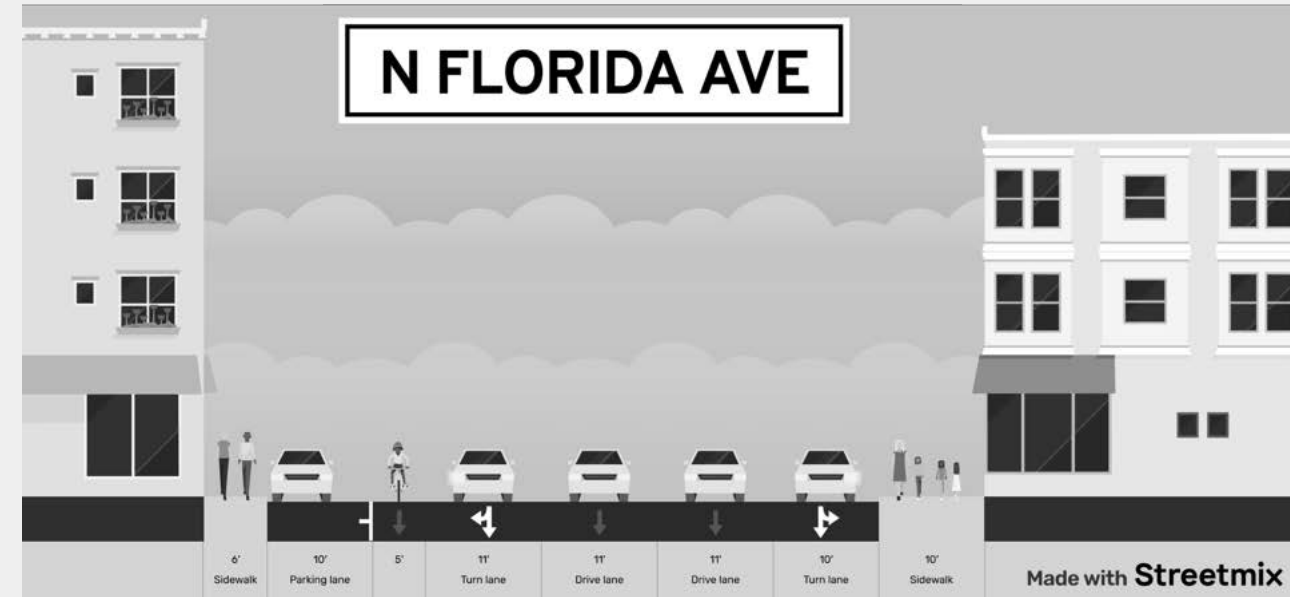


PROPOSED

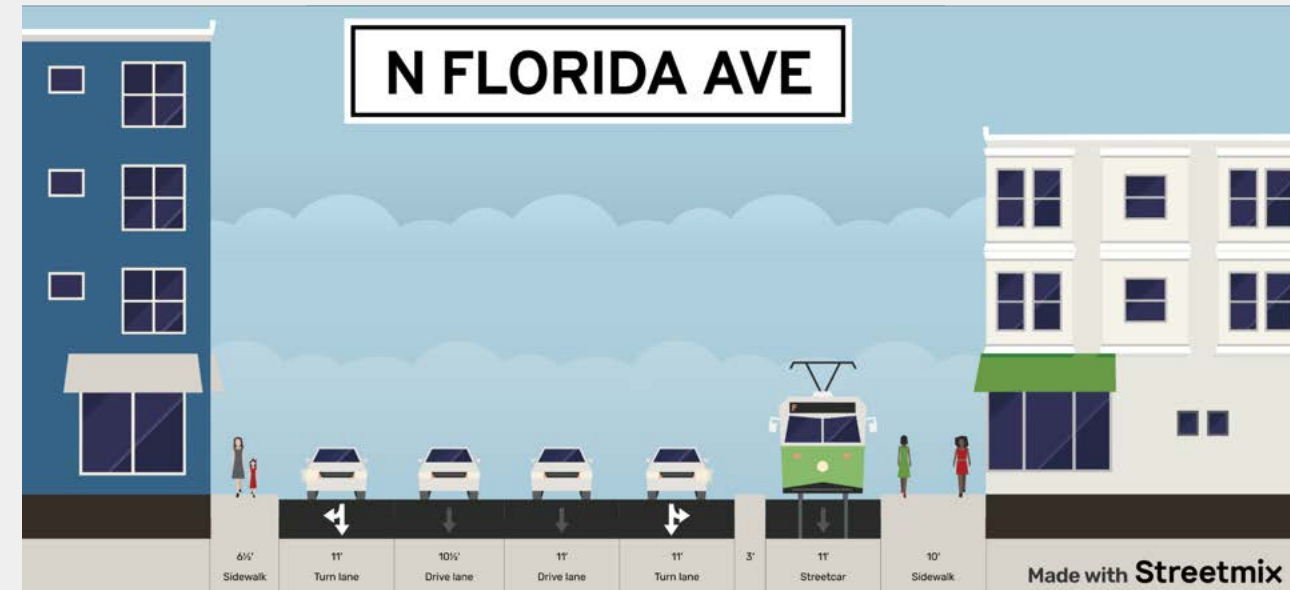


TYPICAL SECTIONS: N Florida Ave (Madison & Kennedy)

EXISTING

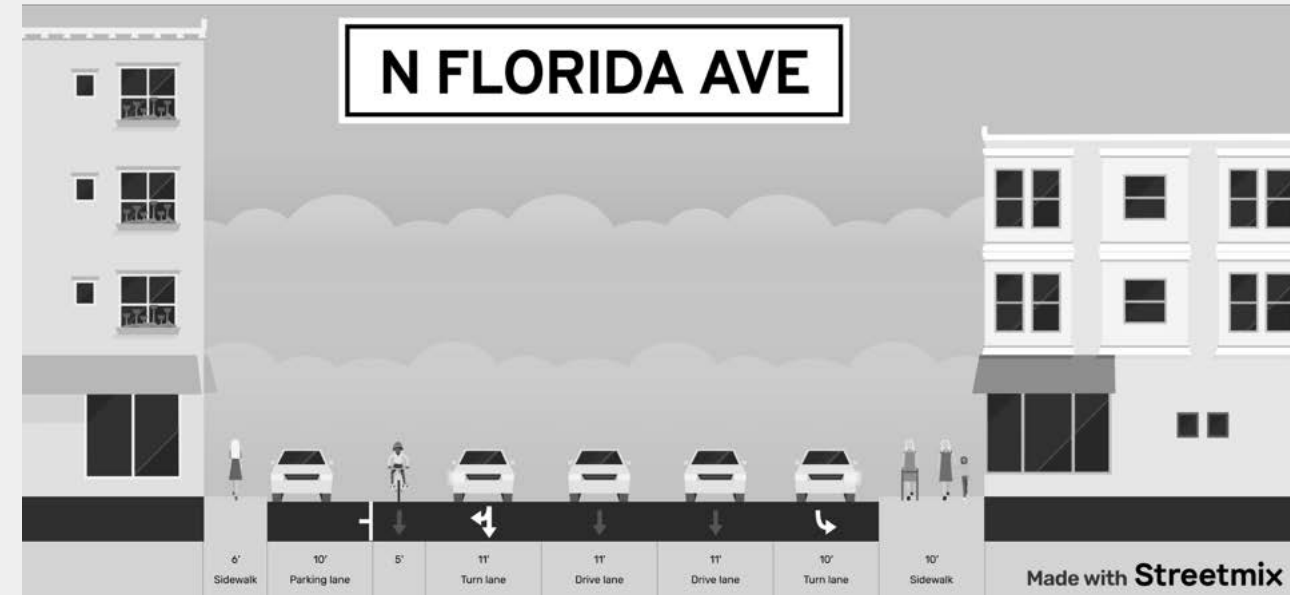


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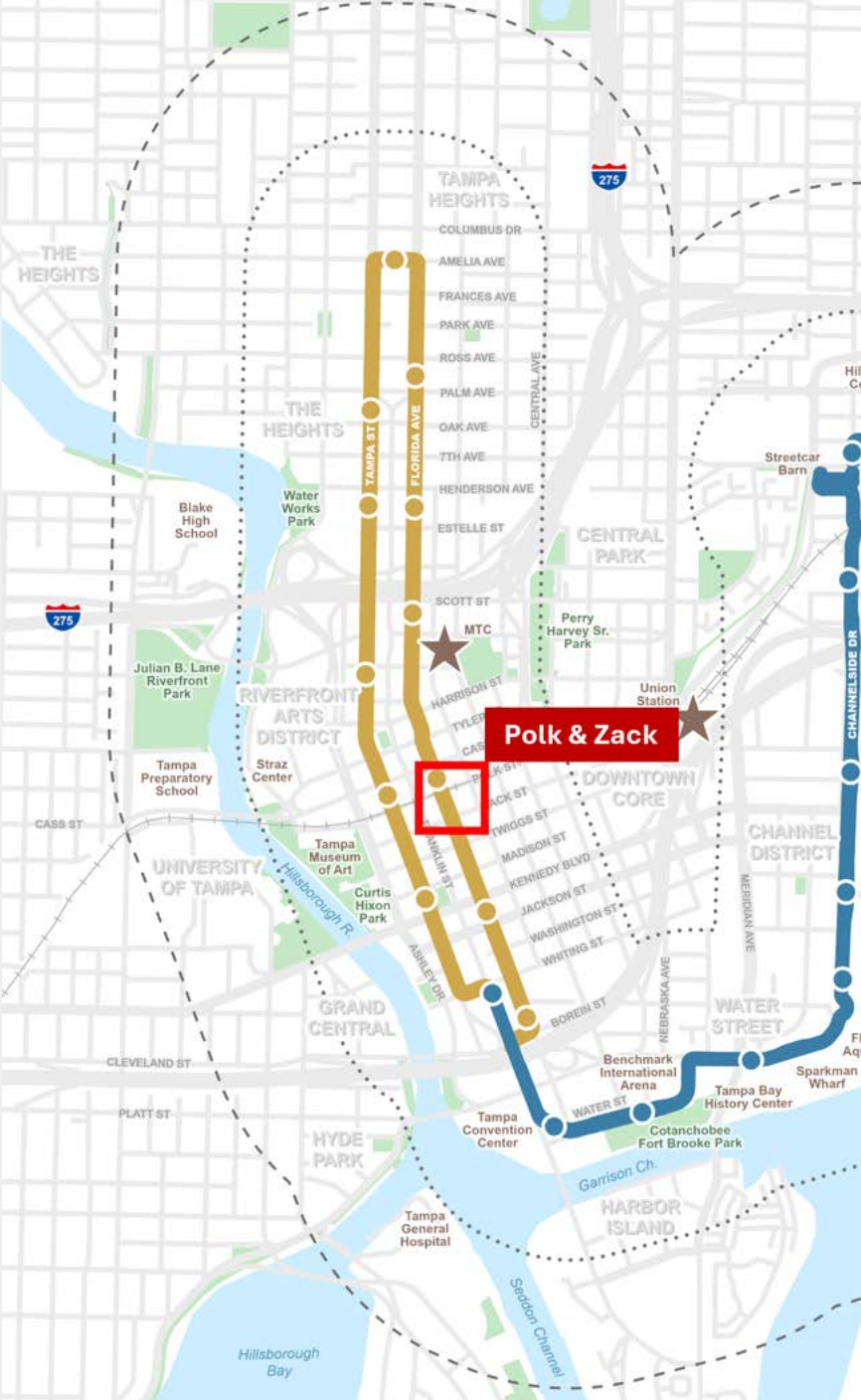
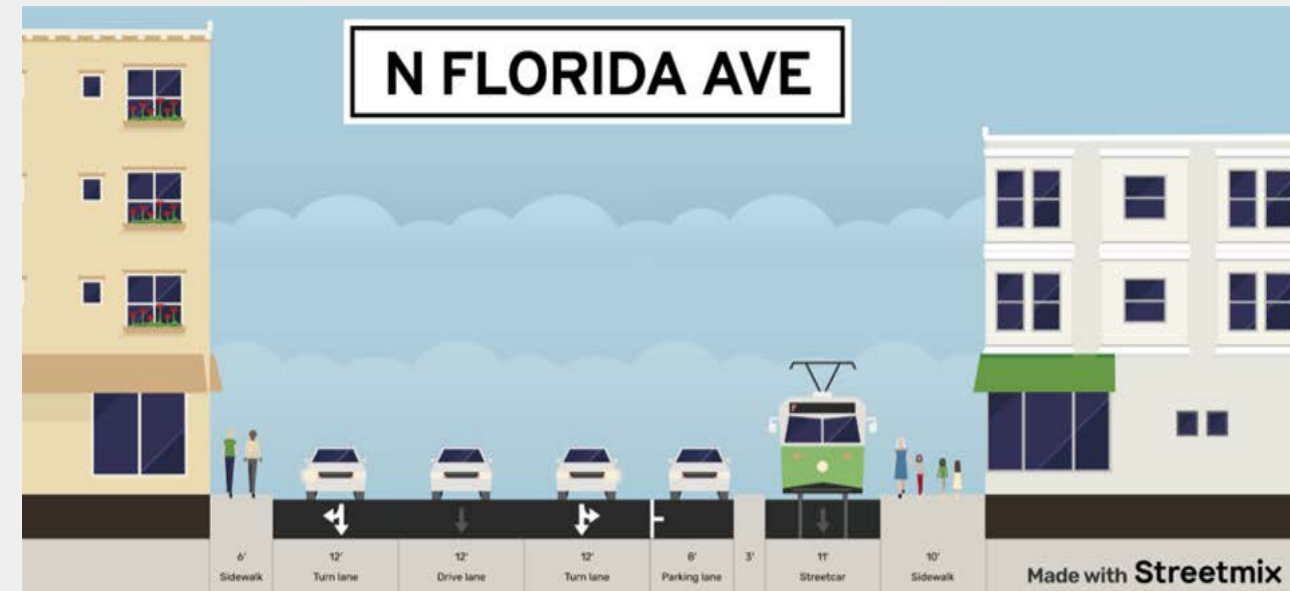


TYPICAL SECTIONS: N Florida Ave (Polk & Zack)

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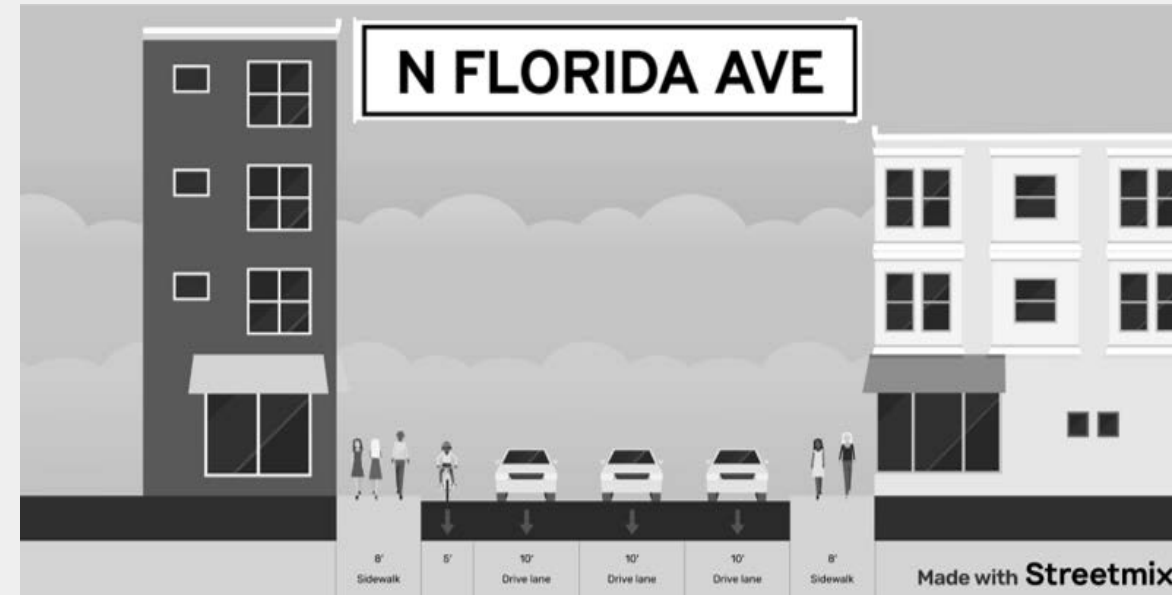


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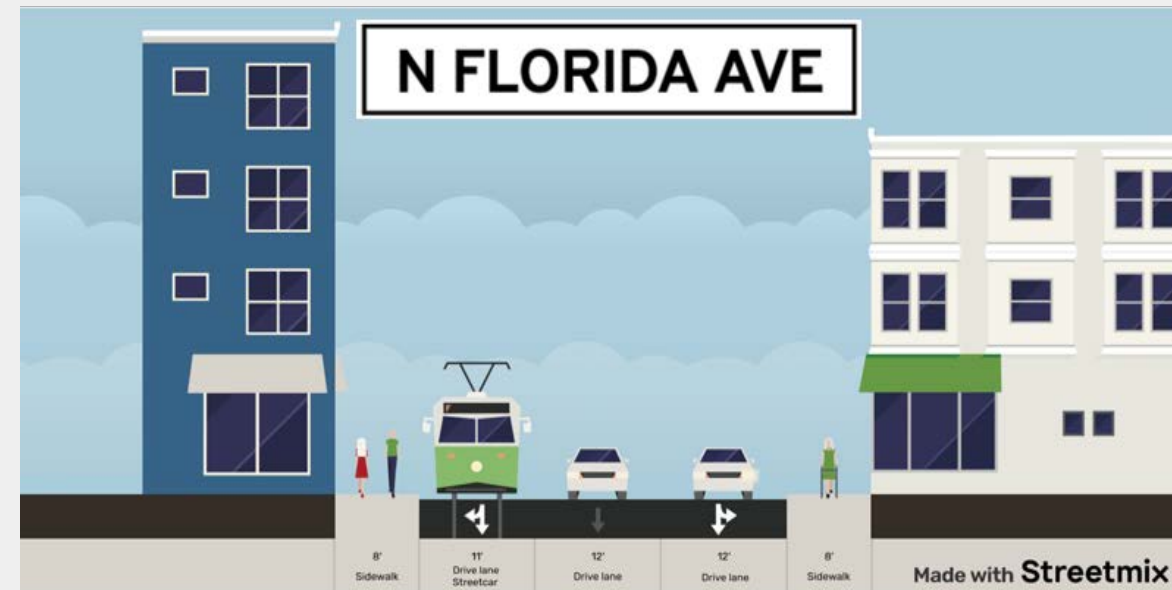


TYPICAL SECTIONS: N Florida Ave (Frances & Park 1)

EXISTING



PROPOSED

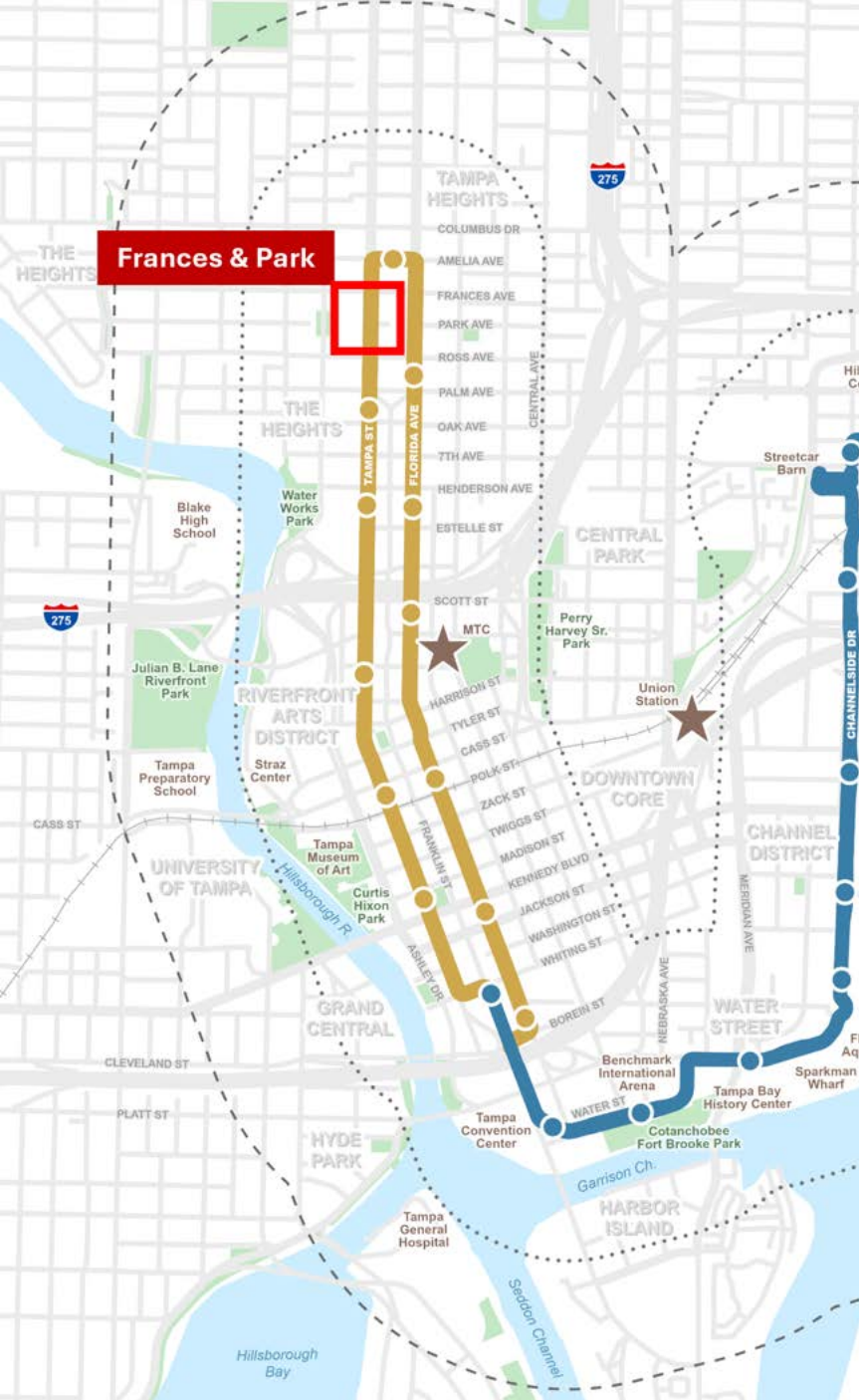


TYPICAL SECTIONS: N Tampa St (Frances & Park 2)

EXISTING



PROPOSED

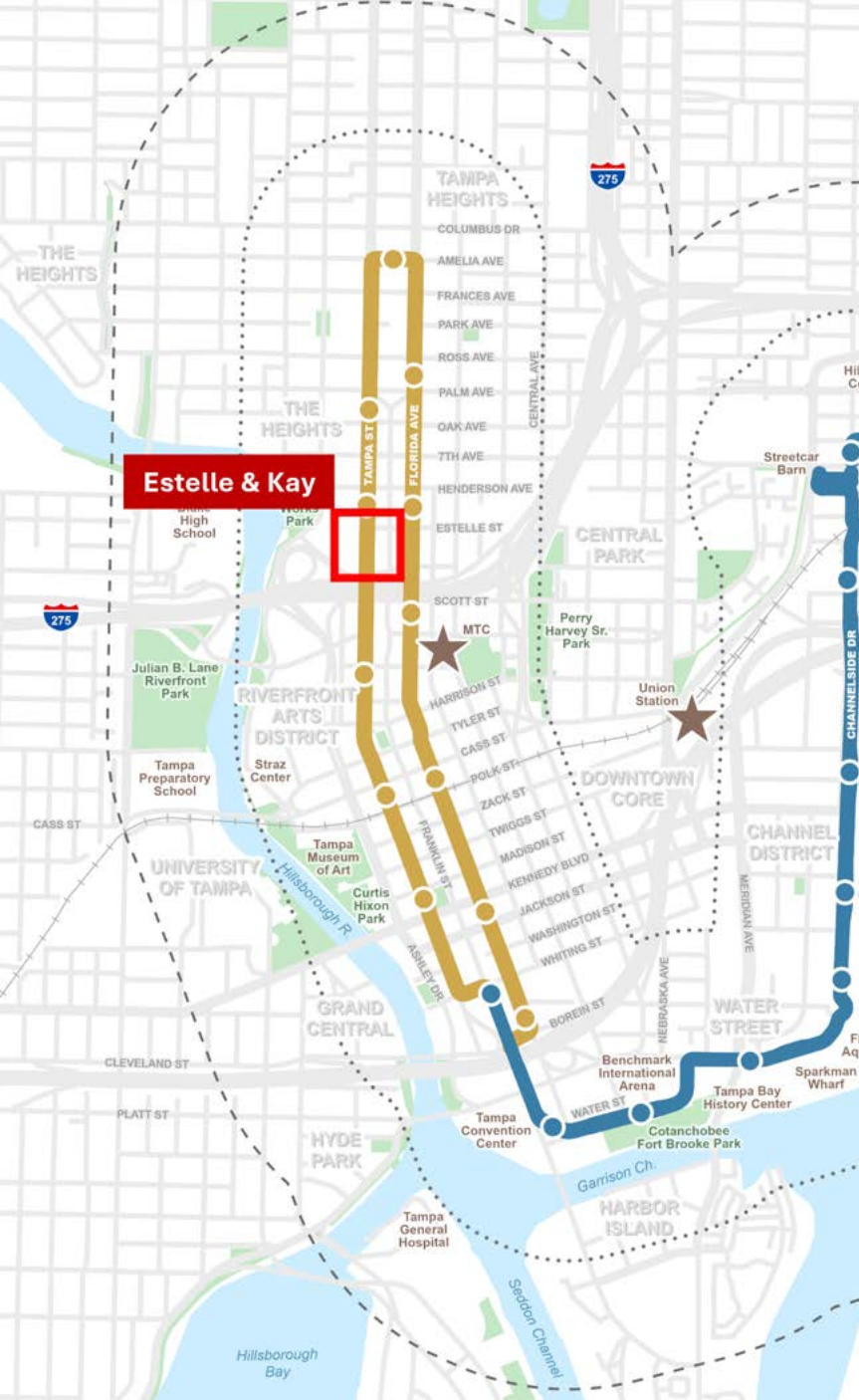


TYPICAL SECTIONS: N Tampa St (Estelle & Kay)

EXISTING

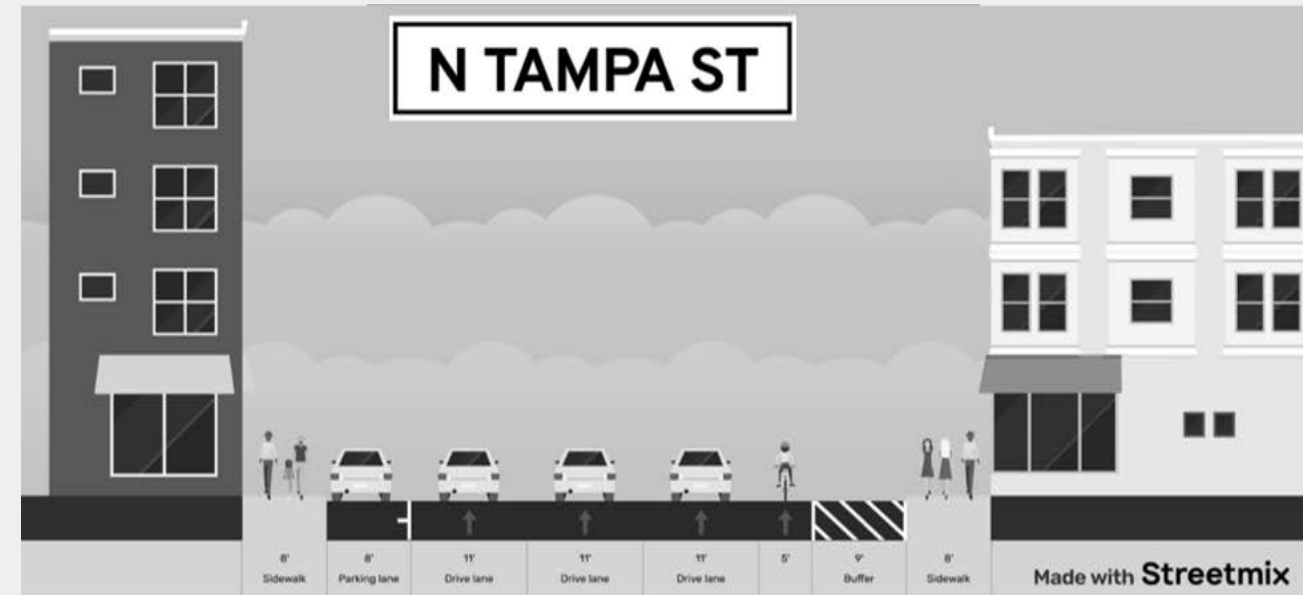


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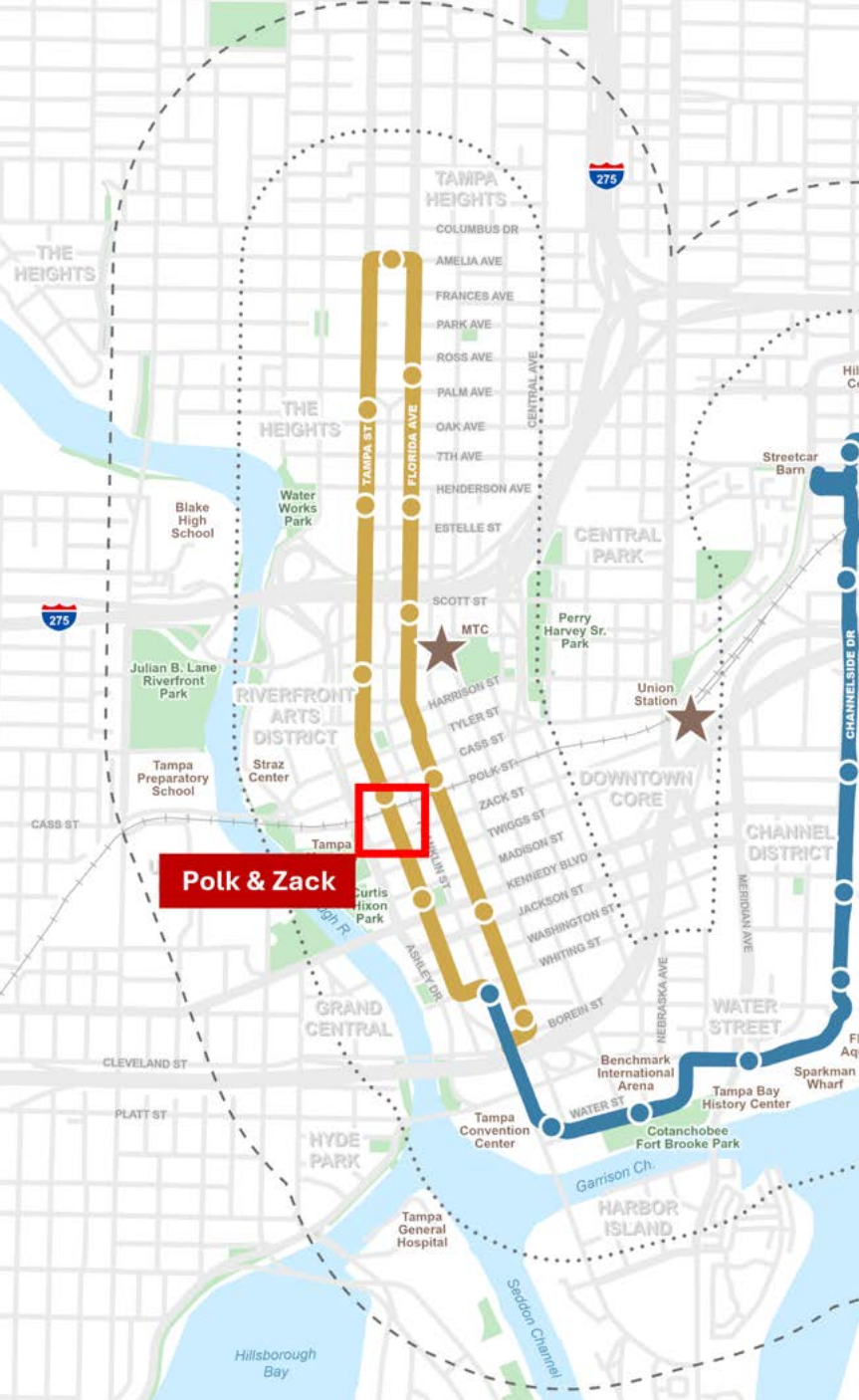
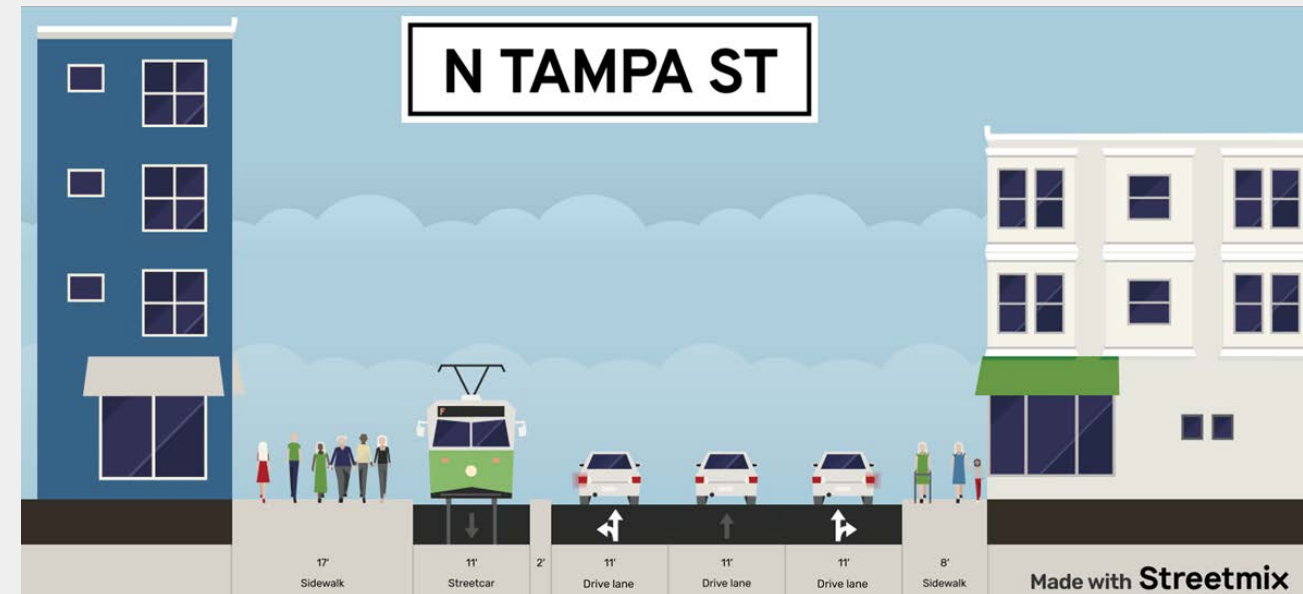


TYPICAL SECTIONS: N Tampa St (Polk & Zack 2)

EXISTING



PROPOSED



ALIGNMENT, GUIDEWAY & STOPS



Stop Concepts

Sites for Concept Development

- Florida Ave at Palm – far side sidewalk
- Florida Ave at Henderson – near side sidewalk
- Florida Ave at Kennedy – near side Island
- Tampa Ave at Cass – far side island

Design Factors for Discussion

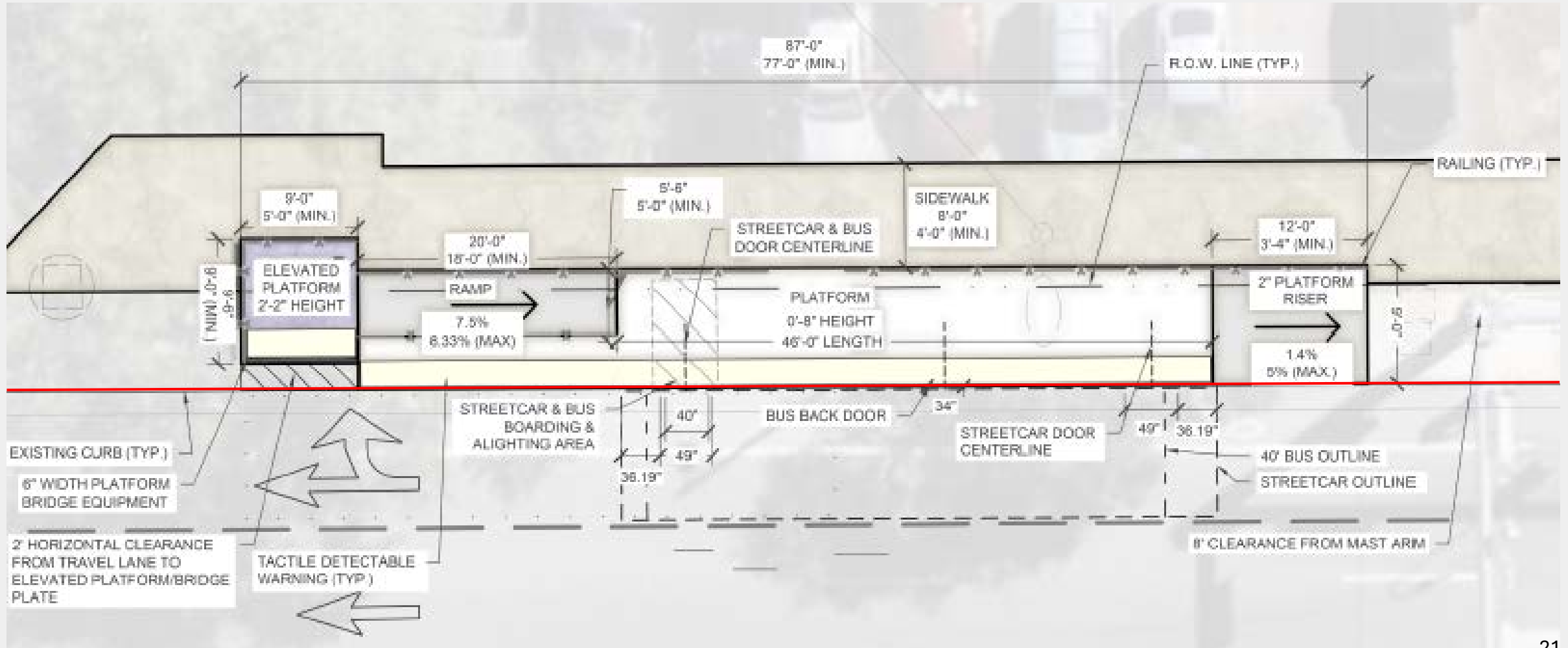
- High block location and operations
- High block lateral offset for sidewalk stops
- Streetcar boarding/alighting
- Shared use (bus and future BRT)
- Standard amenities
- Optimal sidewalk clear zone



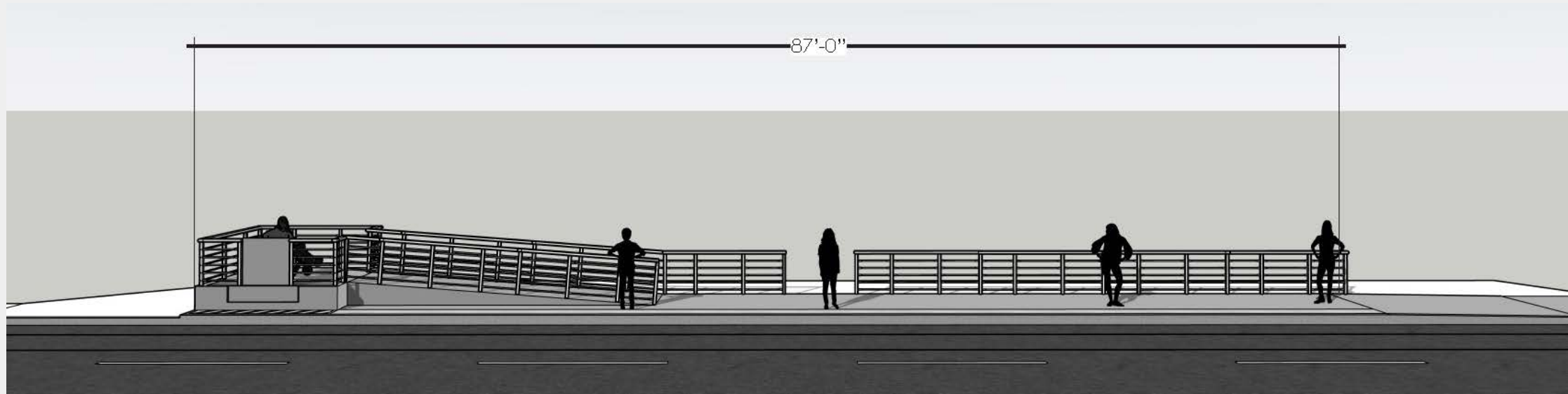
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STOP CONCEPTS 1

Sidewalk Stop - Typical



STOP CONCEPTS 2



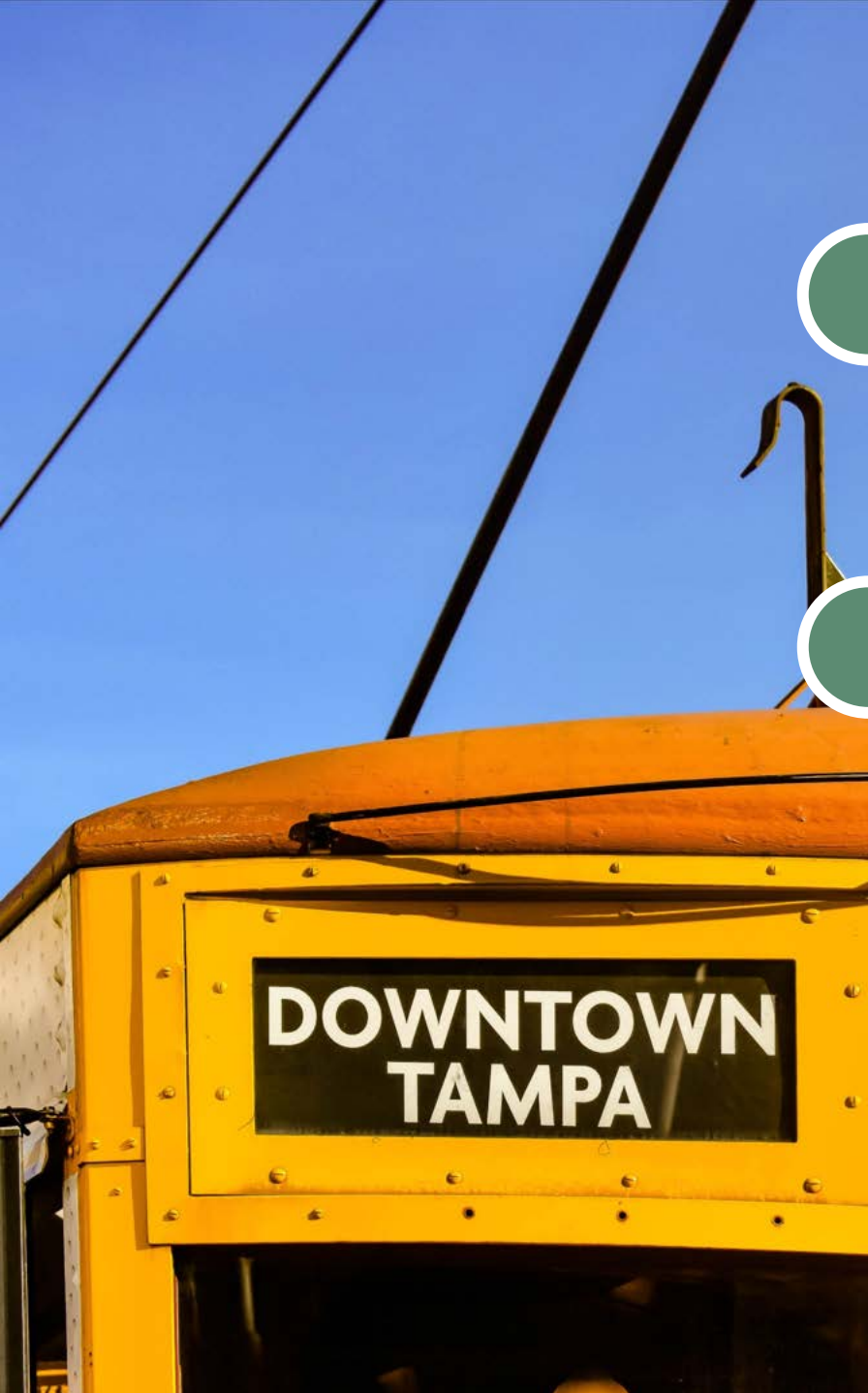
APPROACH TO TRAFFIC ANALYSIS 1

Traffic Analysis Scope

- Consistent with the FDOT Traffic Analysis Handbook (May 2021)
- Study Area covers 45 intersections on the project alignment

Analysis Scenarios

- Evaluate AM and PM hour peak-hour conditions based on mixed traffic operations, potential turn lane impacts, and proposed signal timing modifications for transit only signal, blank out signs, and/or potential transit signal priority:
 - Existing
 - Interim 5-year No-Build
 - Interim 5-year Build
 - Design Year 2050 No-Build
 - Design Year 2050 Build



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APPROACH TO TRAFFIC ANALYSIS 2

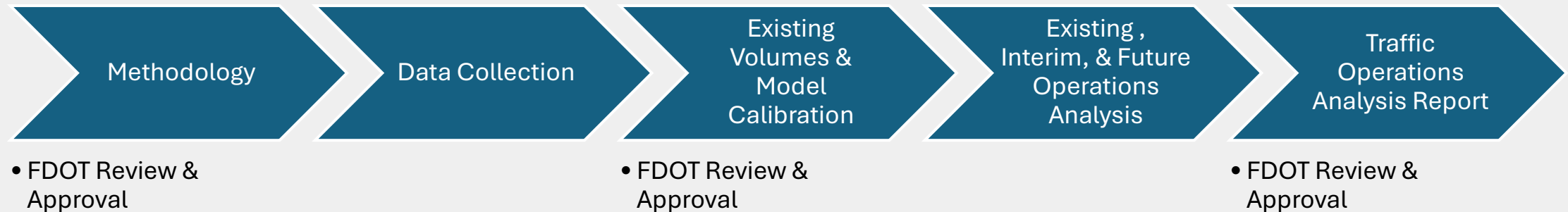
Data Collection

- Peak-hour period TMCs including vehicle classification
- 72-hour volume counts including vehicle classification
- Corridor travel time
- Maximum intersection queues

Volume Development & Balancing

- AADT from TBRPM and calculated AADT
- Growth rate comparisons to 2050 Population & Employment forecasts
- AADT x K x D x TMC% method
- O-D Destination Matrix Estimation (ODME)

Process





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Roll Plot Review



Partner Coordination



PARTNER COORDINATION 1

Early Coordination Topics - HART

- Feedback on Alignment/Stops, including Stop Shared Use
- Existing Fleet Data – Age & Reconditioning Status
- Potential Fleet Modifications – On Board Energy Storage & Lifts
- Systems & Maintenance Facility Site Visit
 - Communications
 - Traction Power System
 - Facility
- Station Amenities
- On Board Survey Data Availability/Scheduling
- Timing for Arterial BRT or Other Projects
- Approach to FTA Coordination & Timing PD Reentry
- CSX Agreement and Operations Cost
- Governance Agreement Revisions
 - Project Development, Design & Construction
 - Project Operations & Asset Ownership

PARTNER COORDINATION 2

Early Coordination Topics - FDOT

- Feedback on Alignment/Stops
- Traffic Modeling Methodology Letter Review (letter in 2-3 weeks)
- Timing of Tampa-Florida RRR
- Status of Downtown Interchange Projects
- Status of State New Starts Funding
- Governance Agreement Revisions (FDOT Role)
 - Project Development, Design & Construction
 - Maintenance, Utilities, & Ownership

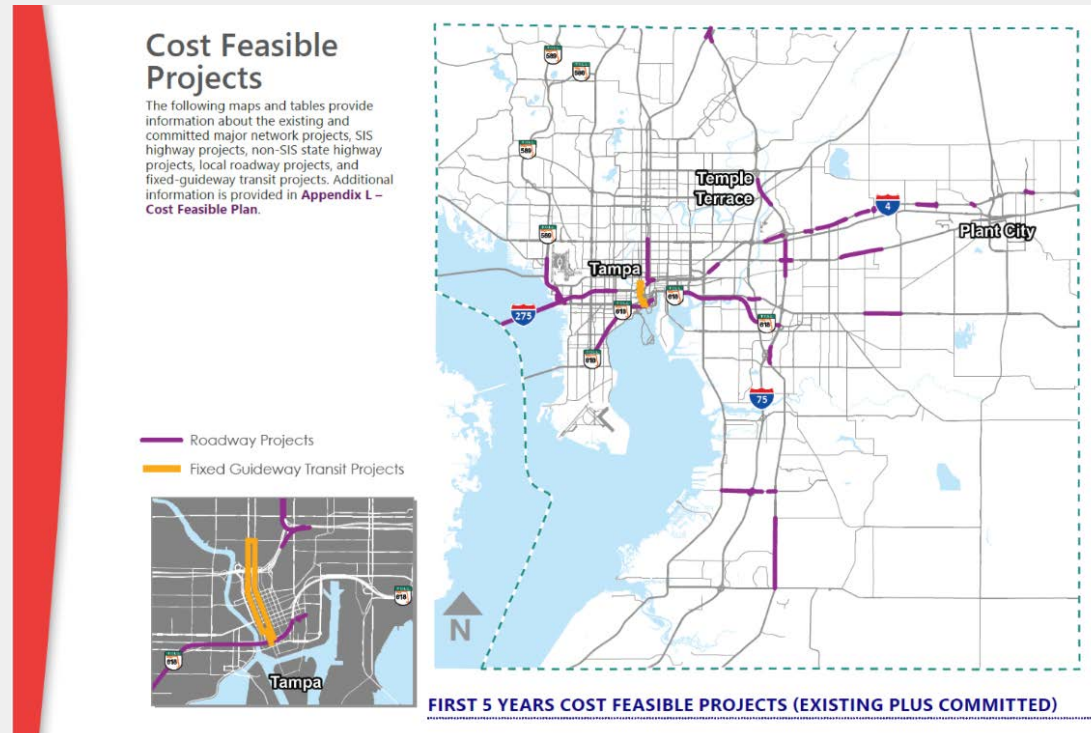


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PARTNER COORDINATION 3

Early Coordination Topics – TPO

- Timing for inclusion of revised project/funding in LRTP
- Information and actions required to support update



In 2050 Long Range Transportation Plan & LoPP but not in the draft 2027-31 TIP.



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