



CITY OF TAMPA, FLORIDA - RFQ

c/o Contract Administration Department
306 East Jackson Street #280A4N
Tampa, Florida 33602

20-D-00020; Transportation Production Management Support

PUBLIC ANNOUNCEMENT IN COMPLIANCE WITH REQUIREMENTS OF SECTION 287.055, FLORIDA STATUTES (CONSULTANTS' COMPETITIVE NEGOTIATION ACT) APPLICABLE LAW, EXECUTIVE ORDERS, RULES, REGULATIONS, AND THE CITY'S STANDARD PROCEDURES. A NOTICE OF INTENT TO AWARD SHALL BE POSTED, IF AT ALL, ON THE CITY'S WEBSITE ACCESSIBLE BY UTILIZING THIS WEBSITE LINK: www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfq.

RFQ- 20-D-00020 - The City of Tampa desires to obtain professional Transportation Production Management Support and related services to assist in the delivery of the City's Transportation Capital Improvement Program and to support the planning, design, construction, operation, monitoring, maintenance and management of the City's multimodal transportation system. Qualified teams will accomplish tasks in this contract through a combination of in-house staff augmentation and home office assignments. Services may include but are not limited to:

- Capital Improvement Program (CIP) Management: Production management and reporting, issue and action item tracking, cost estimation, project scope development, project control/scheduling, public information support, financial planning and tracking, value engineering, engineering project plans review, peer reviews, and grants administration support. (ie. FDOT LAP)
- Capital Project Management
- Miscellaneous Project Engineering & Planning: Project development, roadway design, traffic engineering & analyses, transportation planning & studies, geotechnical, public and stakeholder engagement, surveying and mapping, permitting, utility coordination, and other tasks for other projects not managed by this contract.
- Departmental Operations Support: Regular reporting and tracking of Departmental activities, development of presentations, quarterly newsletters, analyses of data metrics and development of executive summaries.
- Interdepartmental coordination, and coordination with agencies such as, Florida Department of Transportation (FDOT), Hillsborough Area Regional Transit Authority (HART), Hillsborough County Public Works Dept., Hillsborough Metropolitan Planning Organization (MPO), Hillsborough County Public Schools, Tampa Hillsborough Expressway Authority (THEA), and Tampa Bay Area Regional Transit Authority (TBARTA).

The successful team will provide production related support to various projects, programs and initiatives on an as-needed basis, including but not limited to, existing and planned deployments of project management software systems, the City's strategic parking plan, Smart Cities and micro-mobility planning efforts, pavement conditions assessment, the City's Vision Zero Program, the Citywide Mobility Plan (Tampa M.O.V.E.S.), Comprehensive Infrastructure for Tampa's Neighborhoods (P.I.P.E.S.) and Americans with Disabilities Act (ADA) transition planning. Planning efforts by other agencies should be considered.

In order to be eligible to compete in subsequent CCNA consultant selection, the firm selected for this contract may recuse itself from managing certain tasks or capital projects.

Services are anticipated for a period of 5 years. The initial year's budget is estimated at \$1,000,000. The total contract amount is estimated at \$5,000,000.

A Pre-Submission Conference for this project will be conducted at 3:00PM Tuesday February 4, 2020, at 315 E Kennedy Blvd in the 3rd Floor City Council Chambers. Attendance is not mandatory.

Additional material may be found at demandstar.com and at: www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfq

Questions may be directed to Jim Greiner, P.E., Contract Administration, City of Tampa, (813) 274-8598, or E-Mail jim.greiner@tampagov.net.

An individual or entity ("Firm") responding to this RFQ must provide evidence of any required licenses, certificates, or registrations with its submission or within 10 days thereof in order to be considered. The City shall own all ideas, documents, plans, and materials developed as a result of this solicitation and Firm is informed same shall be subject to reuse in accordance with Section 287.055(10), Florida Statutes. Firm (i) confirms it has read and is familiar with Section 119.071(3), Florida Statutes regarding certain building plans, blueprints, schematic drawings, which depict the internal layout and structural elements of a building, facility, or other structure owned or operated by the City or other agency that are per said section exempt from Section 119.07(1), Florida Statutes and Section 24(a), Art. I of the Florida Constitution ("Exempt Plans") and (ii) agrees Firm shall remain in compliance with same, including maintaining the exempt status of such Exempt Plans for so long as they are held by Firm or otherwise in its possession. The City may cancel, withdraw, or modify this RFQ at any time and reserves the right to reject any or all responses and to waive irregularities, formalities, and informalities as it determines in the City's best interest.

Firms desiring to provide these services to the City must submit a single electronic file in searchable PDF format, Smaller than 5MB, that includes the attached RFQ Transmittal Memorandum completed as appropriate, a Letter of Interest addressed to Brad L, Baird, P.E., Chairman, and referring to this RFQ by number, together with a Statement of Qualifications and any supplemental material allowing evaluation for further consideration (short-listing) based upon the following criteria/point system: Successful comparable experience developing and managing CIPs including developing financial plans, master schedules, and work programs (30); Successful experience in transportation project management, traffic engineering and transportation design (25); Successful experience supporting governmental organizations with a combination of home-office assignments and in-house (embedded) staff augmentation (20); Workload and availability (5); Past performance/Low amount of City work (5); Standard Form #330 (5); Planned W/MBE-SLBE participation (10).

The PDF file must be **E-Mailed to ContractAdministration@tampagov.net BEFORE 2 P.M., Thursday February 27, 2020**. As a courtesy, the City will endeavor provide an email acknowledgement usually sent within a few days after submission receipt (submissions received on the day of the deadline may not be acknowledged before the deadline or at all). It is Firm's responsibility to confirm its submission (PDF file) has been received.

RFQ TRANSMITTAL MEMORANDUM FOR A SUBMITTAL TO THE CITY OF TAMPA, FLORIDA

TRANSMITTAL DATE:

RFQ NO. & TITLE:

TO: Brad L. Baird, P. E., Chairman Selection & Certification Committee (CCNA)
c/o Contract Administration Department via ContractAdministration@tampagov.net
306 East Jackson Street, 4th Floor North, Tampa, Florida 33602

SUBMITTER ("Firm") NAME:

FEDERAL TAX ID#:

FIRM TYPE: Individual/Sole Proprietor Joint Venture (JV)* Partnership (PN)* Corporation
 Limited Liability Company Other: _____

FIRM CONTACT NAME:

EMAIL:

PHONE:

CERTIFICATIONS: Firm is licensed, permitted, and certified as required to do business in Florida: Yes | No
License/registration/certification no(s): _____

Per §287.133, Fla. Stat., individuals or entities (including those meeting the §287.133, Fla. Stat. definition of "affiliate") placed on the convicted vendor list ("List") following a conviction for public entity crimes may not submit a bid, proposal, or reply ("Response") on a contract to provide any goods or services to a public entity, may not submit a Response on a contract with a public entity for the repair or construction of a public building or public work, may not submit a Response for leases of real property to a public entity, and may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in §287.017, Fla. Stat. for CATEGORY TWO for a period of 36 months from the date of placement on the List. Neither Firm nor its affiliates have been placed on the List: Yes | No

Firm's own initial application for employment has criminal history screening practices similar to those contained in Chapter 12, Article VI, Tampa Code (responses, whether "Yes" or "No", are for informational purposes only and will not be used as a basis for award or denial, or for any protest): Yes | No

Firm shall comply with all applicable governmental rules & regulations, including the City's Ethics Code (Sec. 2-522, Tampa Code). The City's Charter & Ethics Code prohibit any City employee from receiving any substantial benefit or profit out of any award or obligation entered into with the City, or from having any direct or indirect financial interest in effecting any such award or obligation. If Firm is successful, it shall ensure no City employee receives any such benefit or interest as a result of such award (See Sec.2-514(d), Tampa Code): Yes | No

Firm is not in arrears and is not in default upon any obligation to the City of Tampa: Yes | No

Firm agrees that if the City of Tampa determines Firm has participated in any collusive, deceptive, or fraudulent practices with regard to this submittal, in addition to any other remedy it may exercise, the City will have the right to debar Firm and deem invalid any contract let under such circumstances: Yes | No

Data or material Firm asserts to be exempted from public disclosure under Chapter 119, Fla. Stat., is submitted in a separate, single electronic searchable PDF file labeled with the above RFQ number and the phrase "Confidential Material", which identifies the data/material to be protected, states the reasons the data/material is exempt from public disclosure, and the specific Florida statute allowing such exemption (if "No" or otherwise, then Firm waives any possible or claimed exemption upon submission, effective at opening): Yes | No

FAILURE TO COMPLETE THE ABOVE MAY RESULT IN FIRM'S SUBMITTAL BEING DECLARED NON-RESPONSIVE

[SEAL] Authorized Signature (wet): _____
Printed Name: _____
Title: Sole Prop Pres Sr VP Gen Ptnr LLC Auth.Mbr/Mgr
 Other _____ (attach proof of authority)

STATE OF _____
COUNTY OF _____

The forgoing instrument was sworn (or affirmed) before me before me by means of physical presence or online notarization, this ____ day of _____, 20____ by _____ of _____ either in his/her individual capacity or where Firm is an entity as the _____ of _____, on behalf of such entity. He/She is personally known to me OR produced identification. Type of identification produced: _____

[NOTARY SEAL]

Printed Name: _____ Notary Public, State of _____
My Commission Expires: _____ Commission No: _____

* With submittal or within 10 days thereafter, Firm must provide a signed copy of the complete agreement between all JV/PN members indicating respective roles, responsibilities, and levels of participation.

Points Pursuant to Designated Industry Category: _____ (Refer to MBD Form 70 and Form 50-GFE Outreach)		
	Evaluation Criteria	Point Values
A.	Underutilized WMBE Firms participating as the Prime Contractor (City of Tampa Certified Only)	10
B.	City of Tampa Certified SLBE firms participating as the Prime Contractor, which include City of Tampa Certified WMBE/SLBE sub-(contractor, consultant) participation	5 - 7
C.	Non-City of Tampa Certified WMBE/SLBE Prime Contractor with meaningful sub-(contractor, consultant) participation by City Certified Underutilized WMBE and/or SLBE firms	1 - 7
D.	* External agency WMBE/SLBE/DBE certifications recognized by City of Tampa for designated RFP, RFQ, RFI solicitations	0 – 5
NOTE: The maximum points available for WMBE and/or SLBE participation will not exceed ten (10)		

Points are determined as follows (Requires Form 50-GFE):

- A. A maximum of ten (10) rating points may be awarded when the Proposer is a City of Tampa Certified WMBE firm deemed underutilized within the Industry category established by the RFP.
- B. A maximum of seven (7) rating points may be awarded when the Proposer is a City of Tampa certified SLBE with meaningful participation by City certified WMBE/SLBE sub-contractors/consultants.
- C. One to Seven (1-7) rating points may be awarded when the Proposer is not a City of Tampa certified WMBE/SLBE prime contractor but utilizes either Underutilized WMBE and/or SLBE certified firm(s) as sub-contractors/consultants and assigned to perform meaningful segments of the contractual services detailed herein and documented on the enclosed MBD Form 10-20.
- D. A maximum of five (5) “discretionary” rating points may be awarded when the Proposer provides WMBE/SLBE participation from an external agency recognized by the City. Discretionary points may be awarded for ancillary participation (see definition). The point values for ancillary participation may be subordinate to weighted values outlined in categories A, B and C above.

NOTE: *WMBE participation is narrowly-tailored (per policy) to target underutilization of affected groups in specific trade/industry categories. Any WMBE/SLBE achievement that was not designated on MBD Form 70 is considered ancillary. Ancillary participation may be counted with overall participation and credited to your rating points when underutilization criteria are met.

The maximum number of points available for WMBE and/or SLBE participation will not exceed a total of ten (10) points.



Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

**Page 1 of 4 – DMI Solicited/Utilized Schedules
 City of Tampa – Schedule of **All Solicited** Sub-(Contractors/Consultants/Suppliers)
 (FORM MBD-10)**

Contract No.: _____ Contract Name: _____
 Company Name: _____ Address: _____
 Federal ID: _____ Phone: _____ Fax: _____ Email: _____

Check applicable box(es). Detailed Instructions for completing this form are on page 2 of 4.

- No Firms were contacted or solicited for this contract.
- No Firms were contacted because: _____
- See attached list of additional Firms solicited and all supplemental information (List must comply to this form)
Note: Form MBD-10 must list ALL subcontractors solicited including Non-minority/small businesses

NIGP Code Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

S = SLBE W=WMBE O = Neither	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade or Services NIGP Code (listed above)	Contact Method L=Letter F=Fax E=Email P=Phone	Quote or Response Received Y/N

Failure to Complete, Sign and Submit
 this form with your Bid or Proposal
 Shall render the Bid Non-Responsive

It is hereby certified that the information provided is an accurate and true account of contacts and solicitations for sub-contracting opportunities on this contract.

Signed: _____ Name/Title: _____ Date: _____

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive
Forms must be included with Bid / Proposal



Instructions for completing The Sub-(Contractors/Consultants/ Suppliers) Solicited Form (Form MBD-10)

This form must be submitted with all bids or proposals. All subcontractors (regardless of ownership or size) solicited and subcontractors from whom unsolicited quotations were received must be included on this form. The instructions that follow correspond to the headings on the form required to be completed. Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

- **Contract No.** This is the number assigned by the City of Tampa for the bid or proposal.
- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID.** FIN. A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Firms were contacted or solicited for this contract.** Checking the box indicates that a pre-determined Subcontract Goal or Participation Plan Requirement was not set by the City resulting in your business not using subcontractors and will self-perform all work. If during the performance of the contract you employ subcontractors, the City must pre-approve subcontractors. Use of the “Sub-(Contractors/Consultants/Suppliers) Payments” form (MBD Form-30) must be submitted with every pay application and invoice. Note: Certified **SLBE or WMBE firms** bidding as Primes **are not exempt** from outreach and solicitation of subcontractors.
- **No Firms were contacted because.** Provide brief explanation why no firms were contacted or solicited.
- **See attached documents.** Check box, if after you have completed the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the form. All DMI data not submitted on the MBD Form-10 must be in the same format and have all requested data from MBD Form-10 included.

The following instructions are for information of any and all subcontractors solicited.

- **“S” = SLBE, “W” = WMBE.** Enter “S” for firms Certified by the City as Small Local Business Enterprises and/or “W” for firms Certified by the City as either Women/Minority Business Enterprise; **“O” = Non-certified others.**
- **Federal ID.** FIN. A number assigned to a business for tax reporting purposes. This information is critical in proper identification and payment of the contractor/subcontractor.
- **Company Name, Address, Phone & Fax.** Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials** indicate the trade, service, or materials provided by the subcontractor. NIGP codes aka “National Institute of Governmental Purchasing” are listed at top section of document.
- **Contact Method L=letter, F=fax, E=Email, P=Phone.** Indicate with letter the method(s) of soliciting for bid.
- **Quote or Resp. (response) Rec’d (received) Y/N.** Indicate “Y” Yes if you received a quotation or if you received a response to your solicitation. Indicate “N” No if you received no response to your solicitation from the subcontractor. Must keep records: log, ledger, documentation, etc. that can validate/verify.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.



Page 4 of 4 DMI – Solicited/**Utilized**

Instructions for completing **The Sub-(Contractors/Consultants/ Suppliers) to be Utilized Form (Form MBD-20)**

This form must be submitted with all bids or proposals. All subcontractors (regardless of ownership or size) projected to be utilized must be included on this form. Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

Contract No. This is the number assigned by the City of Tampa for the bid or proposal.

- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID. FIN.** A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Subcontracting/consulting (of any kind) will be performed on this contract.** Checking box indicates your business will not use subcontractors when no Subcontract Goal or Participation Plan Requirement was set by the City, but will self-perform all work. When subcontractors are utilized during the performance of the contract, the “Sub-(Contractors/Consultants/Suppliers) Payments” form (MBD Form-30) must be submitted with every pay application and invoice. Note: certified **SLBE or WMBE firms** bidding as Primes **are not exempt** from outreach and solicitation of subcontractors, including completion and submitting Form-10 and Form-20.
- **No Firms listed To-Be-Utilized.** Check box; provide brief explanation why no firms were retained when a goal or participation plan requirement was set on the contract. Note: mandatory compliance with Good Faith Effort outreach (GFECF) requirements applies (MBD Form-50) and supporting documentation must accompany the bid.
- **See attached documents.** Check box, if after completing the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the scope/value/percent utilization of subcontractors. Reproduce copies of MBD-20 and attach. All data not submitted on duplicate forms must be in the same format and content as specified in these instructions.

The following instructions are for information of Any and All subcontractors To Be Utilized.

- **Federal ID. FIN.** A number assigned to a business for tax reporting purposes. This information is critical in proper identification of the subcontractor.
- **“S” = SLBE, “W” = WMBE.** Enter “S” for firms Certified by the City as Small Local Business Enterprises and/or “W” for firms Certified by the City as Women/Minority Business Enterprise; **“O” = Non-certified others.**
- **Company Name, Address, Phone & Fax.** Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials (NIGP code if Known)** Indicate the trade, service, or material provided by the subcontractor. Abbreviated list of NIGP is available at <http://www.tampagov.net/mbd> “Information Resources”.
- **Amount of Quote, Letters of Intent** (required for both SLBEs and WMBEs).
- **Percent of Work/Contract.** Indicate the percent of the total contract price the subcontract(s) represent. For CCNA only (i.e. Consultant A/E Services) you must indicate subcontracts as percent of total scope/contract.
- **Total Subcontract/Supplier Utilization.** – Provide total dollar amount of all subcontractors/suppliers projected to be used for the contract. (Dollar amounts may be optional in CCNA depending on solicitation format).
- **Total SLBE Utilization.** Provide total dollar amount for all projected SLBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Total WMBE Utilization.** Provide total dollar amount for all projected WMBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Percent SLBE Utilization.** Total amount allocated to SLBEs divided by the total bid/proposal amount.
- **Percent WMBE Utilization.** Total amount allocated to WMBEs divided by the total bid/proposal amount.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.

Procurement Guidelines To Implement Minority & Small Business Participation

Underutilized WMBE Primes by Industry Category

FORMAL PROCUREMENT	Construction	Construction-Related	Professional	Non-Professional	Goods
	Black	Asian	Black	Black	Black
	Hispanic	Native Am.	Hispanic	Asian	Hispanic
	Native Am.	Woman	Asian	Native Am.	Asian
	Woman		Native Am.		Native Am.
			Woman		Woman

Underutilized WMBE Sub-Contractors / Sub-Consultants

SUB WORK	Construction	Construction-Related	Professional	Non-Professional	Goods
	Black	Black	Black	Black	Black
		Asian	Hispanic	Asian	Asian
		Native Am.	Asian	Native Am.	Native Am.
		Woman	Native Am.		Woman
			Woman		

Policy

The Guidelines apply to formal procurements and solicitations. WMBE participation will be narrowly-tailored.

Index

- Black = Black/African-American Business Enterprise
- Hispanic = Hispanic Business Enterprise
- Asian = Asian Business Enterprise
- Native Am. = Native American Business Enterprise
- Woman = Woman Business Enterprise (Caucasian)

Industry Categories

Construction is defined as: new construction, renovation, restoration, maintenance of public improvements and underground utilities.

Construction-Related Services are defined as: architecture, professional engineering, landscape architecture, design build, construction management services, or registered surveying and mapping.

Professional Services are defined as: attorney, accountant, medical doctor, veterinarian, miscellaneous consultant, etc.

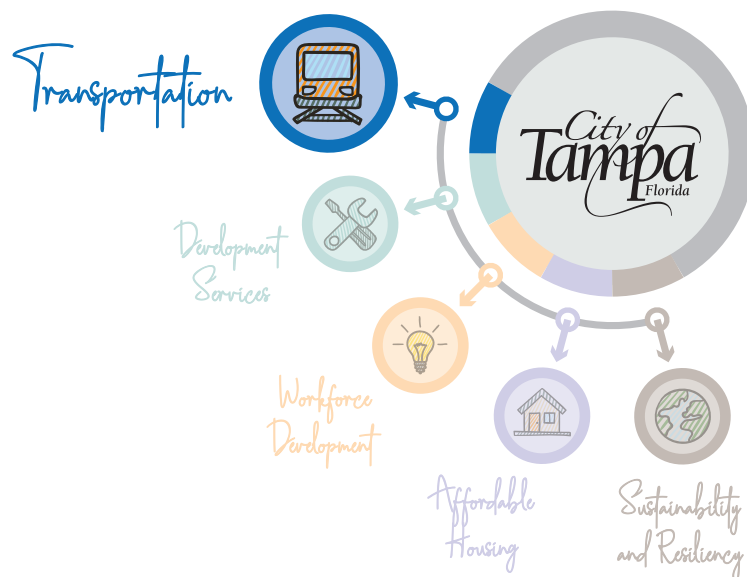
Non-Professional Services are defined as: lawn maintenance, painting, janitorial, printing, hauling, security guard, etc.

Goods are defined as: all supplies, materials, pipes, equipment, machinery, appliances, and other commodities.

MBD Form-70

Mayor Jane Castor

Transforming Tampa's Tomorrow



Recommendations and Final Report



Chair

Carole Post

*Assoc. VP and Chief Administrative Officer, USF Health
Chief Executive Officer, USF Health HPCC/CAMLS
Mayoral Transition Lead, City of Tampa*

Co-chairs

Hon. Harry Cohen

Former Tampa City Council Member

Sonya Little

*Chief Administrative Officer, Strategic Property Partners
Former Chief Financial Officer, City of Tampa*

November 1, 2019

Transportation

Advisory Team

Chair: Robert Bertini, Ph.D., P.E.

*Executive Director,
Center for Urban Transportation Research (CUTR)*



A Letter from Mayor Jane Castor

When I took office in May 2019, one of the first things I did was to initiate a series of advisory teams that could provide insight and guidance on five of the City's most critical paths to its future - Transportation, Development Services, Workforce Development, Affordable Housing, and Sustainability and Resiliency. Tampa is at a transformative time and the way in which we approach solutions to these issues will make a difference for generations to come. That is why it has been so important to have robust and informed input to develop my plans.

With that in mind, I asked dozens of individuals across the community and the region to participate in this process. Representing all factions of our City - business, not-for-profit, academia, advocacy, government, and more. These individuals came together over 90-day periods with each person volunteering their time and their talent to a specific subject area. I am deeply grateful for their commitment and dedication to this effort and for their wisdom in providing valuable input to this planning process.

I am pleased to share this 'Recommendations and Final Report' for the Transportation Advisory Team which represents both visionary and tactical recommendations. In sharing this report, I welcome continued dialogue and input on how to successfully navigate one of our City's most important issues.

These recommendations will provide a path for us to achieve transformational goals, and I am committed to providing the leadership and direction to take us there.

A handwritten signature in black ink that reads "Jane Castor". The signature is fluid and cursive, with the first letter of "Jane" being a large, stylized 'J'.

Mayor Jane Castor



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Introduction and Background

Mayor Castor's Transition Advisory Teams

As part of the Mayoral transition, Mayor Jane Castor initiated five transition advisory teams to provide a roadmap for guiding the implementation of the key priorities of the Castor Administration. The five areas of focus are Transportation, Development Services, Workforce Development, Affordable Housing, and Sustainability/Resilience. Each team was charged with an objective that was relevant to its specific challenges and opportunities with a recognition that each individual effort would ultimately connect back together to create a strategic tapestry in support of the Mayor's vision. The Sustainability and Resilience advisory team will be focused on connecting the work of the four other advisory teams to build an overall strategic and comprehensive blueprint for the City of Tampa.

Transportation Advisory Team Introduction

On June 24, 2019, Mayor Castor kicked off the Transportation Advisory Team. The challenge for this team was to recommend approaches to address a number of long-standing as well as emerging mobility-related issues facing Tampa and its surrounding areas. Initially, the team received a briefing on the current state of transportation initiatives already underway and future initiatives planned by the City of Tampa and across the region. The group was asked to focus on identifying realistic, actionable, and achievable goals while recognizing that numerous ideas and proposals already exist. In connection with existing and planned efforts, the group was asked to focus its attention on five key subject areas:



Connectivity - Frame a vision for transit connections within City limits in concert with other transportation-related entities and identify an achievable path forward for that vision.



Integration - Identify options to integrate the existing trails system into the transportation network to enable viable active transportation mode alternatives.



Safety - Recommend additional actions to support the City of Tampa's Vision Zero goals.



Technology - Propose transportation and parking technology solutions, mobility applications, and integrated planning.



Engagement - Outline a strategic framework for an effective and inclusive approach to community engagement.

The team evaluated a broad range of ideas, including, but not limited to, establishing a rail plan approach and priorities; evaluating east-west corridor options and preferences; assessing options for service network expansion; and evaluating the best approach for expanding the City's greenways as well as achieving Vision Zero goals.

This report provides the final set of recommendations generated by the Transportation Advisory Team for consideration by the Mayor.



General Findings and Recommendations

The findings and recommendations in this section are intended to be global in nature and are intended to affect positive outcomes for the recommendations described in the report.

1. **Elevate and strengthen transportation functions in City government** through an administrative-level reorganization. Consolidate transportation-related functions under one City Administrator. Ensure that the City can attract and retain high-quality transportation professionals with sufficient resources to deliver a world-class transportation system. Enhance coordination and streamline the decision-making between the Department of Transportation and Stormwater Services with the Planning & Development Department.
2. Immediately begin working to **further develop the Citywide Mobility Plan**, called Tampa M.O.V.E.S. (Mobility, Opportunity, Vision, Equity, and Safety). This plan will outline transportation objectives and initiatives for the next 30 years, with an emphasis on memorializing the City's strategic vision to effectively leverage the 'All for Transportation' surtax revenue. And meet our mobility goals through a community engagement program. This engagement will outline a clear vision for our city-- one that our residents are demanding.
3. Perform a **comprehensive review of the City's Land Development Code** and identify recommendations to better align land use, transportation, and mobility policies with the City's adopted Comprehensive Plan goals and objectives. A particular focus should be placed on policies concerning density, parking, and affordable housing. A cross-departmental team will be established to participate in this effort.





- SECTION 1 -

Implement Strategic Transit Projects

Expanding transit service and implementing new, dedicated right-of-way transit options are **the most critical actions** the Mayor and City can take to maintain a good quality of life for residents and ensure continued prosperity for people and businesses in Tampa. The City must resolve the disconnect between the City's Comprehensive Plan and development patterns, continue coordination between transportation agencies, integrate and allow for new technology, and develop a citywide mobility plan to establish how to use the right-of-way to maximize mobility now and in the future. With the new 'All for Transportation' surtax funding, the City is positioned to achieve unprecedented development of a multimodal transit system and should immediately begin the work of building a multimodal transit network.

"There is a sense of urgency to implement projects. The Mayor needs to pick some transformational major projects, make a plan to implement, and champion them."

-- Gary Sasso, Transportation Advisory Team Member

Following are the recommendations related to implementing strategic transit projects.

Recommended Action Items

1. Position the Mayor to **serve as a vocal champion** for frequent, reliable, and equitable transit service that increases access to jobs, education, entertainment, and regional connections and maximizes the opportunity for transit-oriented development. Specific mode and alignment decisions should be determined through a technically-sound, data-driven, and transparent planning and public engagement process that considers all transit modes. Because there are already various studies and projects underway, the role of the Mayor and the City may vary slightly depending on the project in question, however, the successful achievement of the recommendations largely depends on the Mayor's leadership and direct involvement.

2. Focus on **implementing the following strategic transit initiatives:**

- a. **Modernize and Expand Streetcar Service.** The City should a) commit to an aggressive implementation of the existing plan to modernize the streetcar by increasing capacity and speed to extend into Tampa Heights, b) begin planning for the extension beyond Tampa Heights (Phase 4), and c) work with HART to develop a long-term funding approach for streetcar system operations, focusing on maintaining high quality levels of service and free and/or reduced fares.
- b. **Leverage CSX Rail Lines.** HART has proposed an Initial Assessment of the CSX rail lines which is targeted to begin in 2020 and be funded by surtax revenue. The Initial Assessment will determine the viability of the rail lines for future passenger service. Public engagement and technical analysis are needed to determine the type of service (local, inter-city, regional, etc.), necessary land use changes, and appropriate redevelopment opportunities around future stations.

As a HART Board Member, the Mayor and City staff should be integrally involved in the Initial Assessment. Depending on the outcome of the Initial Assessment, the City should work with HART and Hillsborough County to perform a comprehensive corridor study to determine the most appropriate and feasible type of service to be deployed on the CSX corridor. It is important that the City work to ensure that the transit service selected will be the most appropriate to serve the City's transportation needs, and most importantly, that there is broad-based community engagement and community land use planning incorporated as an integral part of the project.

- c. **Connect Westshore, Downtown, and USF.** Begin planning and project development for major projects along key transit corridors starting with the connection from Downtown to Westshore and Downtown to USF.

For the **Downtown to USF route**, HART has begun a BRT study for this connection. As a HART Board Member, the Mayor should be actively involved in the outcome and in advancing the project forward. At the same time, the City can begin to evaluate 'transit-oriented development' options along the corridor that would maximize the amount of walkable residential, business, and leisure space nearby. For the **Downtown to Westshore link**, the City should work with HART to begin a feasibility study.

In connection with these identified priorities, the City can identify additional connection corridors and help to facilitate a pilot demonstration project in coordination with HART and other agencies.



Implement Strategic Transit Projects continued

- d. **Expand HART Bus Service:** Traditional bus service is a critical backbone of a strong transportation system. It also can be relatively quick to implement. The City should work closely with HART to implement increased access to frequent and affordable transit service with special focus on a) providing more economic opportunities, b) connecting neighborhoods to jobs, and c) prioritizing connections to affordable housing.

Additionally, the City should prioritize increasing frequencies on existing routes and establishing new routes where service is inadequate, especially in economically-disadvantaged areas.

- e. **Establish key intermodal centers.** The Mayor should strongly influence efforts to establish intermodal transportation hubs in Westshore, Downtown, and the USF area, prioritizing locations that enable connection to local and regional systems, provide opportunity for dense, urban development, and attract public-private partnerships. The Mayor should work with FDOT to accelerate the planning and implementation of the Westshore Intermodal Center at the intersection of Trask and Cypress Streets. The Mayor should work with FDOT to leverage City resources and assets to secure sites for remaining intermodal centers in Downtown and the USF Area.
- f. **Connect Tampa to Orlando:** The Mayor should advocate for a rail connection between Orlando and Tampa.

- 3. Develop specific, data-driven performance goals for transit corridor planning and implementation. **Measure and report performance annually.**





- SECTION 2 -

Focus on Trails and Greenways as Transportation Options

Trails and Greenways are an important piece of an **urban, multimodal transportation system** that must be integrated with transportation planning, implementation, and operations to be a useful part of the transportation mobility network.

“The locations and designs of trails are important and impact user experience, and integrating the contextual design with surrounding land uses is key to trails and greenways success.”

-- Dr. Robert Bertini, Transportation Advisory Team Chair

Following are the recommendations related to integrating the existing trails system into the transportation network to enable viable active transportation mode alternatives.

Recommended Action Items

1. **Integrate the planning and implementation function** for City trails and greenways into the City’s Transportation and Stormwater Services Department.
2. Update the citywide **greenways and trails maps** as a component of the Citywide Mobility Plan.
3. Ensure that the planning of greenways and trails is performed with an eye to providing a **viable transportation option**, not simply a recreational function, and is consistent with the guiding principles of the Citywide Mobility Plan.
4. Develop specific **performance goals** for trails and greenways planning and implementation.



- SECTION 3 -

Adopt Vision Zero as a Citywide Policy

Safety is a top priority in Mayor Castor's administration focused on **protecting all City residents, businesses, and visitors**. Vision Zero is 'a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and is gaining momentum in major American cities.'

Vision Zero should be adopted as a critical policy platform through which all transportation and transit improvements are realized. The effort will benefit from proactive community engagement and increased coordination with community partners.

"The City should work with the Hillsborough MPO to build upon the Vision Zero Action Plan with the City's own Vision Zero Action Plan. It's important that the Mayor takes a strong position on Vision Zero."
-- Gena Torres, Transportation Advisory Team Member

Following are the recommendations related to City of Tampa's Vision Zero goals:

Recommended Action Items

1. Formalize **Vision Zero as a citywide policy priority** with Mayor Jane Castor as a vocal advocate. Include policy statements that support the following:
 - a. Safety and the preservation of human life is the City's highest priority.
 - b. Every traffic death is preventable.
 - c. The transportation system should be safe for all road users, for all modes of transportation, in all communities and for people of all incomes, races, ethnicities, ages, and abilities.
 - d. People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation systems should be designed for speeds that protect human life.
 - e. Attention should be paid to protect the most vulnerable road users such as pedestrians and cyclists.
 - f. Transportation and land use development policies, standards, programs, and design decisions should be reviewed and updated to prioritize preserving lives and implementing supporting infrastructure such as sidewalks, street lighting, and mid-block crossings.
 - g. Safe human behaviors, education about and enforcement of safety rules, and smart mobility technologies are essential contributors to a safe system.
 - h. Vision Zero principles should be instilled as a culture.



2. The City should join the **Vision Zero Network** which is a collaborative campaign aimed at building the momentum and advancing the shift toward safe, healthy, equitable mobility for all. The Network brings together local leaders in health, traffic engineering, police enforcement, policy, and advocacy to develop and share strategies, policies and practices that make Vision Zero a reality.
3. Develop a **City of Tampa Vision Zero Action Plan** that focuses on implementation and includes a public engagement campaign in coordination with the MPO's ongoing efforts.
4. Update the City's **Land Development Code** to incorporate Vision Zero principles.
5. Create a **City of Tampa Vision Zero Coordinator** position to champion the program and coordinate with all affected City departments such as Transportation and Stormwater Services, Police, Planning & Development, and Parks & Recreation.
6. The City should immediately begin projects to close the gap on **key sidewalk connections** that link neighborhoods to public schools, transit, and vulnerable communities; set a goal and immediately begin working to expand the number of **safe pedestrian crossings** in the City; and take a bold and aggressive approach to implementing transformative **complete streets** throughout the City.
7. Work with FDOT, Hillsborough County, and THEA to develop, prioritize, fund, and **implement safety projects on high crash corridors** on State, County and other agency facilities within City limits.
8. Develop a City-sponsored program that makes it easier and simpler for engaged community members to work with the City to host **activities and events that activate city streets** as dynamic public spaces.

- SECTION 4 -

Reinvent Urban Parking & Mobility

Parking is a **key piece of the transportation network** and parking policies must support transit, urban development, and affordable housing.

“If Tampa is going to be a world class city, we need world class mobility services. We need to kick it up a notch! Mobility hubs are the way of the future.”

-- Mark Sharpe, Advisory Team Member

Following is an outline of the recommendations related to urban parking and mobility as it relates to transportation and parking technology solutions, mobility applications, and integrated planning.

Recommended Action Items

1. Establish and implement a **strategic vision for urban parking systems management** as a critical component of the City’s mobility network.
 - a. Integrate the planning and operations functions for the City’s parking assets into the Transportation and Stormwater Services Department.
 - b. Develop specific, data-driven performance metrics for urban parking management that support strategic transportation goals.
 - c. Identify resource recommendations to enable improved coordination and integration of parking assets and tools within the City organization.





2. Identify and **implement best practices in urban parking management**. Use a “City as a Lab” approach to try new ideas and test innovation in the realm of parking management with the goal of developing a world-class system. Increase the use of technology and wayfinding to expand awareness of, and access to, parking options and other multimodal options such as bus and rail transit, micromobility options, bicycle share, car share, car/van pool, shuttles/circulators, walking, bicycling, and driving.
3. Develop a program to **modernize the City’s off-street parking requirements**. The City’s off-street parking requirements should promote shared parking opportunities based on a dynamic parking plan which incorporates the City’s expanding transit and multimodal facilities networks, land use, parking demand, and parking costs. Specific recommendations include:
 - a. Evaluate current minimum parking requirements for affordable housing developments in an effort to reduce housing costs.
 - b. Establish maximum parking requirements and consider eliminating parking requirements for redevelopment projects in downtown.
 - c. Deploy shared parking programs to improve availability and maximize usage of current public and private parking resources.
4. Initiate a study to **reevaluate the existing parking rates**, and consider modified parking rates and structures to achieve strategic mobility goals.



- SECTION 5 -

Enhance Neighborhood Engagement

Over the next decade, with new leadership and a new dedicated source of revenue, the City's transportation network is going to transform. Residents, neighborhood leaders, the business community, local activists, and community partners must all have **a voice in the realization of our common vision** to be a connected, multimodal, safe, and thriving city. The City must deploy more active and consistent neighborhood and community engagement practices throughout the implementation of transportation projects citywide.

"We have a tendency to only engage the community when we need them, such as when we are planning a specific project. We need to continually engage advocates to build trust in our government. We need to listen first, and think about the philosophy about how the City performs public engagement."
-- Cassandra Borchers, Transportation Advisory Team Member

Following are recommendations related to an effective and inclusive approach to neighborhood engagement.

Recommended Action Items

1. Designate a **Neighborhood Transportation Liaison** position to listen and build relationships with citizens by working on transportation issues at the grassroots level. This position will work with citizens, neighborhood leaders, and community advocates to build consensus and support for programs and projects.
2. Designate a **Transportation Media Relations/Public Information Officer** to strategically communicate the City's transportation goals with the media and public, provide information on the development and construction of transportation projects, and leverage media opportunities to inform and engage residents.
3. Develop policies and recommendations to support an enhanced transportation **neighborhood engagement program**.
4. Develop a **network of neighborhood-level transportation champions** to more fully listen to community needs and concerns. This group could also help carry back the City's message on transportation vision and implementation on a personal "grassroots" level.
5. **Enhance the role of community engagement** in the design outcomes and implementation of mobility projects. This program should include more robust stakeholder outreach, visualizations, community workshops, social media outreach, town halls, and more.





Transportation Advisory Team Members

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Gary Sasso

Chief Executive Officer and President, Carlton Fields

Mark Sharpe

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Joe Waggoner

Chief Executive Officer, Tampa Hillsborough County Expressway Authority



Mayor Jane Castor

**Transforming Tampa's
Tomorrow** 🚆 🛠️ 💡 🏠 🌍



Mayor Jane Castor

Mayor Jane Castor's
**GUIDING
PRINCIPLES**

for Transforming
Tampa's Transportation

MOBILITY FOR ALL

Promote accessibility and mobility by increasing and improving multi-modal transportation choices, and the connectivity across and between modes, for people and freight

ECONOMIC OPPORTUNITY

Promote economic vitality by improving the reliability and efficiency of the transportation system

VISION

Strengthen all neighborhoods throughout the City by providing healthy, sustainable, and resilient transportation solutions

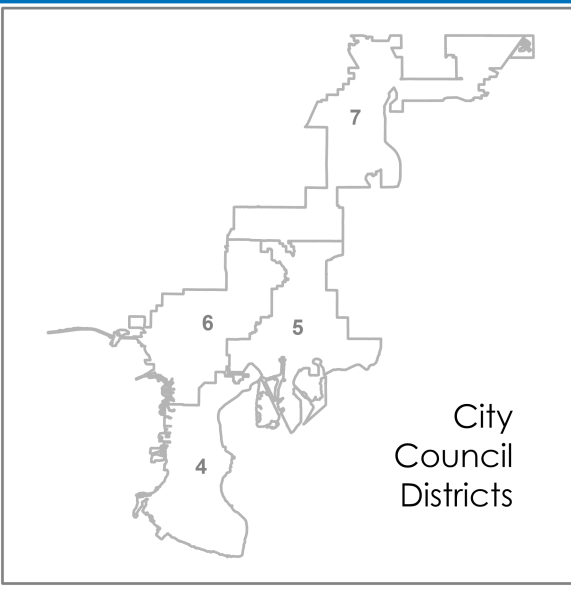
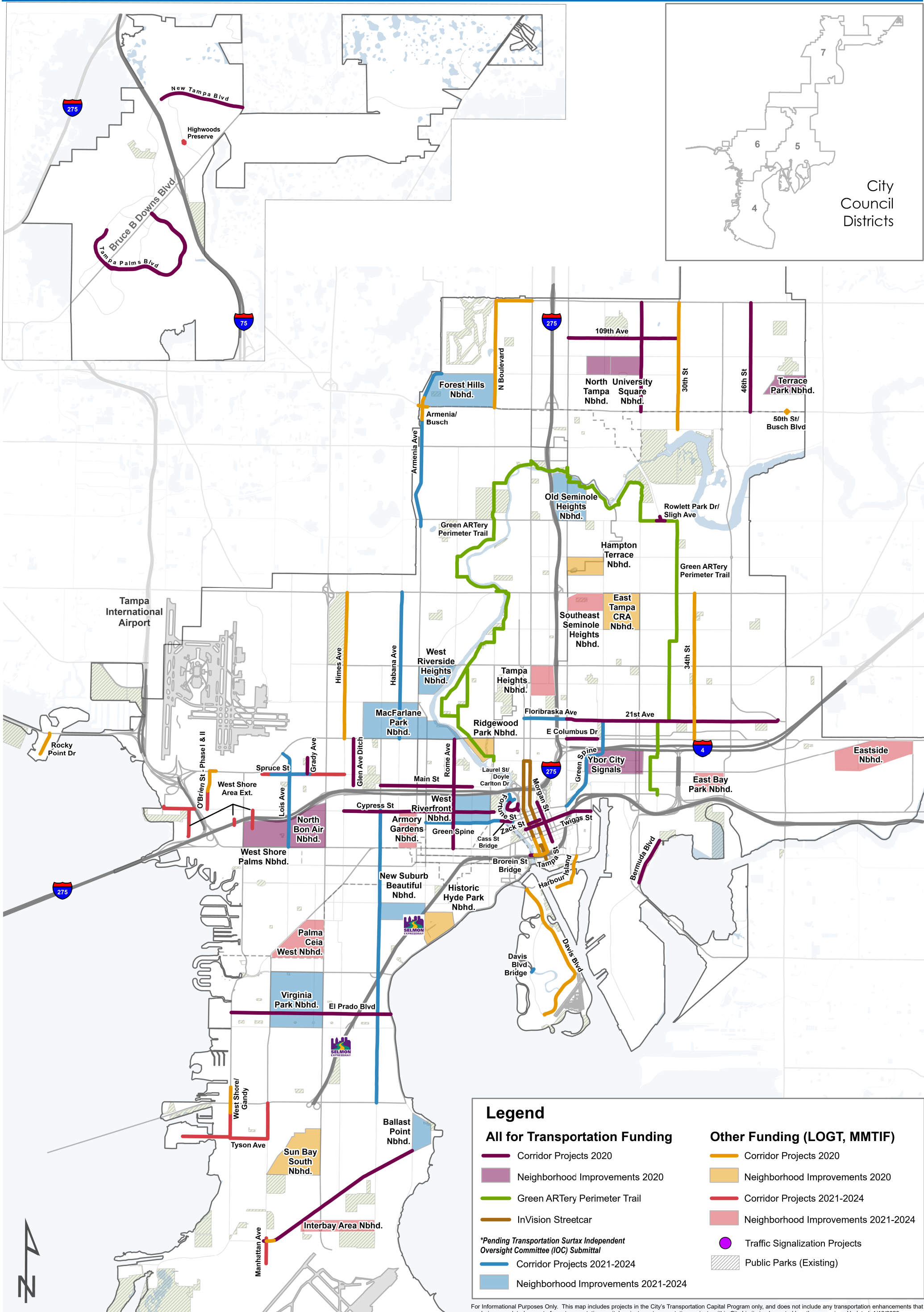
TRANSPORTATION EQUITY

Remove barriers and provide transportation options to people who need it most

PUBLIC SAFETY

Enhance the safety and security of the transportation system for people of all ages and abilities.

Transportation Capital Program (2020-2024)



Legend

All for Transportation Funding		Other Funding (LOGT, MMTIF)	
—	Corridor Projects 2020	—	Corridor Projects 2020
—	Neighborhood Improvements 2020	—	Neighborhood Improvements 2020
—	Green ARTery Perimeter Trail	—	Corridor Projects 2021-2024
—	InVision Streetcar	—	Neighborhood Improvements 2021-2024
—	Corridor Projects 2021-2024	●	Traffic Signalization Projects
—	Neighborhood Improvements 2021-2024		Public Parks (Existing)

**Pending Transportation Surtax Independent Oversight Committee (IOC) Submittal*

For Informational Purposes Only. This map includes projects in the City's Transportation Capital Program only, and does not include any transportation enhancements that are being completed as part of non-transportation capital projects, or transportation projects within City Limits implemented by other agencies. Updated: 1/16/2020