

Exhibit to Resolution 2024-130

**CITY OF LAKE CITY, FLORIDA CONTRACT FOR
MOBILITY PLAN & MOBILITY FEE CONSULTING SERVICES**

This **CONTRACT** ("CONTRACT"), made as of this ___ day of November 2024, and entered into between the CITY OF LAKE CITY, FLORIDA, a municipal corporation ("CITY") and NUE URBAN CONCEPTS, LLC ("FIRM"), with its principal place of business at 747 SW 2nd Ave, Suite #190, Gainesville, Florida, individually referred to as "Party" or collectively as "Parties," respectively.

WHEREAS, CITY is desirous of appointing FIRM to provide professional consulting services related to the development of a mobility plan and mobility fee; and

WHEREAS, the FIRM is willing and capable of performing such services.

NOW, THEREFORE, CITY and FIRM agree as follows:

1. SCOPE OF SERVICES

The services to be provided by the FIRM are as follows (the "SERVICES"):

The FIRM shall provide professional consulting services related to the development of a Multimodal Mobility Plan and Mobility Fee based on the core contract attached as Exhibit A. The services will include development of a new alternative mobility funding system, also known as a mobility fee, including analysis of transportation needs, delineation of a mobility fee assessment area, establishment of a fee structure and fee methodology, and any associated amendments to the Comprehensive Plan.

2. ORDER OF PRECEDENCE

(a) In the event of conflict or inconsistency in the Contract Documents, the order of precedence for interpretation shall be the order in which the Contract Documents are listed below. Conflict or inconsistency within a particular contract document shall be resolved by having the more specific reference to the matter prevail. Modifications to this Contract

(b) This Contract

3. TERM

This **CONTRACT** shall be effective upon the last signature of the parties (the "Effective Date") and shall expire on December 31, 2026.

4. COMPENSATION/PAYMENT

The City will not pay more than \$144,000.00 for consulting services under this Contract pursuant to the rates in the Pricing Cost Proposal attached hereto as Exhibit "C". No additional payment will be made to the FIRM except for additional Work or materials stated on a valid amendment, and issued by CITY prior to the performance of the added Work or delivery of additional materials.

The FIRM shall submit a monthly timesheet and invoice to the CITY on or before the fifteenth (15th) day of each month immediately following the month in which the services were provided.

Each invoice shall describe with reasonable detail the services performed during the billing period. The FIRM shall give such additional backup and documentation as requested by the CITY to verify the services rendered and invoice amounts. FIRM shall not submit more than one invoice per thirty (30) day period. Upon CITY approval, the invoice will be processed for payment.

The CITY will make payment to the FIRM within thirty (30) days after receipt of the invoice by the CITY. The CITY may withhold payment due to failure by the FIRM to perform in accordance with this CONTRACT. The CITY shall notify the FIRM of any unsatisfactory performance as soon as practicable so that, if possible, it can be corrected without delaying payment. The FIRM shall be paid via electronic funds transfer (EFT).

5. PROJECT TEAM

FIRM shall perform the services in a professional manner compared to like professionals. FIRM shall staff the projects with qualified individuals at FIRM's discretion as required to carry out and perform the Scope of Services of this Contract; in the event any such personnel discontinue employment with FIRM, FIRM shall promptly replace such personnel on FIRM's project team with individuals approved by CITY, in writing, which approval will not be unreasonably withheld. FIRM's project team members shall not be employees of or have any personal fiscal relationship with any employees or officials of the CITY. Failure of FIRM for any reason to staff the project under this Contract with qualified personnel to the extent necessary to perform the services required skillfully and promptly shall be cause for termination of this Contract.

In its proposal attached as Exhibit B, NUE Urban Concepts, LLC identified several team members who will work on the project who are part of different firms, but who are affiliated with NUE Urban Concepts, LLC. NUE Urban Concepts, LLC is responsible for the acts, omissions, performance, and breach by all team members, subcontractors, affiliates, and agents who perform the services under this Contract.

6. TERMINATION FOR CONVENIENCE

This agreement may be terminated for any reason by either party upon thirty (30) days written notice to the other party. After the termination date, FIRM shall stop all work in connection with this Contract. In the event of such termination for convenience, FIRM's recovery against CITY shall be limited to that portion of the services provided through the date of termination.

7. TERMINATION FOR CAUSE

CITY may terminate this Contract for cause if FIRM materially breaches this Contract by:

- (a) refusing, failing or being unable to properly manage or perform;
- (b) refusing, failing or being unable to perform the Work pursuant to this Contract with sufficient numbers of workers, properly skilled workers, proper materials to maintain applicable schedules;
- (c) disregarding laws, ordinances, rules, regulations or orders of any public authority or quasi-public authority having jurisdiction over the Project;
- (d) refusing, failing or being unable to substantially perform pursuant to the terms of this Contract as determined by CITY, or as otherwise defined elsewhere herein; and/or

(e) refusing, failing or being unable to substantially perform in accordance with the terms of any other agreement between CITY and FIRM.

8. DEFAULT

If FIRM should be adjudged as bankrupt, or make a general assignment for the benefit of its creditor(s), or if a receiver should be appointed for FIRM, or if there is persistent or repeated refusal or failure to supply sufficient properly skilled workforce or proper materials, or if FIRM should refuse or fail to make payment to persons supplying labor or materials for the Work pursuant to this Contract, or persistently disregards instructions of CITY, or fails to observe or perform or is guilty of a substantial violation of any provision of the Contract documents, then CITY, after serving at least ten (10) calendar days prior written notice to FIRM of its intent to terminate and such default should continue un-remedied for a period of ten (10) calendar days, may terminate the Contract without prejudice to any other rights or remedies and take possession of the Work; and CITY may take possession of and utilize in completing the Work such materials, appliances, equipment as may be on the site of the Work and necessary therefore. FIRM will be liable to CITY for any damages resulting from such default.

9. DELAY

Notwithstanding the completion schedule, CITY has the right to delay performance for up to three (3) consecutive months as necessary or desirable and such delay will not be deemed a breach of Contract, but the performance schedule will be extended for a period equivalent to the time lost by reason of CITY's delay. Such extension of time will be FIRM's sole and exclusive remedy for such delay.

If the project is stopped or delayed for more than three (3) consecutive months and CITY or FIRM elects to terminate the Contract because of such delay, or if such stoppage or delay is due to actions taken by CITY within its control, then FIRM's sole and exclusive remedy under the Contract will be reimbursement for costs reasonably expended in preparation for or in performance of the Contract. None of the aforementioned costs will be interpreted to include home office overhead expenses or other expenses not directly attributable to performance of the Contract. FIRM is not entitled to make any other claim, whether in breach of Contract or in tort for damages resulting in such delay.

10. FORCE MAJEURE

No Party to this Contract shall be liable for any default or delay in the performance of its obligations under this Contract due to an act of God or other event to the extent that: (a) the non-performing Party is without fault in causing such default or delay; and (b) such default or delay could not have been prevented by reasonable precautions. Such causes include, but are not limited to: acts of civil or military authority (including but not limited to courts of administrative agencies); acts of God; war; terrorist attacks; riot; insurrection; inability of CITY to secure approval; validation or sale of bonds; inability of CITY or Supplier to obtain any required permits, licenses or zoning; blockades; embargoes; sabotage; epidemics; fires; hurricanes, tornados, floods; or strikes.

In the event of any delay resulting from such causes, the time for performance of each of the Parties hereunder (including the payment of invoices if such event actually prevents payment) shall be extended for a period of time reasonably necessary to overcome the effect of such delay. Any negotiated delivery dates established during or after a Force Majeure event will always be discussed and negotiated if additional delays are expected.

In the event of any delay or nonperformance resulting from such cause, the Party affected will promptly notify the other Party in writing of the nature, cause, date of commencement, and the anticipated impact of such delay or nonperformance. Such written notice, including change orders, will indicate the extent, if any, to which is anticipated that any delivery or completion date will be affected.

11. DISPUTES

If a dispute arises out of or relates to this Agreement, or the breach thereof, and if the dispute cannot be settled through negotiation, either party may, by giving written notice, refer the dispute to a meeting of appropriate higher management, to be held within 20 business days after giving of notice. If the dispute is not resolved within 30 business days after giving notice, or such later date as may be mutually agreed, the Parties will submit the dispute to a mediator. The Parties shall mutually agree to the mediator and the costs of the mediator will be born equally by both parties. The venue for mediation and any subsequent litigation shall be in Columbia County, Florida.

FIRM shall be an independent consultant and as such shall not be entitled to any right or benefit to which CITY employees are or may be entitled to by reason of employment. FIRM shall be solely responsible for the means, method, techniques, sequences, and procedures utilized by the FIRM in the full performance of this CONTRACT.

12. INDEMNIFICATION

FIRM shall be fully liable for the actions of its agents, employees, partners, or subcontractors and fully indemnifies, defends, and holds harmless the City of Lake City, its elected officials, its officers, agents, and employees, from any such suits, actions, damages, and/or costs of every name and description, including attorneys' fees, arising from or relating to personal injury and damage to real or personal tangible property alleged to be caused in whole or in part by FIRM, its agents, employees, partners, or subcontractor. This indemnification shall survive the termination of this Agreement.

13. LIMITATION OF CITY'S LIABILITY

To the fullest extent permitted by law, CITY shall not be liable to FIRM for any incidental, consequential, punitive, exemplary or indirect damages, lost profits, revenue or other business interruption damages, including but not limited to, loss of use of equipment or facility.

14. SOVEREIGN IMMUNITY

Nothing in this CONTRACT shall be interpreted as a waiver of the CITY's sovereign immunity as granted under Section 768.28 Florida Statutes.

15. TIMELINESS

The CITY and FIRM agree time is of the essence in the performance of work and that work under this CONTRACT is required to be performed in an expeditious manner and with the standard of care reasonably expected of like professionals performing these duties.

16. VALIDITY

If any provision of this CONTRACT is contrary to, prohibited by, or deemed invalid by applicable law, rules or regulations of any jurisdiction in which it is sought to be enforced, then such provision shall be deemed inapplicable and omitted and shall not invalidate the remaining provisions of this CONTRACT.

17. INSURANCE

The FIRM shall provide the CITY with proof of insurance in the amounts stated below:

Worker's Compensation Insurance providing coverage in compliance with Chapter 440, Florida Statutes.

Commercial General Liability, \$1,000,000 combined single limit for bodily injury and property damage

Professional Liability Insurance in the amount of \$1,000,000 per occurrence (combined single limit for bodily injury and property damage).

Public Liability Insurance (other than automobile) consisting of broad form comprehensive general liability insurance including contractual coverage \$1,000,000 per occurrence (combined single limit for bodily injury and property damage). The City shall be an additional insured on

such Public Liability Insurance and the FIRM shall provide copies of endorsements naming the City as additional insured.

Automobile Liability Insurance Property Damage \$500,000 per occurrence (combined single limit for bodily injury and property damage).

18. COMPLIANCE WITH LAWS

The FIRM shall comply with all laws, ordinances, and regulations applicable to the services contemplated herein, including those applicable to conflict of interest. The FIRM is presumed to be familiar with all Federal, State and local laws, ordinances, codes, and regulations that may in any way affect the SERVICES offered and performed.

19. RECORDS/AUDIT

The FIRM shall maintain records sufficient to document the SERVICES performed pursuant to this CONTRACT. These records shall be subject at all reasonable time to review, inspect, copy and audit by persons duly authorized by the CITY. These records shall be kept for a minimum of three (3) years after completion of the CONTRACT. Records which relate to any litigation, appeals or settlements of claims arising from performance under this CONTRACT shall be made available until a final disposition has been made of such litigation, appeals, or claims.

20. FLORIDA PUBLIC RECORDS ACT

Florida has a very broad public records law. By entering into this CONTRACT with the CITY, the FIRM acknowledges they will comply with the Florida Public Records Act (Chapter 119, Florida Statutes). If FIRM is either a “contractor” as defined in Section 119.0701(1)(a), Florida Statutes, or an “agency” as defined in Section 119.011(2), Florida Statutes, FIRM shall:

- (a) Keep and maintain public records, as defined in Section 119.011(12) of the Florida Statutes, required by CITY to perform the service.
- (b) Upon request from CITY’s custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
- (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the FIRM does not transfer the records to CITY.
- (d) Upon completion of the contract, transfer, at no cost, to CITY all public records in possession of the FIRM or keep and maintain public records required by CITY to perform the service. If the FIRM transfers all public records to CITY upon completion of the contract, the FIRM shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the FIRM keeps and maintains public records upon completion of the contract, the FIRM shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to CITY, upon request from CITY’s custodian of public records, in a format that is compatible with the information technology systems of CITY.

- (e) IF THE FIRM HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE FIRM'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE OFFICE OF THE CITY CLERK, ATTN: AUDREY SIKES, CITY CLERK, 205 NORTH MARION AVENUE, LAKE CITY FL 32055.

Failure to comply with the Florida Public Records Act, including failure to provide a public record upon request, is a breach of this CONTRACT. CITY may pursue all remedies for breach of this CONTRACT.

21. DISCLOSURE AND CONFIDENTIALITY

Florida's Public Records Law, Chapter 119, Florida Statutes, includes numerous exemptions to the general requirement to disclose information to the public in response to a public record's request. Exemptions are found in various provisions of the Florida Statutes, including but not limited to Section 119.071, Florida Statutes (General exemptions from inspection or copying of public records), and Section 119.0713, Florida Statutes (Local government agency exemptions from inspection or copying of public records). Section 815.045, Florida Statutes (Trade secret information), provides that trade secret information as defined in Section 812.081, Florida Statutes (Trade secrets; theft, embezzlement; unlawful copying; definitions; penalty) is confidential and exempt from disclosure because it is a felony to disclose such records. The Parties understand and agree that Florida's Public Records Law is very broad and that documents claimed by a Party to be confidential and exempt from public disclosure pursuant to the Public Records Law may in fact not be deemed such by a court of law. Accordingly, the following provisions shall apply:

- (1) Identifying Trade Secret or Otherwise Confidential and Exempt Information.

For any records or portions thereof that FIRM claims to be Trade Secret or otherwise confidential and exempt from public disclosure under the Public Records Law, FIRM shall:

- a. Specifically identify the records or specific portions thereof that are confidential and exempt and reference the particular Florida Statute that grants such status. Provide one redacted copy of the record and one copy of the record with the confidential and exempt information highlighted. FIRM shall take care to redact only the confidential and exempt information within a record.
 - b. Provide an affidavit or similar type of evidence that describes and supports the basis for FIRM's claim that the information is confidential and exempt from public disclosure.
- (2) Request for Trade Secret or Otherwise Confidential and Exempt Information.
- a. In the event CITY receives a public records request for a record with information labeled by FIRM as Trade Secret or otherwise as confidential and exempt, CITY will provide the public record requester with the redacted copy of the record and will notify FIRM of the public records request.
 - b. However and notwithstanding the above, in the event that CITY in its sole discretion finds no basis for FIRM's claim that certain information is Trade

Secret or otherwise confidential and exempt under Florida's Public Records Law, then CITY shall notify FIRM in writing of such conclusion and provide FIRM a reasonable amount of time to file for declaratory action requesting a court of law to deem the requested information as Trade Secret or otherwise as confidential and exempt under Florida's Public Records Law. If FIRM fails to file for declaratory action within the reasonable amount of time provided, then CITY will disclose the information requested.

- c. If a public records lawsuit is filed against CITY requesting public disclosure of the information labeled by FIRM as Trade Secret or otherwise as confidential and exempt, CITY shall notify FIRM and FIRM shall intervene in the lawsuit to defend the nondisclosure of such information under Florida's Public Records Law.
- d. FIRM hereby indemnifies and holds CITY, its officers and employees harmless from any and all liabilities, damages, losses, and costs of any kind and nature, including but not limited to attorney's fees, that arise from or are in any way connected with FIRM's claim that any information it provided to CITY is Trade Secret or otherwise confidential and exempt from public disclosure under Florida's Public Records Law.

"Work Product" may include creative work which may lead to programs, intellectual properties, computer software, computer programs, codes, text, hypertext, designs, and/or any other work products associated with or arising directly out of the performance of the Work.

22. DISCRIMINATION PROHIBITION

FIRM shall not discriminate on the basis of race, color, religion, gender, national origin, marital status, sexual orientation, age, disability or gender identity, or other unlawful forms of discrimination in the performance of this Contract. FIRM understands and agrees that a violation of this clause shall be considered a material breach of this Contract and may result in termination of the Contract. This clause is not enforceable by or for the benefit of, and creates no obligation to, any third party.

23. VERIFICATION OF EMPLOYEES

The FIRM shall comply with all applicable requirements of Section 448.095, Florida Statutes, including but not limited to: 1) the FIRM shall register with and use the U.S. Department of Homeland Security's E-Verify system to verify the work authorization status of all new employees of the FIRM during the term of this Agreement; and 2) the FIRM shall expressly require any subcontractors performing work or providing services pursuant to this Agreement to likewise register with and use the U.S. Department of Homeland Security's E-Verify system to verify the work authorization status of all new employees of the subcontractor during the term of this Agreement. Section 448.095, Florida Statutes, states the statute must be construed in a manner that is fully consistent with any applicable federal laws or regulations, and therefore this section does not apply to this Agreement to the extent that this section would be inconsistent with any federal laws or regulations that are applicable to this Agreement.

24. [INTENTIONALLY OMITTED]

25. MULTI-YEAR CONTRACT.

The obligations of the City as to any funding required pursuant to this Agreement shall be limited to an obligation in any given year to budget and appropriate from legally available funds, after monies for essential City services have been budgeted and appropriated, sufficient monies for the funding that is required during that year. Notwithstanding the foregoing, the City shall not be prohibited from pledging any legally available non-ad valorem revenues for any obligations heretofore or hereafter incurred, which pledge shall be prior and superior to any obligation of the City pursuant to this Agreement.

26. NONEXCLUSIVE CONTRACT

Nothing in this Contract shall be construed to prohibit the CITY from awarding, authorizing, or directing work to be performed, whether identified in this Agreement or otherwise, to firms other than FIRM.

27. MODIFICATION AND WAIVER

The provisions of this Contract may only be modified or waived in writing signed by all the Parties. No course of dealing shall be deemed a waiver of rights or a modification of this contract. The failure of any Party to exercise any right in this contract shall not be considered a waiver of such right. No waiver of a provision of the contract shall apply to any other portion of the contract. A waiver on one occasion shall not be deemed to be a waiver on other occasions.

28. ASSIGNMENT / SUBCONTRACTING

Neither party will assign or transfer any interest in the contract without prior written consent of the other party.

FIRM shall perform all the services, and none of the work or services under this Contract shall be subcontracted without prior written approval of the CITY. It is understood that subcontractors presented as part of a team in FIRM's Proposal or for any individual project are considered approved by the CITY.

29. SUCCESSORS AND ASSIGNS

The parties each bind the other and their respective successors and assigns in all respects to all the terms, conditions, covenants, and provisions of this contract.

30. SEVERABILITY

If any provision of this Contract is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected; and the rights and obligations of the Parties shall be construed and enforced as if this Contract did not contain the particular provision held to be invalid.

31. NONEXCLUSIVE REMEDIES

Except as expressly set forth in this Contract, the exercise by either Party of any of its remedies under this Contract shall be without prejudice to its other remedies under this Contract or otherwise.

32. ADVERTISING

FIRM shall not publicly disseminate any information concerning the Contract without prior written approval from CITY, including but not limited to, mentioning the Contract in a press release or other promotional material, identifying CITY as a reference, or otherwise linking FIRM's name and either a description of the Contract or the name of the City in any material published, either in print or electronically, to any entity that is not a party to Contract, except potential or actual authorized distributors, dealers, resellers, or service representative.

33. GOVERNING LAW, VENUE, ATTORNEY'S FEES, AND WAIVER OF RIGHT TO JURY TRIAL

This Contract shall be construed pursuant to the laws of Florida and may not be construed more strictly against one party than against the other. In the event of any legal proceedings arising from or related to this Contract: (1) venue for any state or federal legal proceedings shall be in ColumbiaCounty Florida; (2) each Party shall bear its own attorneys' fees except to the extent that FIRM agrees to indemnify CITY as provided in this Contract, including any appeals; and (3) for civil proceedings, the Parties hereby waive the right to jury trial.

34. CONTACT PERSONS / NOTICES

Any notice, demand, communication, or request required or permitted hereunder shall be in writing and (1) delivered in person; (2) sent by certified, return receipt requested, United States Mail to the address, below; or (3) sent by email to the email address, below, and the sender receives a read receipt or an acknowledgment that recipient has received the email. If the sender receives an automated message that the email has not been delivered, the email does not constitute notice.

The parties hereto designate the following persons and addresses to be contacted regarding the performance of the CONTRACT and for the giving of notices pursuant to the CONTRACT.

CITY

City of Lake City
205 N. Marion Ave
Lake City, FL 32055
Email: AngeloR@lcfla.com
Attn: Robert Angelo

FIRM

NUE Urban Concepts LLC
747 SW 2nd Ave, Suite #190
Gainesville, FL 32601
Email: nueurbanconcepts@gmail.com
Attn: Jonathan B. Paul

35. ENTIRE CONTRACT and AMENDMENTS

This CONTRACT constitutes the entire CONTRACT between the parties. Any amendments shall be in writing and executed by all parties prior to becoming effective.

IN WITNESS WHEREOF, the parties hereto have executed this CONTRACT the day and year written below.

CITY OF LAKE CITY

NUE URBAN CONCEPTS LLC

Noah E. Walker
Mayor
Date: _____

Print Name:
Title:
Date: _____

APPROVED AS TO FORM AND LEGALITY

Clay Martin, City Attorney

**CITY OF GAINESVILLE, FLORIDA CONTRACT FOR
MOBILITY PLAN CONSULTING SERVICES**

This **CONTRACT** ("CONTRACT") made and entered into between the CITY OF GAINESVILLE, FLORIDA, a municipal corporation ("CITY") and NUE URBAN CONCEPTS, LLC ("FIRM"), with its principal place of business at 747 SW 2nd Ave, Suite #190, Gainesville, Florida, individually referred to as "Party" or collectively as "Parties," respectively.

WHEREAS, CITY is desirous of appointing FIRM to provide professional consulting services related to the development of a mobility plan; and

WHEREAS, the FIRM is willing and capable of performing such services.

NOW, THEREFORE, CITY and FIRM agree as follows:

1. SCOPE OF SERVICES

The services to be provided by the FIRM are as follows (the "SERVICES"):

The FIRM shall provide professional consulting services related to the development of a Multimodal Mobility Plan based on FIRM's proposal attached as Exhibit A. The services will include development of an associated fee system to replace the existing Transportation Mobility Program, including analysis of transportation needs, delineation of new mobility fee zones, establishment of a fee structure and fee methodology, and any associated amendments to the Comprehensive Plan and Land Development Code.

2. ORDER OF PRECEDENCE

In the event of conflict or inconsistency in the Contract Documents, the order of precedence for interpretation shall be the order in which the Contract Documents are listed below. Conflict or inconsistency within a particular contract document shall be resolved by having the more specific reference to the matter prevail.

- (a) Modifications to this Contract
- (b) This Contract
- (c) City's solicitation: "Request for Proposal - #MOBX-230063-DS – Mobility Plan"
- (d) FIRM's response to the solicitation dated July 31, 2023

3. TERM

This **CONTRACT** shall be effective upon the last signature of the parties (the "Effective Date") and shall expire on December 31, 2024. At the end of the **CONTRACT** term, upon satisfactory performance by the FIRM, the parties may negotiate to extend the **CONTRACT** for up to one (1) additional one (1) year period.

4. COMPENSATION/PAYMENT

The City will not pay more than \$299,950.00 for consulting services under this Contract. No additional payment will be made to the FIRM except for additional Work or materials stated on a valid amendment, and issued by CITY prior to the performance of the added Work or delivery of additional materials.

The FIRM shall submit a monthly timesheet and invoice to the CITY on or before the fifteenth (15th) day of each month immediately following the month in which the services were provided. Each invoice shall describe with reasonable detail the services performed during the billing period. The FIRM shall give such additional backup and documentation as requested by the CITY to verify the services rendered and invoice amounts. FIRM shall not submit more than one invoice per thirty (30) day period. Upon CITY approval, the invoice will be processed for payment.

The CITY will make payment to the FIRM within thirty (30) days after receipt of the invoice by the CITY. The CITY may withhold payment due to failure by the FIRM to perform in accordance with this CONTRACT. The CITY shall notify the FIRM of any unsatisfactory performance as soon as practicable so that, if possible, it can be corrected without delaying payment. The FIRM shall be paid via electronic funds transfer (EFT).

5. PROJECT TEAM

FIRM shall perform the services in a professional manner compared to like professionals. FIRM shall staff the projects with qualified individuals at FIRM's discretion as required to carry out and perform the Scope of Services of this Contract; in the event any such personnel discontinue employment with FIRM, FIRM shall promptly replace such personnel on FIRM's project team with individuals approved by CITY, in writing, which approval will not be unreasonably withheld. FIRM's project team members shall not be employees of or have any personal fiscal relationship with any employees or officials of the CITY. Failure of FIRM for any reason to staff the project under this Contract with qualified personnel to the extent necessary to perform the services required skillfully and promptly shall be cause for termination of this Contract.

In its proposal, NUE Urban Concepts, LLC identified several team members who will work on the project who are part of different firms, but who are affiliated with NUE Urban Concepts, LLC. NUE Urban Concepts, LLC is responsible for the acts, omissions, performance, and breach by all team members, subcontractors, affiliates, and agents who perform the services under this Contract.

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- (a) refusing, failing or being unable to properly manage or perform;
- (b) refusing, failing or being unable to perform the Work pursuant to this Contract with sufficient numbers of workers, properly skilled workers, proper materials to maintain applicable schedules;
- (c) disregarding laws, ordinances, rules, regulations or orders of any public authority or quasi-public authority having jurisdiction over the Project;
- (d) refusing, failing or being unable to substantially perform pursuant to the terms of this Contract as determined by CITY, or as otherwise defined elsewhere herein; and/or
- (e) refusing, failing or being unable to substantially perform in accordance with the terms of any other agreement between CITY and FIRM.

8. DEFAULT

If FIRM should be adjudged as bankrupt, or make a general assignment for the benefit of its creditor(s), or if a receiver should be appointed for FIRM, or if there is persistent or repeated refusal or failure to supply sufficient properly skilled workforce or proper materials, or if FIRM should refuse or fail to make payment to persons supplying labor or materials for the Work pursuant to this Contract, or persistently disregards instructions of CITY, or fails to observe or perform or is guilty of a substantial violation of any provision of the Contract documents, then CITY, after serving at least ten (10) calendar days prior written notice to FIRM of its intent to terminate and such default should continue un-remedied for a period of ten (10) calendar days, may terminate the Contract without prejudice to any other rights or remedies and take possession of the Work; and CITY may take possession of and utilize in completing the Work such materials, appliances, equipment as may be on the site of the Work and necessary therefore. FIRM will be liable to CITY for any damages resulting from such default.

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Notwithstanding the completion schedule, CITY has the right to delay performance for up to three (3) consecutive months as necessary or desirable and such delay will not be deemed a breach of Contract, but the performance schedule will be extended for a period equivalent to the time lost by reason of CITY's delay. Such extension of time will be FIRM's sole and exclusive remedy for such delay.

If the project is stopped or delayed for more than three (3) consecutive months and CITY or FIRM elects to terminate the Contract because of such delay, or if such stoppage or delay is due to actions taken by CITY within its control, then FIRM's sole and exclusive remedy under the Contract will be reimbursement for costs reasonably expended in preparation for or in performance of the Contract. None of the aforementioned costs will be interpreted to include home office overhead expenses or other expenses not directly attributable to performance of the Contract. FIRM is not entitled to make any other claim, whether in breach of Contract or in tort for damages resulting in such delay.

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No Party to this Contract shall be liable for any default or delay in the performance of its obligations under this Contract due to an act of God or other event to the extent that: (a) the non-performing Party is without fault in causing such default or delay; and (b) such default or delay could not have been prevented by reasonable precautions. Such causes include, but are not limited to: acts of civil or military authority (including but not limited to courts of administrative agencies); acts of God; war; terrorist attacks; riot; insurrection; inability of CITY to secure approval; validation or sale of bonds; inability of CITY or Supplier to obtain any required permits, licenses or zoning; blockades; embargoes; sabotage; epidemics; fires; hurricanes, tornados, floods; or strikes.

In the event of any delay resulting from such causes, the time for performance of each of the Parties hereunder (including the payment of invoices if such event actually prevents payment) shall be extended for a period of time reasonably necessary to overcome the effect of such delay. Any negotiated delivery dates established during or after a Force Majeure event will always be discussed and negotiated if additional delays are expected.

In the event of any delay or nonperformance resulting from such cause, the Party affected will promptly notify the other Party in writing of the nature, cause, date of commencement, and the anticipated impact of such delay or nonperformance. Such written notice, including change orders, will indicate the extent, if any, to which is anticipated that any delivery or completion date will be affected.

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If a dispute arises out of or relates to this Agreement, or the breach thereof, and if the dispute cannot be settled through negotiation, either party may, by giving written notice, refer the dispute to a meeting of appropriate higher management, to be held within 20 business days after giving of notice. If the dispute is not resolved within 30 business days after giving notice, or such later date as may be mutually agreed, the Parties will submit the dispute to a mediator. The Parties shall mutually agree to the mediator and the costs of the mediator will be born equally by both parties. The venue for mediation and any subsequent litigation shall be in Alachua County, Florida.

FIRM shall be an independent consultant and as such shall not be entitled to any right or benefit to which CITY employees are or may be entitled to by reason of employment. FIRM shall be solely responsible for the means, method, techniques, sequences, and procedures utilized by the FIRM in the full performance of this CONTRACT.

12. INDEMNIFICATION

FIRM shall be fully liable for the actions of its agents, employees, partners, or subcontractors and fully indemnifies, defends, and holds harmless the City of Gainesville, its elected officials, its officers, agents, and employees, from any such suits, actions, damages, and/or costs of every name and description, including attorneys' fees, arising from or relating to personal injury and damage to real or personal tangible property alleged to be caused in whole or in part by FIRM, its agents, employees, partners, or subcontractor. This indemnification shall survive the termination of this Agreement.

13. LIMITATION OF CITY'S LIABILITY

To the fullest extent permitted by law, CITY shall not be liable to FIRM for any incidental, consequential, punitive, exemplary or indirect damages, lost profits, revenue or other business interruption damages, including but not limited to, loss of use of equipment or facility.

14. SOVEREIGN IMMUNITY

Nothing in this CONTRACT shall be interpreted as a waiver of the CITY's sovereign immunity as granted under Section 768.28 Florida Statutes.

15. TIMELINESS

The CITY and FIRM agree time is of the essence in the performance of work and that work under this CONTRACT is required to be performed in an expeditious manner and with the standard of care reasonably expected of like professionals performing these duties.

16. VALIDITY

If any provision of this CONTRACT is contrary to, prohibited by, or deemed invalid by applicable law, rules or regulations of any jurisdiction in which it is sought to be enforced, then such provision shall be deemed inapplicable and omitted and shall not invalidate the remaining provisions of this CONTRACT.

17. INSURANCE

The FIRM shall provide the CITY with proof of insurance in the amounts stated below:

Worker's Compensation Insurance providing coverage in compliance with Chapter 440, Florida Statutes.

Commercial General Liability, \$1,000,000 combined single limit for bodily injury and property damage

Professional Liability Insurance in the amount of \$1,000,000 per occurrence (combined single limit for bodily injury and property damage).

Public Liability Insurance (other than automobile) consisting of broad form comprehensive general liability insurance including contractual coverage \$1,000,000 per occurrence (combined

single limit for bodily injury and property damage). The City shall be an additional insured on such Public Liability Insurance and the FIRM shall provide copies of endorsements naming the City as additional insured.

Automobile Liability Insurance Property Damage \$500,000 per occurrence (combined single limit for bodily injury and property damage).

18. COMPLIANCE WITH LAWS

The FIRM shall comply with all laws, ordinances, and regulations applicable to the services contemplated herein, including those applicable to conflict of interest. The FIRM is presumed to be familiar with all Federal, State and local laws, ordinances, codes, and regulations that may in any way affect the SERVICES offered and performed.

19. RECORDS/AUDIT

The FIRM shall maintain records sufficient to document the SERVICES performed pursuant to this CONTRACT. These records shall be subject at all reasonable time to review, inspect, copy and audit by persons duly authorized by the CITY. These records shall be kept for a minimum of three (3) years after completion of the CONTRACT. Records which relate to any litigation, appeals or settlements of claims arising from performance under this CONTRACT shall be made available until a final disposition has been made of such litigation, appeals, or claims.

20. FLORIDA PUBLIC RECORDS ACT

Florida has a very broad public records law. By entering into this CONTRACT with the CITY, the FIRM acknowledges they will comply with the Florida Public Records Act (Chapter 119, Florida Statutes). If FIRM is either a “contractor” as defined in Section 119.0701(1)(a), Florida Statutes, or an “agency” as defined in Section 119.011(2), Florida Statutes, FIRM shall:

- (a) Keep and maintain public records, as defined in Section 119.011(12) of the Florida Statutes, required by CITY to perform the service.
- (b) Upon request from CITY’s custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
- (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the FIRM does not transfer the records to CITY.
- (d) Upon completion of the contract, transfer, at no cost, to CITY all public records in possession of the FIRM or keep and maintain public records required by CITY to perform the service. If the FIRM transfers all public records to CITY upon completion of the contract, the FIRM shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the FIRM keeps and maintains public records upon completion of the contract, the FIRM shall meet all

applicable requirements for retaining public records. All records stored electronically must be provided to CITY, upon request from CITY's custodian of public records, in a format that is compatible with the information technology systems of CITY.

- (e) IF THE FIRM HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE FIRM'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CITY CUSTODIAN OF PUBLIC RECORDS, CLERK OF COURTS, PO. BOX 490 STATION 19, GAINESVILLE FL 32627.

Failure to comply with the Florida Public Records Act, including failure to provide a public record upon request, is a breach of this CONTRACT. CITY may pursue all remedies for breach of this CONTRACT.

21. DISCLOSURE AND CONFIDENTIALITY

Florida's Public Records Law, Chapter 119, Florida Statutes, includes numerous exemptions to the general requirement to disclose information to the public in response to a public record's request. Exemptions are found in various provisions of the Florida Statutes, including but not limited to Section 119.071, Florida Statutes (General exemptions from inspection or copying of public records), and Section 119.0713, Florida Statutes (Local government agency exemptions from inspection or copying of public records). Section 815.045, Florida Statutes (Trade secret information), provides that trade secret information as defined in Section 812.081, Florida Statutes (Trade secrets; theft, embezzlement; unlawful copying; definitions; penalty) is confidential and exempt from disclosure because it is a felony to disclose such records. The Parties understand and agree that Florida's Public Records Law is very broad and that documents claimed by a Party to be confidential and exempt from public disclosure pursuant to the Public Records Law may in fact not be deemed such by a court of law. Accordingly, the following provisions shall apply:

- (1) Identifying Trade Secret or Otherwise Confidential and Exempt Information.

For any records or portions thereof that FIRM claims to be Trade Secret or otherwise confidential and exempt from public disclosure under the Public Records Law, FIRM shall:

- a. Specifically identify the records or specific portions thereof that are confidential and exempt and reference the particular Florida Statute that grants such status. Provide one redacted copy of the record and one copy of the record with the confidential and exempt information highlighted. FIRM shall take care to redact only the confidential and exempt information within a record.
 - b. Provide an affidavit or similar type of evidence that describes and supports the basis for FIRM's claim that the information is confidential and exempt from public disclosure.
- (2) Request for Trade Secret or Otherwise Confidential and Exempt Information.
- a. In the event CITY receives a public records request for a record with information labeled by FIRM as Trade Secret or otherwise as confidential and

- exempt, CITY will provide the public record requester with the redacted copy of the record and will notify FIRM of the public records request.
- b. However and notwithstanding the above, in the event that CITY in its sole discretion finds no basis for FIRM's claim that certain information is Trade Secret or otherwise confidential and exempt under Florida's Public Records Law, then CITY shall notify FIRM in writing of such conclusion and provide FIRM a reasonable amount of time to file for declaratory action requesting a court of law to deem the requested information as Trade Secret or otherwise as confidential and exempt under Florida's Public Records Law. If FIRM fails to file for declaratory action within the reasonable amount of time provided, then CITY will disclose the information requested.
 - c. If a public records lawsuit is filed against CITY requesting public disclosure of the information labeled by FIRM as Trade Secret or otherwise as confidential and exempt, CITY shall notify FIRM and FIRM shall intervene in the lawsuit to defend the nondisclosure of such information under Florida's Public Records Law.
 - d. FIRM hereby indemnifies and holds CITY, its officers and employees harmless from any and all liabilities, damages, losses, and costs of any kind and nature, including but not limited to attorney's fees, that arise from or are in any way connected with FIRM's claim that any information it provided to CITY is Trade Secret or otherwise confidential and exempt from public disclosure under Florida's Public Records Law.

"Work Product" may include creative work which may lead to programs, intellectual properties, computer software, computer programs, codes, text, hypertext, designs, and/or any other work products associated with or arising directly out of the performance of the Work.

22. DISCRIMINATION PROHIBITION

FIRM shall not discriminate on the basis of race, color, religion, gender, national origin, marital status, sexual orientation, age, disability or gender identity, or other unlawful forms of discrimination in the performance of this Contract. FIRM understands and agrees that a violation of this clause shall be considered a material breach of this Contract and may result in termination of the Contract. This clause is not enforceable by or for the benefit of, and creates no obligation to, any third party.

23. VERIFICATION OF EMPLOYEES

The FIRM shall comply with all applicable requirements of Section 448.095, Florida Statutes, including but not limited to: 1) the FIRM shall register with and use the U.S. Department of Homeland Security's E-Verify system to verify the work authorization status of all new employees of the FIRM during the term of this Agreement; and 2) the FIRM shall expressly require any subcontractors performing work or providing services pursuant to this Agreement to likewise register with and use the U.S. Department of Homeland Security's E-Verify system to verify the work authorization status of all new employees of the subcontractor during the term of this Agreement. Section 448.095, Florida Statutes, states the statute must be construed in a manner that is fully consistent with any applicable federal laws or regulations, and therefore this

section does not apply to this Agreement to the extent that this section would be inconsistent with any federal laws or regulations that are applicable to this Agreement.

24. LIVING WAGE ORDINANCE

The Living Wage Ordinance applies to this Contract. The definitions, terms and conditions of the city's living wage requirements set forth in Division 2 of Article IX of Chapter 2 of the City's Code of Ordinances shall apply to this agreement. These requirements include that the service FIRM/subcontractor: shall pay a living wage to each covered employee during the term of this agreement, including any extension(s) to this agreement; shall maintain records sufficient to demonstrate compliance with the living wage requirements; shall not discharge, reduce the compensation of, or otherwise retaliate against any covered employee for filing a complaint, participating in any proceedings or otherwise asserting the requirement to pay a living wage; shall cooperate with any city audit, or investigation concerning compliance with or a reported violation of the living wage requirements, including providing all requested documentation. Failure to comply with the City's living wage requirements shall be a material breach of this agreement, enforceable by the city through all rights and remedies at law and equity.

25. MULTI-YEAR CONTRACT.

The obligations of the City as to any funding required pursuant to this Agreement shall be limited to an obligation in any given year to budget and appropriate from legally available funds, after monies for essential City services have been budgeted and appropriated, sufficient monies for the funding that is required during that year. Notwithstanding the foregoing, the City shall not be prohibited from pledging any legally available non-ad valorem revenues for any obligations heretofore or hereafter incurred, which pledge shall be prior and superior to any obligation of the City pursuant to this Agreement.

26. NONEXCLUSIVE CONTRACT

Nothing in this Contract shall be construed to prohibit the CITY from awarding, authorizing, or directing work to be performed, whether identified in this Agreement or otherwise, to firms other than FIRM.

27. MODIFICATION AND WAIVER

The provisions of this Contract may only be modified or waived in writing signed by all the Parties. No course of dealing shall be deemed a waiver of rights or a modification of this contract. The failure of any Party to exercise any right in this contract shall not be considered a waiver of such right. No waiver of a provision of the contract shall apply to any other portion of the contract. A waiver on one occasion shall not be deemed to be a waiver on other occasions.

28. ASSIGNMENT / SUBCONTRACTING

Neither party will assign or transfer any interest in the contract without prior written consent of the other party.

FIRM shall perform all the services, and none of the work or services under this Contract shall be subcontracted without prior written approval of the CITY. It is understood that subcontractors presented as part of a team in FIRM's Proposal or for any individual project are considered approved by the CITY.

29. SUCCESSORS AND ASSIGNS

The parties each bind the other and their respective successors and assigns in all respects to all the terms, conditions, covenants, and provisions of this contract.

30. SEVERABILITY

If any provision of this Contract is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected; and the rights and obligations of the Parties shall be construed and enforced as if this Contract did not contain the particular provision held to be invalid.

31. NONEXCLUSIVE REMEDIES

Except as expressly set forth in this Contract, the exercise by either Party of any of its remedies under this Contract shall be without prejudice to its other remedies under this Contract or otherwise.

32. ADVERTISING

FIRM shall not publicly disseminate any information concerning the Contract without prior written approval from CITY, including but not limited to, mentioning the Contract in a press release or other promotional material, identifying CITY as a reference, or otherwise linking FIRM's name and either a description of the Contract or the name of the City in any material published, either in print or electronically, to any entity that is not a party to Contract, except potential or actual authorized distributors, dealers, resellers, or service representative.

33. GOVERNING LAW, VENUE, ATTORNEY'S FEES, AND WAIVER OF RIGHT TO JURY TRIAL

This Contract shall be construed pursuant to the laws of Florida and may not be construed more strictly against one party than against the other. In the event of any legal proceedings arising from or related to this Contract: (1) venue for any state or federal legal proceedings shall be in Alachua County Florida; (2) each Party shall bear its own attorneys' fees except to the extent that FIRM agrees to indemnify CITY as provided in this Contract, including any appeals; and (3) for civil proceedings, the Parties hereby waive the right to jury trial.

34. CONTACT PERSONS / NOTICES

Any notice, demand, communication, or request required or permitted hereunder shall be in writing and (1) delivered in person; (2) sent by certified, return receipt requested, United States Mail to the address, below; or (3) sent by email to the email address, below, and the sender receives a read receipt or an acknowledgment that recipient has received the email. If the sender receives an automated message that the email has not been delivered, the email does not constitute notice.

The parties hereto designate the following persons and addresses to be contacted regarding the performance of the CONTRACT and for the giving of notices pursuant to the CONTRACT.

CITY

City of Gainesville
PO Box 490
Gainesville, FL 32627
Email: leistnerdl@gainesvillefl.gov
Attn: Debbie Leistner

FIRM

NUE Urban Concepts LLC
747 SW 2nd Ave, Suite #190
Gainesville, FL 32601
Email: nueurbanconcepts@gmail.com
Attn: Jonathan B. Paul

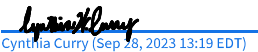
35. ENTIRE CONTRACT and AMENDMENTS

This CONTRACT constitutes the entire CONTRACT between the parties. Any amendments shall be in writing and executed by all parties prior to becoming effective.

IN WITNESS WHEREOF, the parties hereto have executed this CONTRACT the day and year written below.

CITY OF GAINESVILLE

NUE URBAN CONCEPTS LLC


Cynthia Curry (Sep 28, 2023 13:19 EDT)


Jonathan B Paul (Sep 20, 2023 18:22 EDT)

Cynthia W. Curry

Print Name: Jonathan B. Paul

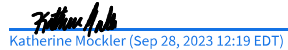
City Manager

Title:

Date: Sep 28, 2023

Date: Sep 20, 2023

APPROVED AS TO FORM AND LEGALITY


Katherine Mockler (Sep 28, 2023 12:19 EDT)

Katherine Mockler, Assistant City Attorney II

City of Gainesville

City Commission - Regular Meeting September 07, 2023 ▾

Meeting

A. CALL TO ORDER - 10:00 AM

Agenda Statement: The City of Gainesville encourages civil public speech. The Gainesville City Commission expects each person entering this chamber to treat others with respect and courtesy. Speakers are expected to focus on agenda items under discussion and avoid personal attacks or offensive comments. Threatening language is not allowed. Anyone who repeatedly disrupts the proceedings will be asked to leave. Signs, props, posters, food, and drink should be left outside the auditorium.


B. INVOCATION

Pastor Gerard Duncan, Prayers by Faith Outreach Ministries

C. ADOPTION OF THE AGENDA 

Includes Consent and Regular Agenda Items

D. CONSENT AGENDA - ● Consented 

✓ ● 4. 2023-811 Contract for Consulting Services with NUE Urban Concepts LLC (B) 

Department: Transportation

Description: Request for the City Commission to authorize entering into a contract for consulting services with NUE Urban Concepts LLC for transportation planning services to develop a mobility plan.

Fiscal Note: NUE Urban Concepts LLC proposed fee is \$299,950. Funds are available in Transportation Mobility Program Area Funds.

4. 2023-811 Contract for Consulting Services with NUE Urban Concepts LLC (B)

> Video

∨ Details

Item Title

2023-811 Contract for Consulting Services with NUE Urban Concepts LLC (B)

Attachments

2023-811 Agenda Item - Contract for Consulting Services with NUE Urban Concepts LLC 2023090...

2023-811A NUE Urban Concepts LLC Submittal 20230907.pdf

2023-811B NUE Urban Concepts Draft Consulting Services Contract 20230907.pdf

2023-811C City of Port St Lucie Sample Executive Summary 20230907.pdf

2023-811D City of St. Augustine Sample Executive Summary 20230907.pdf

2023-811E Mobility Plan RFP-MOBX-230063-DS Award Public Notice 20230907.pdf

2023-811F Mobility Plan Small Business Efforts Checklist 20230907.pdf

2023-811G Mobility Plan RFP-MOBX-230063-DS Evaluation Documents 20230907.pdf

2023-811H Mobility Plan RFP-MOBX-230063-DS Bid Tab 20230907.pdf

2023-811I Mobility Plan RFP-MOBX-230063-DS 20230907.pdf

∨ Votes

Recommendation - Majority (Voted)

1

Moved: Commissioner Eastman
Seconded: Commissioner Chestnut
Result: Approved On Consent

Recommendation: The City Commission authorize the City Manager or designee to execute all necessary contract documents, subject to approval by the City Attorney as to form and legality.

BID COVER



Procurement Division
(352) 334-5021(main)

Issue Date: June 28, 2023

REQUEST FOR PROPOSAL: #MOBX-230063-DS
Mobility Plan

PRE-PROPOSAL MEETING: Non-Mandatory Mandatory N/A Includes Site Visit
DATE: TIME:
LOCATION:

QUESTION SUBMITTAL DUE DATE: July 16, 2023

All meetings and submittal deadlines are Eastern Time (ET).

DUE DATE FOR UPLOADING PROPOSAL: July 31, 2023, 3:00pm

SUMMARY OF SCOPE OF WORK:

Development of a mobility plan and associated fee system to replace existing Transportation Mobility Program, including analysis of transportation needs, delineation of new mobility fee zones, establishment of fee structure and fee methodology, and any associated amendments to Comprehensive Plan and Land Development Code.

For questions relating to this solicitation, contact: Daphyne Sesco, Procurement Specialist 3, sescoda@gainesvillefl.gov

Bidder is not in arrears to City upon any debt, fee, tax or contract: Bidder is NOT in arrears Bidder IS in arrears
Bidder is not a defaulter, as surety or otherwise, upon any obligation to City: Bidder is NOT in default Bidder IS in default

Bidders who receive this bid from sources other than City of Gainesville Procurement Division or DemandStar.com MUST contact the Procurement Division prior to the due date to ensure any addenda are received in order to submit a responsible and responsive offer. Uploading an incomplete document may deem the offer non-responsive, causing rejection.

ADDENDA ACKNOWLEDGMENT: Prior to submitting my offer, I have verified that all addenda issued to date are considered as part of my offer: Addenda received (list all) # 0

Legal Name of Bidder: NUE Urban Concepts, LLC

DBA: NUE Urban Concepts, LLC

Authorized Representative Name/Title: Jonathan B. Paul, AICP, Principal

E-mail Address: nueurbanconcepts@gmail.com FEIN: 45-3687255

Street Address: 747 SW 2nd Ave, Suite 190, Gainesville, FL 32601

Mailing Address (if different): 2000 PGA Blvd, Suite 4440, Palm Beach Gardens, FL 33408

Telephone: (833) 682-8484 Fax: (_____) N/A

By signing this form, I acknowledge I have read and understand, and my business complies with all General Conditions and requirements set forth herein; and,

- Proposal is in full compliance with the Specifications.
- Proposal is in full compliance with the Specifications except as specifically stated and attached hereto.

SIGNATURE OF AUTHORIZED REPRESENTATIVE: Jonathan B. Paul

SIGNER'S PRINTED NAME: Jonathan B. Paul DATE: 07/31/2023

This page must be completed and uploaded to DemandStar.com with your Submittal.



City of Gainesville

Request for Proposal:
#MOBX-230063-DS

Mobility Plan

July 31, 2023



**CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN**

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Supplemental Documents:

City of Port St Lucie 2045 Mobility Plan & Mobility Fee Executive Summary

City of St. Augustine Mobility Plan & Mobility Fee Technical Report Executive Summary

Statement of Qualifications



July 31st, 2023

Daphyne Sesco
Procurement Specialist 3
City of Gainesville
Procurement Division

Re: RFP #MOBX-230063-DS Mobility Plan

NUE Urban Concepts, LLC is pleased to present our team's Statement of Qualifications to develop a Multimodal Mobility System that serves as a natural progression and replacement of the City's existing Transportation Mobility Program. Our team, collectively known as the Mobility Cohort, has successfully assisted local governments throughout Florida with development of award-winning mobility plans and fee systems.

The Mobility Cohort has a proven track record for delivering plans and fee systems and has the necessary qualifications to: (1) develop a mobility plan that addresses existing and future mobility needs; (2) create a fee system based on a proven methodology that includes updated mobility zones and a structure that allows future development to equitably mitigate its transportation impact as required by the dual rational nexus and rough proportionality test; and (3) prepare necessary amendments to the City's Comprehensive Plan and Land Development Code.

The Mobility Cohort features two (2) certified planners and a licensed professional engineer and brings over 100 years of mobility plan and mobility fee, land use, transportation and complete streets, parking, public outreach, urban design, impact fee, transportation mitigation, and engineering experience to the City of Gainesville. Mobility Cohort members have recently developed adopted mobility plans and fee systems for the Cities of Lake Wales, Port St. Lucie, and St. Augustine, along with the Town of Lake Park. The Mobility Cohort are currently finalizing mobility plans and alternative fee systems for Alachua, Okaloosa, and Walton Counties, the Cities of Boynton Beach, Longwood, Oviedo, Palm Beach Gardens, and the Village of Indiantown.

The Mobility Cohort consist of four small consulting firms who have worked together for multiple years developing mobility plans and mobility fee systems. NUE Urban Concepts (NUC) will lead development of the Multimodal Mobility System and will be supported by a group of professional planners and engineers with complementary skills and expertise that includes: (1) DDEC, LLC; (2) Future Plan Consulting, LLC (FPC); and (3) The Republic of Design (ROD).

The Mobility Cohort lead and project manager will be Jonathan B. Paul, AICP, the Principal of NUC. Uyen Dang, P.E. the President of DDEC, LLC will assist with innovative mobility designs, engineering, and cost estimates. Robert Schiffer, AICP, the President of FPC, will lead travel demand modeling. Lauren Rushing, with NUC, will serve as project coordinator and principal planner. Margarita Yerastova, President of ROD, will lead graphic design.

NUE Urban Concepts was established in 2011 and has been serving clients throughout Florida for the past 12 years. Jonathan Paul, AICP has 25 years of private, public, and university sector experience. This experience includes land use and transportation planning, traffic impact studies, dynamic parking management, and the administration, development, implementation, and update of impact fees, mobility fees, transportation concurrency, and alternative concurrency systems. This experience includes serving as Alachua County's Concurrency and Impact fee Manager, the CDD Chairman and Lead Planner for Celebration Pointe, and conducting numerous traffic impact analysis for private developments in Gainesville and Alachua County.

To avoid any potential conflicts of interest, over two (2) years ago NUE Urban Concepts elected to stop serving as CDD Chairman and Lead Planner for Celebration Pointe and no longer provide planning services or conducted traffic impact analysis for private developments in Gainesville, Alachua County, or any municipality within the County. The Mobility Cohort has been working with Alachua County staff over the past year to update its Fire and Park Impact Fees and to update its Mobility Plan and transition its Multimodal Transportation Mitigation (MMTM) Program to a Mobility Fee system.

Mr. Paul, in conjunction with Dr. James C. Nicholas, developed the first Mobility Plan and Mobility Fee in Florida for Alachua County in 2010 and 2011, which became a pilot study to serve as a statewide model and established an approach and methodology to calculating mobility fees that has been refined over the last decade. Dr. Nicholas, considered to be one of the founding fathers of impact fees, has served as a mentor to Mr. Paul. Jonathan had the pleasure to collaborate with Dr. Nicholas and Dr. Chris Nelson, another founding father of impact fees, by writing the **Mobility Fee Chapter**, based on a mobility plan, for their recently published (2023) book: "**Proportionate Share Impact Fees and Development Mitigation.**"

Due to a track record of delivering mobility plan and mobility fees, the Mobility Cohort is assisting a number of its local government clients with follow on sub area and corridor studies, downtown parking master plans, amendments to their Comprehensive Plan and Land Development Regulations and update of park, fire, police, and public building impact fees. The Cohort has also updated prior plan and fee studies for Altamonte Springs and Sarasota County and will shortly be starting an update of the City of DeBary Mobility Plan and Mobility Fee system.

The project manager, Jonathan B. Paul, AICP can be reached at the following: (352) 363-0614 (c), 833-682-8484 (o), or email at nueurbanconcepts@gmail.com. The principal office that will serve the City of Gainesville is located at 747 SW 2nd Ave, Suite 190, Gainesville, FL 32601. The Mobility Cohort has the experience and expertise to deliver a high-quality mobility plan and associated fee system to the City of Gainesville. Thank you for considering the Mobility Cohort.

Sincerely,



Jonathan B. Paul, AICP

Principal, NUE Urban Concepts, LLC

Technical Proposal



CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

TECHNICAL PROPOSAL

PROJECT APPROACH

The Mobility Cohort’s mission is to improve the quality of life in cities by planning and designing urban environments that serve people, not just cars. To achieve this, our work focuses on providing engaging public spaces, facilitating safe and convenient mobility and access to jobs and daily needs, and removing barriers to opportunities and affordability that have been created by traditional land development practices. Our approach is guided by four pillars:



Data

We take a data-driven approach to deconstructing complex planning and mobility issues, analyzing traffic and travel patterns, and telling the story of the communities we work in. We use data to help facilitate informed decision-making with our clients and to inform project recommendations.



Visualization

A picture is worth a thousand words and sometimes a story is best told through creative visualizations. We take our data analysis one step further by developing high quality visualizations that communicate our analyses, innovative concepts, and recommendations in an easy-to-understand way.



Engagement

In all of our projects, we strive to facilitate communication, coordination, and collaboration between our clients and relevant public agencies, private businesses, developers, and local residents that result in comprehensive, strategic decision making and project implementation.



Innovation

The Mobility Cohort dedicates 10% of its time to innovation – whether that’s continuing our education, staying up to date with the latest planning trends and issues, or developing innovative concepts to implement in our work, the Mobility Cohort is dedicated to being an innovative leader in the field of urban planning and mobility.

The goal of the Mobility Cohort is to provide the City of Gainesville with the knowledge, skills, and expertise needed to develop a holistic mobility plan that addresses current and future mobility needs based on existing and future travel demand. The Mobility Plans developed by the Mobility Cohort are not just a reference to projects that are already identified in a Long Range Transportation Plan (LRTP).

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

Our mobility plans draw from Plans and Studies conducted for the community and identify improvements, programs, and services to fill in gaps in the multimodal network not addressed by these Plans and Studies. The mobility plans developed by the Mobility Cohort also evaluate where future growth, through new development, infill and redevelopment, is projected to occur and what multimodal projects are needed to meet future travel demands from that growth as required by Florida Statute.

The forward-looking mobility plan to be developed by the Mobility Cohort can be used as the City's vision for mobility to guide the next update of the Gainesville and Alachua County LRTP. The prior LRTP, for various stated reasons by the Metropolitan Transportation Planning Organization (MTPo), used descriptions and language for projects that strayed far from long held visions of both the City and the County to emphasize multimodal mobility through an interconnected network of streets, bike and multimodal lanes, sidewalks, paths, trails, and transit service. The mobility plan will enable the City to present a community vetted plan of its vision for mobility over the next 20 plus years.

The Mobility Cohort has always advocated for the development of comprehensive mobility plans to serve as the basis for developing and updating fee systems, as required by Florida Statute. There are consulting firms that have developed road, transportation or multimodal impact fees that are consumption or standard based, with passing references to LRTPs. Other consultants may have developed transportation plans, master plans, or LRTPs. Few consultants, other than the members of the Mobility Cohort, have developed mobility fees, multimodal impact fees, and alternative fee systems that are based on the multimodal projects included in mobility plans developed by the consultant.

The Mobility Cohort has worked with numerous communities, both large, small, and everywhere in between, to develop mobility plans and fee systems that are specific to the needs and desires of the community. Our team does not employ a cookie cutter approach of developing fee systems that are barely distinguishable between local governments, other than the names on the fee study.

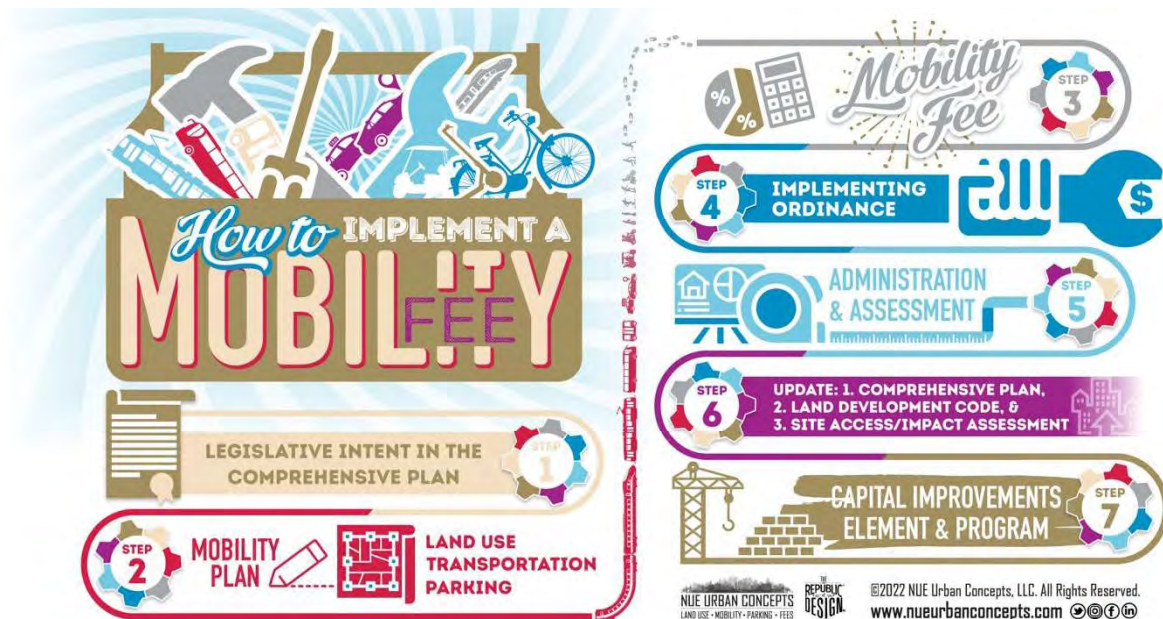
Due to Florida Statute requirements that new or increased fees provide a minimum of 90 days before becoming effective and Florida Department of Economic Opportunity (DEO) time frames for review of large-scale amendments to Comprehensive Plans, the Mobility Cohort has typically encouraged a two phased approach to Comprehensive Plan Amendments.

The first phase is a smaller scale amendment to establish legislative intent in the Comprehensive Plan to adopt a mobility plan and fee system and indicate that the transition to the new system would occur per the time frames established in the implementing ordinance. The second phase would remove conflicting and legacy goals, objectives, and policies to ensure internal consistency with statutory requirements and to fully integrate the mobility plan and fee system.

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Drawing from extensive experience, given how integrated the Transportation Mobility Program is within the City’s Comprehensive Plan and the existing interconnections between site access, mobility performance measures, and off-site mitigation, the amendments to the Comprehensive Plan and Land Development Code may end up being a more iterative process and deviate some from the RFQ sequence of task. The Mobility Cohort has the experience and expertise to guide the City through the process of transitioning systems and ultimately arriving at the desired end goal of a functional and updated mitigation system that meets legal and statutory requirements.

The Mobility Cohort has identified the following seven major components to developing a statutorily sound and legally defensible mobility funding system (example from St. Augustine Mobility Plan and Fee):



The Mobility Cohort’s approach starts with holding a kick-off meeting with City staff to provide an overview of mobility plans, alternative fee systems, statutory requirements, and to share past experiences. The Cohort has found that the overview has been a useful tool to facilitate discussions between our team members and City Staff. The kick-off meeting will also be an opportunity to refine the project schedule, discuss deliverables, and to discuss the potential for outside factors that may influence the update, such as elections, upcoming legislative schedule, and major developments.

The kick-off meeting also provides our team with the ability to clearly define the types of data, information, and plans that we need from the City. Following the kick-off meeting, our team will prepare a data collection request and schedule a virtual meeting, if necessary, to address any questions related to the data request. Updates to the project schedule and deliverables, if necessary, will be prepared and delivered to the City following the kick-off meeting and review of the requested data and information.

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PROJECT UNDERSTANDING

This proposal is a response to the City of Gainesville’s bid to hire an experienced and qualified firm to develop a mobility plan and associated fee system to replace its existing Transportation Mobility Program. Tasks also include an analysis of transportation needs, delineation of new mobility fee zones, establishment of a fee structure and fee methodology, and any associated amendments to the Comprehensive Plan and Land Development Code.

Recent amendments to Florida Statute 163.31801 have established and codified case law for the development and update of impact fees and alternative fee systems. Beyond requiring that fees be based on the most recent and localized data, the amendments to the “Impact Fee Act” require that fees be based on a plan of capital improvements, that there be a clear nexus between the impact of new development and the need for capital improvements, and demonstration that a benefit is provided to the entities that pay the fee.

The Mobility Plan serves as the basis for the establishment of an alternative fee system that replaces transportation concurrency. An alternative fee allows new development and redevelopment to mitigate its impact to the transportation system through payment of a one-time fee. Alternative fee systems are a principal means for local governments to specifically levy a one-time assessment on new development and redevelopment, that results in an increase in travel demand above the existing use of land, to fund multimodal projects identified in a mobility plan.

An effective Mobility Plan provides a blueprint for that vision that identifies multimodal projects that connect neighborhoods with important destinations. Protected bike lanes, multimodal flex lanes, multi-use trails, shared-use paths, sidewalks, dedicated transit lanes, transit facilities, transit service, mobility hubs, roundabouts, intersection improvements, and new and wider roads are all examples of multimodal projects that may be identified in a mobility plan. The Mobility Cohort has successfully integrated transit service, both surface and water, along with autonomous transit shuttles, bike and car share programs, micromobility services such as e-bikes and e-scooters, dynamic parking management strategies, and neighborhood traffic calming programs into mobility plans.

The following are the major tasks that the Mobility Cohort will undertake to develop a mobility plan and fee system, along with amendments to the Comprehensive Plan, Land Development Code and community engagement and outreach:

- Task 1: Data Collection & Document Review**
- Task 2: Analysis of Transportation Needs and Funding Strategies**
- Task 3: Development of Updated Zones and Fee Schedules**
- Task 4: Final Report and Documentation of Methods**
- Task 5: Stakeholder meetings**
- Task 6: Revisions to the Land Development Code and Comprehensive Plan**
- Task 7: Public Hearing and Draft Ordinance(s)**

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The following are the 18 steps that the Mobility Cohort will undertake to complete Task 1 thru Task 7 identified above and further detailed in RFP #MOBX-230063-DS. The Mobility Cohort has successfully undertaken these steps to develop community specific mobility plan and fee systems for local governments across Florida (example from Port St. Lucie Mobility Plan and Fee):



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SCOPE OF SERVICES

Task 1: Data Collection & Document Review

The Mobility Cohort will review the documents included under Task 1 for RFP #MOBX-230063-DS. In addition, our team will review the data requested as detailed under project approach. Gaps in data will be filled, to the maximum extent feasible, utilizing data collected by Alachua County and FDOT. Missing data critical to the development of a legally defensible mobility plan and fee system will be discussed with the City and appropriate solutions will be developed.

Task 2: Analysis of Transportation Needs and Funding Strategies

The Mobility Cohort will draft an initial mobility plan after completion of data collection, a review of pertinent documents, and discussions with City staff on specific needs and desires for multimodal projects (transit needs are included under multimodal projects). This process begins with compiling a list of programmed City transportation projects to ensure the team has a full understanding of what projects will be implemented in the future. The next step is to compile a list of the future proposed projects from the documents review in Task 1. The list of future proposed projects will serve as the basis for the Mobility Plan projects list. To inform Mobility Plan recommendations, our team will perform an analysis of mode shares, to the extent such information is readily available from data sources, throughout different areas of the City and develop GIS maps of existing transportation infrastructure (i.e., sidewalks, bicycle lanes, roads, transit, trails, etc.), key points of interest, planned and proposed infrastructure projects, and the mobility plan study network.

If the City so chooses, the Mobility Cohort will also develop city-wide Multimodal Quality of Service (QOS) Standards which will be evaluated and aid in identifying multimodal improvements in the Mobility Plan. Florida Statute 163.3180 (5)(f)(5) identifies the option to establish multimodal quality of service (QOS) standards as part of a mobility plan and associated funding systems. Some local governments have chosen to completely replace traditional roadway LOS standards with Street and Multimodal QOS Standards. Multimodal QOS standards are based on the types of facilities for people walking, bicycling, using micromobility, and riding microtransit included in the Mobility Plan. Street quality of service (QOS) standards, based on posted speed limits, can be used in conjunction with areawide roadway LOS standards as a planning tool used for innovative street design.

The team's work up to this point will then be agglomerated to draft a Mobility Plan. Once the data collected in Task 1 has been mapped and analyzed, this analysis will be used, in conjunction with guidance and feedback from City staff and stakeholders, to identify additional transportation needs and make recommendations for infrastructure, policies, and programs that will create and facilitate a connected, integrated multimodal transportation system that improves mobility and quality of life in the City of Gainesville. The Mobility Plan will include maps of the of the recommended improvements and tabular data describing the multimodal improvements, planning level cost estimates, the timeline in which projects should be integrated into the Gainesville Capital Improvements Plan, and potential existing and future funding sources.

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Task 3: Development of Updated Zones and Fee Schedules

The Mobility Cohort will evaluate potential changes to existing TMPA zone boundaries. The Cohort recommends that the City consider renaming the TMPA zone boundaries to corresponding assessment areas. Since the mobility plan will serve as the basis for development of a fee assessed on new development, the use of the term assessment area is more appropriate and would provide for a clearer transition from the existing TMPA system.

The new assessment areas would be accompanied by a new fee assessment schedule that varies for different land uses based on projected impact of the land use. The methodology to develop the fee would be detailed in a Technical Report. The Technical Report would document how the fee meets the dual rational nexus and rough proportionately tests established in case law and through Florida Statutes.

The fee would vary by assessment area based on projected travel within the assessment area, and the need for multimodal projects (which include transit needs) and the cost of those projects within each assessment area. The Mobility Cohort has developed fee schedules that include a uniform fee across an entire City or County and has developed fee schedules that feature six different assessment areas. Ultimately the number of assessment areas and the difference in fees will depend on travel characteristics, future growth and the need for multimodal projects and the UF Context Area (transit) fee.

Task 4: Final Report and Documentation of Methods

The culmination of the above tasks is a City of Gainesville Mobility Plan and a City of Gainesville Fee Technical Report. The Technical Report will outline assessment area boundaries, fee schedules, including data collection, the fee methodology, and the establishment of benefit districts to ensure that fees paid by new development are expended on multimodal projects that provide a benefit to the new development. The mobility plan and fee technical report will include necessary elements to ensure consistency with case law and Florida Statute.

Task 5: Stakeholder meetings

The Mobility Cohort will coordinate early on with City staff to identify key stakeholders to be actively involved in development of the Mobility Plan and associated fee system. Where appropriate, our team makes extensive use of visualizations in outreach efforts and to educate community stakeholders and the public. The Cohort also believes in being transparency and prepares simple to read overviews to explain the project process.

Our team has extensive community engagement experience with many different communities and a wide range of stakeholders. The Cohort team will work closely with the City's community engagement and communications staff to develop an action plan that will chart the course for our engagement in support of the Mobility Plan and associated fee system. The Cohort will conduct three (3) public/stakeholder meetings (virtual or in-person) prior to the required public hearings.

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Task 6: Revisions to the Land Development Code and Comprehensive Plan

The adoption of a Mobility Plan and associated fee system will require amendments to the Land Development Code and Comprehensive Plan to address internal consistency. As was described under project approach, there may be a need for an iterative approach to preparing amendments to the Comprehensive Plan and Land Development Code. The Mobility Plan may also include recommendations for service quality of standards and other mobility related policies that will need to be included in the Comprehensive Plan. The Mobility Cohort will develop recommended amendments to the Land Development Code and Comprehensive Plan. The City would prepare Staff Reports with assistance from the Mobility Cohort and process the amendments through the City's agenda process and DEO.

Task 7: Public Hearing and Draft Ordinance(s)

The Mobility Cohort will coordinate with the City Attorney's office to draft an ordinance for adoption of the Mobility Plan and associated fee system. One or more members of the Mobility Cohort will attend and present the Mobility Plan and associated fee system at two (2) City Plan Board hearings and two (2) City Commission meetings. Attendance at two (2) additional hearings will be provided as needed.

Final Deliverables

1. Backup information (GIS analysis, cost estimations) and presentations and other documents produced for public meetings or hearings.
2. GIS layers and other files created as part of analysis
3. Mobility Plan, including maps of programmed and needed transportation facilities, summary of background analysis, and technical report outlining the final schedule of fees and basis.
4. Templates to be utilized for annual fee updates

Additional Task Considerations Not Covered in the Scope

Following the successful completion of this RFP, the Mobility Cohort may be retained for additional professional services for implementation of the associated fee. These tasks would be addressed as either a separate Scope of Service or Scope of Service addendum.

BUILDING PERMIT INTEGRATION: The City's permit system may need to be updated to allow for the collection of a fee that differs from the current TMPA program. Some permit systems are relatively simple and can be accommodated through simple look up tables and excel spreadsheets. Other permit systems are propriety and require coordination with third party vendors to initiate updates. Permit clerks may need to be trained and a process established for quality control checks. The building permit department is the front-line interaction with the development community. There is oftentimes further outreach done with the development community and builders during the implementation stage. Florida Statute requires a minimum of 90 days between the adoption of a fee implementing ordinance and collection of the fee.

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FINANCE COORDINATION: Florida Statute requires that fees be maintained in separate funding accounts to allow for annual auditing. In addition, there are legal requirements regarding the collection and expenditure of fee funds and the ability to audit said expenditures. Coordination is required with Finance and Accounting and Budgeting Departments to ensure fund accounts are consistent with the adopted ordinance and Statutory requirements.

ADMINISTRATIVE SERVICE CHARGES: To relieve impact to the general fund, local governments frequently develop administrative service charges and fees to administer and implement the fee. Florida Statute requires service charges not exceed the cost to fully administer a fee. The Mobility Cohort can prepare a report documenting the cost to administer and implement a fee system.

ADMINISTRATIVE MANUAL: There are many day-to-day administrative items that arise in the assessment and collection of fees. Some local governments have developed an administrative manual to address these issues. The manual often includes forms, review of fees for special requests related to credit, determinations, and offsets. The manual also provides consistency in implementation to address changes in Staff administering the ordinance and provides back-up to permit clerks and interim administrators should the individual(s) tasked with implementing the fee not be available. Florida Statute has placed the burden on local governments to defend not only its fee but also its administration.

MULTIMODAL INVENTORY AND QUALITY OF SERVICE ANALYSIS: The Mobility Cohort will prepare a multimodal Inventory of all collector and arterial roads in the City and conduct an existing Multimodal Quality of Service Analysis. The inventory will consist of a database including multimodal facility type, lengths, type of separation from vehicle traffic, and would assign an existing Multimodal QOS to on-street and off-street multimodal facilities. The establishment of a baseline QOS can be used as a benchmark to measure performance over time.

SITE ACCESS ASSESSMENTS / MOBILITY IMPACT ANALYSIS REQUIREMENTS: The City may wish to consider developing site related analysis requirements. These requirements address site related turn lanes, traffic control devices, trip generation, driveway design, access management, on-site and off-site multimodal improvements, internal circulation, and parking. While these requirements can be included in Land Development Code, they are also provided as separate stand-alone requirements.

PARKING & CURBSIDE MANAGEMENT STRATEGIES: The consultant will evaluate existing parking standards, design requirements, and curbside management policies. Parking and curbside management strategies to include shared parking, parking reductions for multimodal offsets, payment in lieu-of parking, dynamic pricing, time of day restrictions, and mobility hubs that create a park once environment will be evaluated. Recommendations for revisions to parking and curbside standards and design requirements will be prepared for inclusion in the Land Development Code.

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MOBILITY COHORT TEAM

The Mobility Cohort brings over 100 years of mobility plan, mobility fee and alternative transportation funding system, transportation mitigation, and planning experience to provide the City of Gainesville with professional services for developing a mobility plan and associated fee system, consistent with Florida Statute. Our team has helped numerous communities throughout Florida develop, adopt and update mobility plans, mobility fees, and alternative transportation funding systems and is currently working with Alachua, Okaloosa, and Walton Counties, the Cities of Boynton Beach, Longwood, Oviedo, Palm Beach Gardens, and the Village of Indiantown.

The Cohort is also working with the Cities of Altamonte Springs and Port St. Lucie to update their Comprehensive Plans and Land Development Regulations to integrate their adopted Mobility Plans and Mobility Fees. The Mobility Cohort members have developed mobility plans and fee systems for the Cities of Altamonte Springs, Bradenton, Lake Wales, Port St. Lucie, and St. Augustine, Sarasota County, the Town of Lake Park, and the Village of Wellington in the last few years.

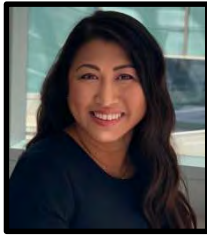
The Mobility Cohort has real-world experience and expertise assessing, developing, expending, and updating fee systems for local governments. The Mobility Cohort members have successfully developed more combined mobility plans and fees than any other firm in Florida. The following are the Mobility Cohort members and their roles in delivering services to the City of Gainesville, followed by a summary of their experience and expertise:

- ***Jonathan B. Paul, AICP***, will serve as the **project manager and the primary point of contact**
- ***Uyen Dang, PE*** will serve as the **traffic engineer**
- ***Robert G. Schiffer, AICP***, will **lead future travel demand modeling**
- ***Lauren Rushing***, will serve as **principal planner and project coordinator** and will **lead GIS**
- ***Margarita Yerastova***, will **lead graphic design** and serve as a **senior planner**



Jonathan B. Paul, AICP, the Principal of NUE Urban Concepts and Co-Founder of the Mobility Cohort will serve as the **Project Manager** and the **primary point of contact**. Mr. Paul brings 25 years of public and private sector planning experience and 20 years administering, developing, and updating mobility plans and alternative mobility, impact fee, mobility fee, and transportation concurrency systems. Mr. Paul served 10 years as a Manager and Director for Alachua and Sarasota Counties, and four years as Principal Planner in Hillsborough County, developing, updating, and administering their concurrency management, impact fee, and mobility fee programs. He has also developed innovative funding techniques to fund mobility and accessibility improvements. Recently he has used Streetlight data to measure origin and destination trips for developing mobility plans and fees and has been integrating areawide level of service, multimodal quality of service, and FDOT’s complete street context classifications into mobility plan and fees. Jonathan has developed mobility plan and fee systems from St. Augustine to Sarasota, from Seaside to Miami Beach and for various communities through-out Florida.

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Uyen Dang, PE, Principal at DDEC and Co-Founder of the Mobility Cohort, has over 15 years of experience in mobility plans and mobility fees, transportation, streetscape, and livable communities, and will serve as the **Traffic Engineer**. Mrs. Dang was the City Traffic Engineer for the City of West Palm Beach and oversaw all transportation elements including transformative projects such as the Clematis Street Streetscape project and development review. She led the City’s adoption of its multimodal transportation program including the Vision Zero program, smart parking technology and the shared mobility program. In 2017, Uyen led planning efforts such as the WPB Mobility Study, Downtown Parking Study, the Okeechobee Corridor Study, and the proposed ITC Mobility Hub. Mrs. Dang has worked with NUE Urban Concepts and other members of the Mobility Cohort to develop mobility plans and mobility fees for several local governments across Florida in the last three years. Mrs. Dang is a Cityfi Affiliate, founding class of NACTO Leadership, chair of the Palm Beach Citizen Advisory Committee, and a member of the MUTCD representing the NACTO delegation.



Mr. Robert G. Schiffer, AICP, the President of FuturePlan will **lead future travel demand modeling**. Rob has over 36 years of experience in long range and strategic transportation planning and travel demand modeling. Mr. Schiffer is a recognized statewide and national expert in travel demand modeling and serves on multiple Transportation Research Boards. He is currently working on integrating big data and travel pattern data from cell phones (StreetLight) into travel demand modeling, mobility plans, and mobility fees. Mr. Schiffer has worked with NUE Urban Concepts and the Mobility Cohort for several years on the development of mobility plans and mobility fees throughout Florida. Mr. Schiffer is an experienced staff mentor, project manager, and marketing leader with a diverse background in all areas of transportation planning. His experience encompasses travel demand models and planning studies for national, statewide, regional, municipal, subarea, and rural jurisdictions.



Lauren Rushing, Project Manager & Principal Planner with NUE Urban Concepts, will serve as **Principal Planner** and **Project Coordinator** and will **lead Geographic Information System (GIS)**. Ms. Rushing has more than seven (7) years of experience in strategic transportation planning, bicycle and pedestrian planning, growth management, traffic impact analysis, developments of regional impact, impact fees, and transportation advocacy both in the United States and in the Netherlands. Driven by an interest in active transportation and particularly bicycle culture, Ms. Rushing spent three years living and working as a transportation advisor in Amsterdam where she contributed GIS, data analysis, and design skills to strategic mobility projects across the Netherlands. She now applies this experience and lessons learned abroad to mobility planning in the United States and assists local governments in developing plans to improve multimodal mobility and quality of life in their communities. Ms. Rushing has worked with NUE Urban Concepts for the past three years developing and implementing mobility plans and mobility fees throughout Florida. Ms. Rushing holds a bachelor’s degree in Environmental Science & Policy and a master’s degree in Urban and Regional Planning from Florida State University. She serves as a board member of the First Coast Section of the American Planning Association and Secretary of the Jacksonville Bicycle & Pedestrian Advisory Committee.

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Margarita Yerastova, the President of the Republic of Design will **lead graphic design** and serve as a **Senior Planner**. Margarita brings over 14 years of transportation planning and graphic design experience. For the past seven years, she has worked closely with NUE Urban Concepts and has assisted in the development of mobility plans and mobility fees, public outreach and graphics. Mrs. Yerastova excels in illustrating proposed multimodal improvements and developing before and after renderings and aerial perspectives of improvements, both of which are effective tools in public engagement. Previously, Mrs. Yerastova worked for the City of Delray Beach as the Bicycle and Pedestrian Mobility Coordinator where she Managed transportation projects such as Complete Streets, bikeshare, Vision Zero, bicycle and pedestrian master planning, and the ADA Implementation Study. Mrs. Yerastova brings recent experience developing and implementing creative improvements for people walking, bicycling, and accessing transit in Amsterdam and communities throughout Northern Europe.

Resumes for the Mobility Cohort Team are provided at the end of this section.

PROJECT EXPERIENCE

The Mobility Cohort members have completed numerous projects together in the last three (3) years related to mobility plans, mobility fees, transportation mitigation, and alternative transportation concurrency systems. The following is a list of current and selected past related projects, along with the status of the project, the project ID for more detailed descriptions, a general project description, and the role of each Mobility Cohort member in the project:

Current & Select Prior Projects			INVOLVEMENT (P=Prime, S=Sub)				
Status	ID	Projects Description	JP	UD	RS	LR	MY
Ordinance	1	Alachua County: Mobility Plan & Alternative Mobility Funding System	P	S	S	P	S
Ordinance		Oviedo: CPA, Mobility Plan & Mobility Fee	P	S	S	P	S
Plan & Fee	2	Palm Beach Gardens: Mobility Plan & Mobility Fee Update; CPA, Mobility Plan & Fee (2019)	P	S	S	P	S
Ordinance	3	Okaloosa County: Mobility Plan & Fee	P	S	S	P	S
Plan & Fee		Longwood: Mobility Plan & Mobility Fee	P	S	S	P	S
Ordinance		Indiantown: Mobility Plan & Mobility Fee	P	S	S	P	S
Plan & Fee		DeBary: Mobility Plan & Mobility Fee Update; CPA, Mobility Plan & Fee (2019)	P	S	S	P	S
Adopted	4	Lake Park: CPA, Mobility Plan & Fee (2023)	P	S	S	P	S

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Current & Prior Projects			INVOLVEMENT (P=Prime, S=Sub)				
Status	ID	Projects Description	JP	UD	RS	LR	MY
Adopted	5	Port St. Lucie: Mobility Plan (2023) & Mobility Fee Update (2022); Mobility Plan & Fee (2021)	P	S	S	P	S
Adopted	6	Lake Wales: CPA, Mobility Plan & Multimodal Impact Fee (2022)	P	S	S	S	S
Adopted	7	Sarasota: Mobility Plan & Fee Update (2022); Mobility Plan & Fee (2015)	P		S	P	S
Adopted	8	St. Augustine: Mobility Plan & Mobility Fee (2021)	P	S	S	P	S
Ordinance		Boynton Beach: Mobility Plan & Fee	P	S	S	P	S
Adopted		Wellington: Mobility Plan & Multimodal Impact Fee	S		S	S	S
Ordinance		Bradenton: Mobility Plan & Fee	P		S	P	S
Adopted	9	Altamonte Springs: Mobility Plan & Fee Update (2020); Mobility Plan & Fee (2015)	P		S	S	S
Ordinance	10	Walton Co: Mobility Plan & Mobility Fee	P		S	S	S
Adopted		West Palm Beach: Mobility Plan & Fee	S	P			S
Adopted		Miami Beach: Plan and Mobility Fee	S				
ADDITIONAL MOBILITY PROJECTS ONGOING							
Ongoing		Altamonte Springs Comprehensive Plan Amendment	P	S	S	P	S
Ongoing		Port St. Lucie Comprehensive Plan Amendment	P			P	S
Ongoing		St. Augustine: St. George Multimodal Area Study	S	P		S	S
Ongoing		Cape Corral: Downtown Parking Master Plan	S	P		S	
JP	Jonathan B. Paul, AICP - Project Manager (NUE Urban Concepts, LLC)						
UD	Uyen Dang, PE - Traffic Engineer (DDEC, LLC)						
RS	Robert Schiffer, AICP - Travel Demand Modeling (Future Plan Consulting, LLC)						
LR	Lauren Rushing - GIS Lead & Project Coordinator (NUE Urban Concepts, LLC)						
MY	Margarita Yerastova - Graphics & Senior Planner (Republic of Design)						

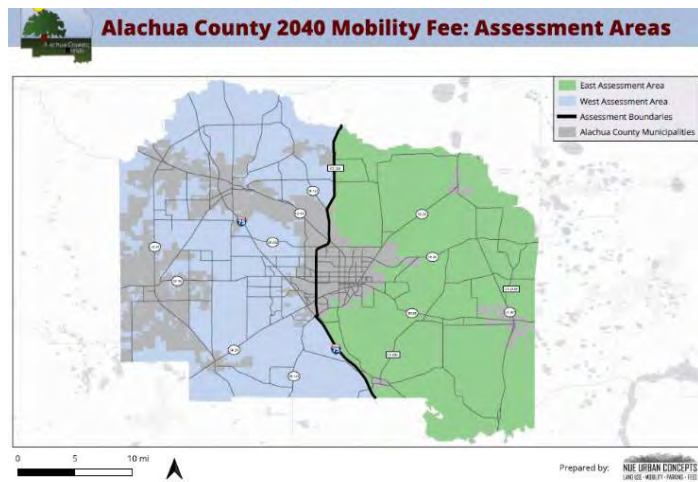
The update of the Palm Beach Gardens Mobility Plan and Mobility Fee, and the Okaloosa and Walton County Mobility Plan and Fee implementation will be the large mobility projects for the Cohort after October 1st, 2023. The projects listed with an ordinance under status are projected to be adopted on or before October 1st, 2023. The Mobility Cohort has been preparing for the possibility of an RFP / RFQ for the City of Gainesville Mobility Study in the fall of 2023. Project descriptions and references are provided on the following pages:

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1. Alachua County, FL: Alternative Mobility Funding System Update, Mobility Plan & Multimodal Transportation Mitigation (MMTM)

The Mobility Cohort is currently working with Alachua County to update its Alternative Mobility Funding System. The existing Transportation Impact Fee was developed, in conjunction with Dr. James Nicholas, by Jonathan B. Paul in 2006 as Impact Fee and Concurrency Manager with Alachua County. At the time, the fees were consumption-based impact fees.

The Transportation Impact Fee had been updated several times until it was replaced by the current Multimodal Transportation Mitigation (MMTM) System, an alternative to mobility fees, proportionate share, and impact fees. The current update is moving towards conversion to a Mobility Fee. The Mobility Plan projects, including transit service, have been updated with recent cost and capacity data. The Mobility Fee will replace the MMTM system for all new developments that do not currently have an MMTM agreement with the County.



The original Mobility Plan included establishing new goals, objectives, policies, level of service standards, and multimodal projects into the Future Land Use, Transportation and Capital Improvement Elements of the Comprehensive Plan. The Mobility Plan introduced overlays for both Traditional Neighborhood Developments (TNDs) and Transit-Oriented Developments (TODs) to be designed in accordance with the Land Development Code standards and designs developed as part of the Mobility Plan.

The Mobility Fee will feature an East Assessment Area with lower Mobility Fees due to fewer road capacity needs and a West Assessment Area with higher Mobility Fees due to greater road capacity needs. There will be three (3) Mobility Fee Benefit Districts where fees collected will be expended on multimodal projects in the Mobility Plan. The Mobility Fee schedule has also been streamlined from the current schedule of land uses based on the latest market trends and similar travel characteristics.

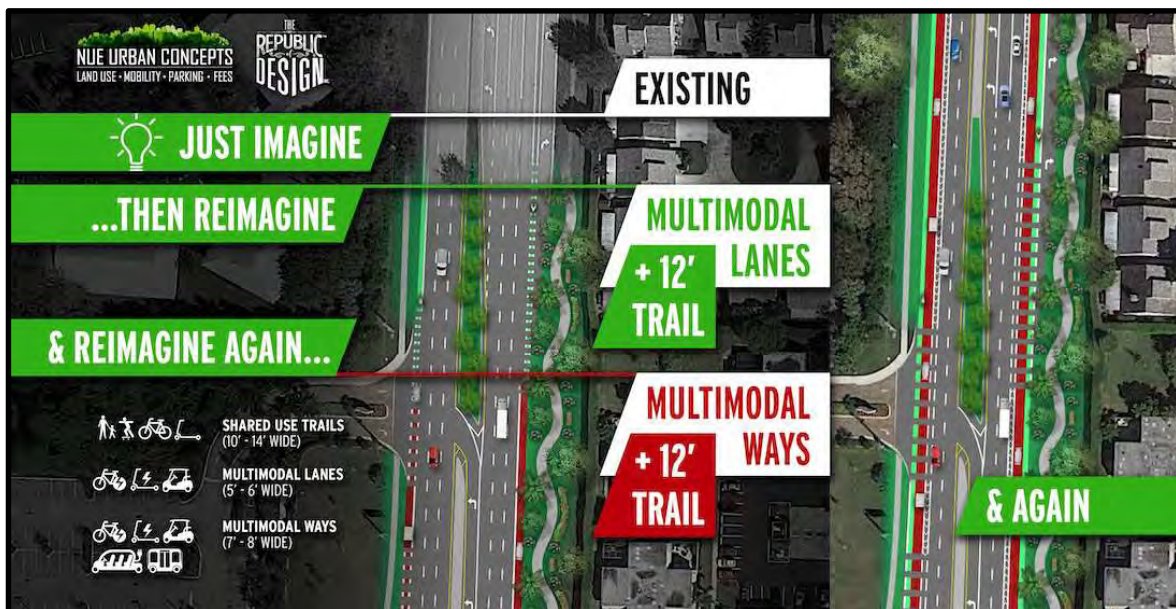
Total budget:	\$150,000 with a \$10,000 cap for additional services.
Client:	Alachua County Growth Management Department
Project Manager:	Chris Dawson, AICP, Transportation Planning Manager
Address:	10 SW 2 nd Avenue, Gainesville, FL 32608
Email:	cdawson@alachuacounty.us
Number:	352-374-5249

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**2. Palm Beach Gardens, FL: Mobility Plan & Mobility Fee Update, Evaluation & Appraisal Report (EAR),
Concurrency Management System Update & Comprehensive Plan Amendment**

The Mobility Cohort worked closely with City Staff to develop its Mobility Plan and Mobility Fee. The first step was assisting the City with the Evaluation and Appraisal Report (EAR) process and the development of updates to the Future Land Use, Transportation, and Capital Improvement Elements of the Comprehensive Plan. The updates included establishing legislative intent in the Comprehensive Plan for a mobility fee, based upon an adopted mobility plan. The intent of the mobility fee is to replace transportation concurrency and both Palm Beach County's and the City's road impact fees. The Mobility Plan is designed around providing mobility to and from the future Tri-Rail Coastal Transit Station and interconnecting mixed-use developments, employment centers, regional recreation destinations and the City's Government Center. Multimodal quality of service (QOS) standards for walking, bicycling, trails and transit were established in the plan to guide the design of future improvements. The plan also transitioned away from a segment-based roadway level of service (LOS) to an areawide road LOS.

The Mobility Plan emphasizes vastly expanding the City's Parkway System through the creation of highly visible, safe, convenient, and continuous multimodal trails throughout the City with streetscape and landscape elements. The integration of bike lanes and cycle tracks (aka protected bike lanes), both with highly visible green pavement markings with current bike facilities on State Roads, is being accomplished by repurposing existing travel lane widths. A total of four trolley circulator routes have been established emanating from the Tri-Rail Coastal station and connecting with future Mobility Hubs within major destinations. The Mobility Plan also includes the identification of numerous intersection improvements and pedestrian crosswalk enhancements coordinated with the City's Public Works, Police, and Fire Rescue Departments. The Cohort also developed polices for Complete Streets, Mobility Hubs, future transportation technology, land use overlays, and innovative parking strategies.

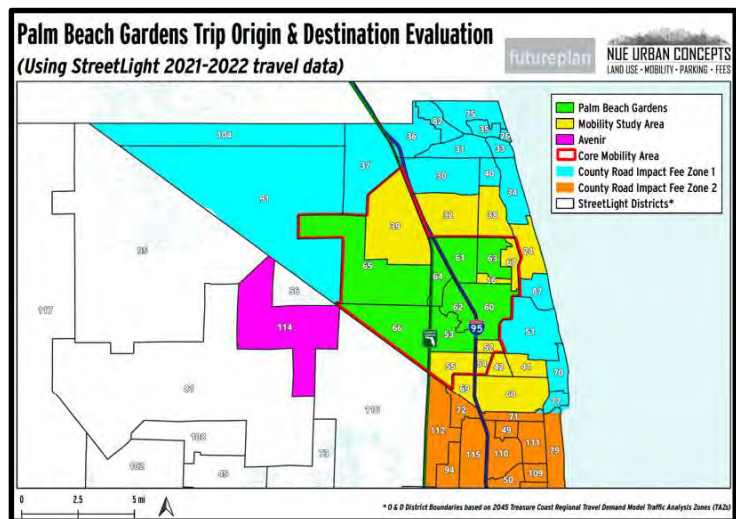


CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

The City Mobility Fee replaced City and County transportation concurrency, proportionate share, and road impact fees. The mobility fee includes a single assessment area and benefit district for all areas of the City east of the Beeline Highway. The areas of the City west of the Beeline Highway are still subject to City and County transportation concurrency, proportionate share, and road impact fees. Palm Beach County has challenged the City’s ability to opt-out of the County’s road impact fee and transportation concurrency system, due to the County Charter. The Mobility Plan and Mobility Fee were adopted in 2019. The City and County are currently still going through the legal process.

In 2020, the Cohort worked with the City to amend its Comprehensive Plan to implement the Mobility Plan and Mobility Fee. The amendment also revised goals, objectives, and policies related to transportation concurrency, proportionate share, and road impact fees. The City’s Land Development Code was also amended to revise transportation concurrency standards and to update its traffic impact analysis requirements to transition to site access assessments and implementation of the Mobility Plan.

The Mobility Cohort is now working with the City to update its Mobility Plan and Mobility Fee which are being considered for Citywide expansion. Citywide expansion would replace the current City road impact fee still being collected in western parts of the City. The updated Mobility Plan and Mobility Fee are utilizing big data (aka StreetLight) to evaluate origin and destination travel within the City, travel to and from adjacent municipalities, travel within the County’s Road Impact Fee benefit district, and travel to the greater region. The update also includes collection of new traffic counts, citywide inventory of multimodal facilities, and evaluating the retrofit of local streets to add sidewalks through a low-speed street traffic calming program.



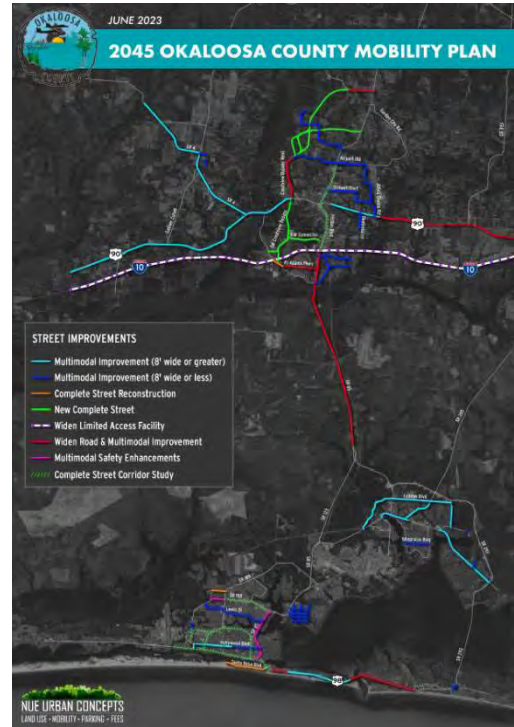
Original Adoption budget:	\$400,000 (2016 to 2020)
Impact Fee Update budget:	\$171,000
Mobility Plan & Fee Update budget:	\$299,000
Client:	City of Palm Beach Gardens Planning and Zoning Department
Project Manager:	Natalie Crowley, AICP
Address:	10500 N. Military Trail, Palm Beach Gardens, FL 33410
Email:	NCrowley@pbgfl.com
Number:	(561) 799-4243

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

3. Okaloosa County, FL: Mobility Plan, Mobility Fee, Comprehensive Plan (CP) & Land Development Regulations (LDR) Update

The Mobility Cohort has developed a mobility plan for Okaloosa County that includes County and State Roads. Existing transportation plans such as the Okaloosa-Walton TPO 2045 Long Range Transportation Plan, the Okaloosa County infrastructure surtax project list, and municipal CIPs have been evaluated. Coordination meetings have been held with the municipalities to gauge interest in being part of the County’s alternative mobility funding system. A detailed review of future travel demand was conducted using the latest Regional Travel Demand Model developed for FDOT District 3.

Existing traffic and travel characteristic data were collected and the County was divided into two zones. A detailed areawide road LOS analysis was conducted for each zone. The analysis included existing conditions and future conditions based on model calculated growth rates for each zone. Detailed GIS maps are being developed for the areawide LOS zones, assessment areas, benefit districts, and mobility plan corridors and intersections. A detailed traffic database, linked to GIS, is being developed to combine numerous data sources, and provide a centralized place for existing and future traffic, number of lanes, functional class, road ownership, speed limits, multimodal facilities, LOS, and QOS analysis. In addition to areawide LOS analysis, street QOS for local roads, and multimodal QOS standards are also being developed for multimodal travel. An in-depth review of funding sources has been undertaken including state and federal funding, tourism taxes, and the existing infrastructure surtax.



A review of Alternative Mobility Funding Systems was conducted. It was determined that a mobility fee is the direction in which the County wishes to proceed to replace transportation concurrency and proportionate share. The mobility fee will be similar in scale to the existing proportionate share mitigation. An amendment to the Comprehensive Plan and LDRs will be undertaken to add mobility plan projects and update the functional class and thoroughfare plan maps and replace transportation concurrency and proportionate share with mobility fees.

Total budget:	\$525,000
Client:	Okaloosa County, Engineering Division
Project Manager:	Scott Bitterman, P.E., County Engineer
Address:	1759 S Ferdon Blvd., Crestview, FL 32536
Email:	sbitterman@myokaloosa.com
Number:	850-689-5772

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

4. Town of Lake Park, FL: Mobility Plan, Mobility Fee, Comprehensive Plan (CP)

The Mobility Cohort updated the Transportation and Capital Improvement Elements of the Town's Comprehensive Plan, including updated data, analysis, and mapping. The Mobility Cohort developed a detailed Mobility Plan based on the review of the 2045 TPA LRTP, other existing transportation plans, an evaluation of existing traffic and travel characteristics, and projected future travel demand using the Activity Based SE Florida Regional Travel Demand Model. An extensive select zone analysis was also conducted to evaluate trip interaction between zones in the Town, County, and adjacent municipalities and Counties. StreetLight Model Data is being used to evaluate external impact for negotiations with Palm Beach County. Daily traffic counts were collected for major local roads, collectors, and minor arterials to establish a solid existing conditions baseline and project future growth.



There is no central source for traffic and multimodal data for the Town, thus existing traffic and travel characteristics data and multimodal data was used to develop a detailed traffic database connected to GIS. The data was used to conduct an areawide LOS analysis, street QOS analysis, and multimodal QOS for

people walking, bicycling, riding micromobility devices and transit. An in-depth review of funding sources was evaluated including state and federal funding, tourism taxes, CRA funds, and the existing infrastructure sales tax. The mobility plan includes improvements to County roads, multimodal safety enhancements to State roads, and retrofitting Town infrastructure into multimodal Complete Streets.

The Town chose to pursue a Mobility Fee as an Alternative Mobility Funding System to replace transportation concurrency, proportionate share, and road impact fees. The Mobility Fee is based on the multimodal improvements identified in the mobility plan. The Mobility Plan & Fee was adopted in January 2023.

Total budget:	\$225,000
Client:	Town of Lake Park Community Development Department
Project Manager:	Nadia Di Tommaso, FRA-RP, LEED Green Associate, Community Development Director
Address:	535 Park Avenue, Lake Park, FL 33403
Email:	NDiTommaso@lakeparkflorida.gov
Number:	561-881-3323

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

5. City of Port St. Lucie, FL: Mobility Plan, Mobility Fee, Comprehensive Plan (CP) & Land Development Regulations (LDR) Update, Mobility Fee Administration

Mobility Cohort members developed a Phase One Mobility Plan and Mobility Fee in 2021 and a Phase Two Mobility Plan and Mobility Fee in 2022 for the City as an Alternative Mobility Funding System. A detailed review of future travel demand was conducted using the Treasure Coast Regional Travel Demand Model. An extensive select zone analysis was conducted to evaluate trip interaction between zones in the City, County, and adjacent municipalities and Counties.

Existing traffic and travel characteristic data were collected and a detailed areawide road LOS analysis was conducted. The analysis included existing conditions and future conditions. Detailed GIS maps were developed for the areawide LOS zones, model select zones, two assessment areas, five benefit districts, and mobility plan corridors and intersections. A detailed traffic database was developed to combine numerous data sources and provide a centralized place for existing and future traffic and multimodal characteristics. In addition to areawide LOS analysis, street QOS standards and multimodal QOS standards were also developed. An in-depth review of funding sources was evaluated.



The Phase One Mobility Plan and Mobility Fee was developed to replace the County's road impact fee. The mobility fee went into effect October 2021 and required significant coordination with DRI's and developments with ongoing road impact fee credit and proportionate share payments. In 2022, City and County settled a year-long mediation over collection of the County's road impact fee which required significant travel demand modeling and LOS analysis. This

resulted in the City agreeing to collect 25% of the County road impact fee. The Phase 2 Mobility Plan and Mobility Fee was developed to remove County roads and is based on detailed road, intersection, and multimodal improvements. Streetlight Model Data was used to establish three (3) different varying assessment areas. Ongoing day-to-day mobility fee administration services and an update to the Comprehensive Plan are being provided. The final 2045 Mobility Plan was adopted in July 2023.

Total budget:	\$850,000
Client:	City of Port St. Lucie Planning & Zoning
Project Manager:	Teresa Lamar-Sarno, AICP, Deputy City Manager
Address:	121 SW Port St. Lucie Blvd., Port St. Lucie, FL 34984
Email:	tsarno@cityofpsl.com
Number:	727-873-6379

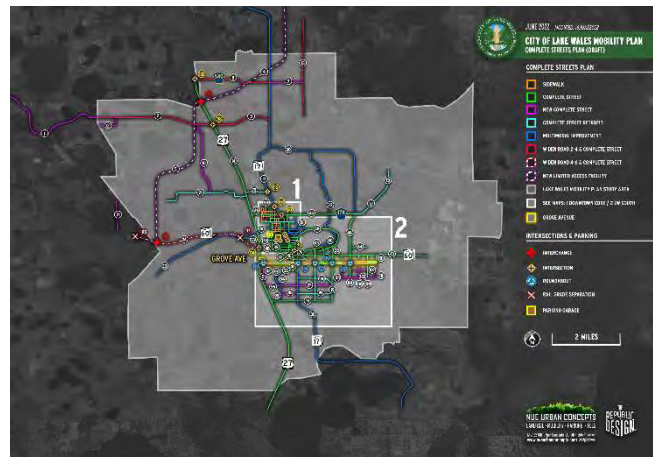
CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

6. City of Lake Wales, FL: Comprehensive Plan Amendment, Mobility Plan, & Multimodal Transportation Impact Fee

Mobility Cohort members worked closely with the City of Lake Wales to update its Comprehensive Plan, develop a Mobility Plan and a Multimodal Transportation Impact Fee (MMTIF). The Comprehensive Plan amendment established legislative intent to develop a mobility plan and a MMTIF that may replace transportation concurrency, proportionate share, and all or a portion of Polk County’s road impact fee.

The Mobility Plan includes projects addressing future mobility needs for the residents, businesses, and visitors to Lake Wales. The Mobility Plan emphasizes expanding on Lake Wales Connected by closing gaps in the existing street grid and retrofitting existing streets to add sidewalks, shared-use paths, and low speed streets to promote traffic calming in existing neighborhoods. For future undeveloped areas of Lake Wales and adjacent areas that may be annexed in the future, the Mobility Plan emphasizes new streets designed to connect to and expand the existing street network and features Complete Street elements such as shared-use paths, multi-use trails, and divided medians that can be landscaped and create a Boulevard feel along these new corridors.

Polk County is a Charter County and requires that municipalities collect the County’s road impact fee. Lake Wales strongly considered adopting a mobility fee to replace the County’s road impact fee with the allowances under Florida Statute. The Plan also identifies the need for the widening of several major County Roads and State Roads. Given the number of County Roads to be widened, the City elected to keep its transportation concurrency and proportionate share systems and to adopt a multimodal transportation impact fee to be charged in addition to the County Impact Fee. The City has already started to receive economic development grants based on projects identified in the Mobility plan and is in discussions with the County and FDOT on advancing several priority mobility projects. The City of Lake Wales received an Award of Excellence from the Heart of Florida Section of the Florida American Planning Association for its Mobility Plan and Multimodal Transportation Impact Fee.



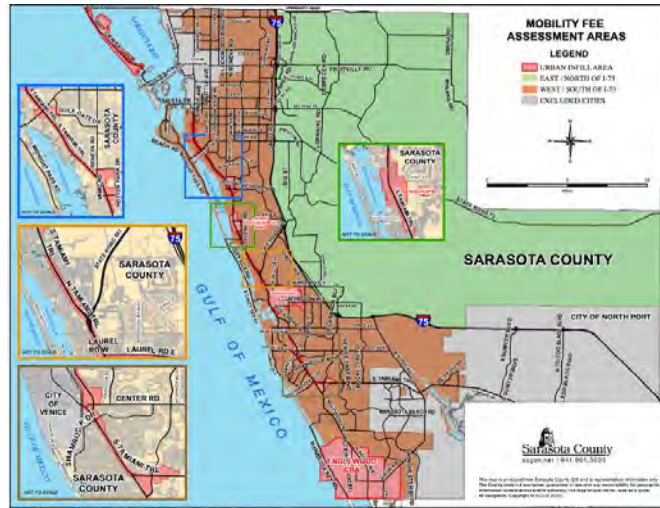
Total budget:	\$153,500
Client:	City of Lake Wales Development Services Department
Project Manager:	Autumn Cochella, AICP
Address:	201 Central Ave West, Lake City, FL
Email:	ACochella@lakewalesfl.gov
Number:	863-678-4182

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

7. Sarasota County, FL: Mobility Plan & Mobility Fee Update

Mobility Cohort members worked with Sarasota County to update its Mobility Plan and Mobility Fee in 2022. The update included new land uses, updated trip generation, updated travel demand modeling, updated projected funding, and updates to the multimodal projects in the Mobility Plan.

In 2019, an update of the Mobility Plan and Fee had begun and was ready for adoption in 2020. The effort was delayed more than a year due to Covid-19 and during that time, the 2045 Long Range Transportation Plan was updated, so the Plan and Fee were redone to reflect the updated model and revenue projections. The updated Mobility Fee includes three different assessment areas within the County where fees vary based on location and the need for improvements. Each assessment area also includes another set of lower mobility fees for developments designated as mixed-use.



NUE Urban Concepts (NUC) has provided continuous planning, transportation, and impact / mobility fees services for Sarasota County over the past eleven (11) years. The first three years, the Principal of NUC served as the Interim Transportation Planning Director / Consultant and the last eight years as a continuous service consultant. Over the eight- year period NUC has played a lead role in review of DRIs, negotiating Developer Agreements, updating the Road Impact Fee and Road Level of Service Report, administering, implementing, and updating the County's impact fee programs and transportation concurrency program, assisting with the EAR, and updating the Comprehensive Plan. An Administrative Manual covering all impact fees and mobility fees was also developed.

The original Mobility Fee (adopted in 2015) was intended to replace transportation concurrency, proportionate share, road impact fees, and site impact analysis. Alternative mobility access assessment criteria were developed to replace the transportation concurrency system. In addition, criteria were also established for Comprehensive Plan Amendments that required an evaluation of the Mobility Plan and the identification of new projects to be added to the Mobility plan to address impacts from Amendments.

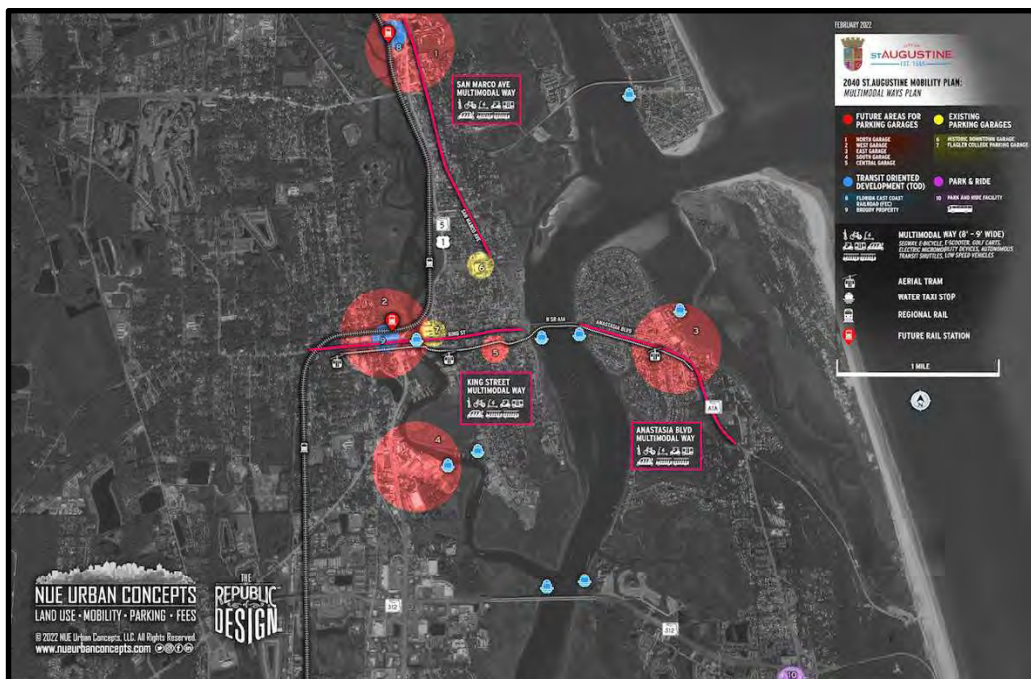
Budget:	\$75,000 a year
Client:	Sarasota County Planning and Development Service Department
Project Manager:	Thomas Polk, Impact Fee Administrator
Address:	1001 Sarasota Center Boulevard, Sarasota, FL 34240
Email:	tpolk@scgov.net
Number:	941-650-7869

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

8. St. Augustine, FL: Comprehensive Plan Amendment (CPA), Evaluation & Appraisal Report (EAR), Mobility Plan, Mobility Fee, Land Development Regulations (LDR) Update

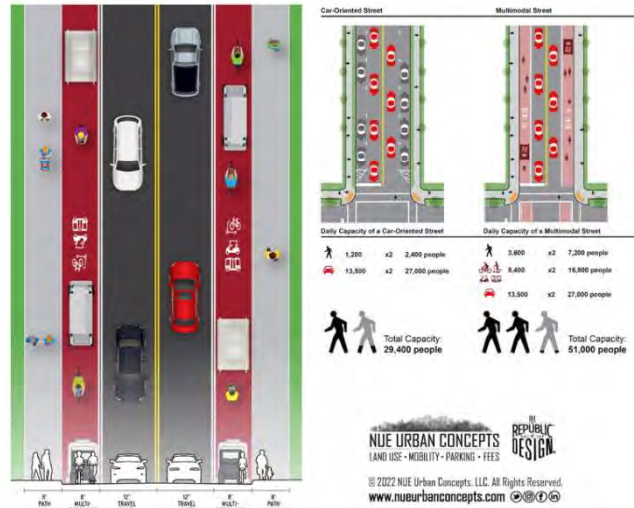
The Mobility Cohort updated the Transportation (TE) and Capital Improvement Elements of the Comprehensive Plan through the Evaluation and Appraisal Report (EAR) process. The TE was renamed to the Transportation Mobility Element (TME) and included a complete rewrite and update of data, maps, road classifications and integration of the mobility plan as the future thoroughfare plan. The analysis included an evaluation of existing traffic and travel characteristics for the City. The transportation element replaced road LOS standards with street quality of service (QOS) standards based on posted speed limits, the first known complete replacement of road LOS in Florida. Multimodal QOS standards were also developed for people walking, bicycling, riding micromobility devices and transit. The Comprehensive Plan Amendment included dynamic parking strategies, complete street designs, access management, connectivity and proactive policies requiring utility upgrades, resurfacing projects, and any work within street rights-of-way be coordinated with the Mobility Plan.

A detailed review of future travel demand was conducted using the Regional Travel Demand Model developed for FDOT District 2. Existing transportation plans from the TPO, County, and City were evaluated. The mobility plan includes multimodal ways, trails, shared streets, complete streets, a riverwalk, water taxi locations and three major roadway projects. Autonomous transit shuttles, along with trolleys, golf carts and neighborhood electric vehicles and micromobility devices will be able to use the multimodal ways. The mobility plan also includes commuter rail connecting St. Augustine with Jacksonville, that has resulted in the commuter rail project being incorporated into the 2045 Northeast Florida Cost Feasible LRTP with a target date of 2030. The mobility plan identifies mobility hubs along the periphery of the City to create a park once environment.



CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

A primary goal of the Mobility Plan is to create a park once environment where visitors to St. Augustine park on the periphery of the historic districts and utilize some form of multimodal transportation to travel between mobility hub parking garages and destinations within the historic district. These modes of travel could include trolley's transit circulators, neighborhood electric vehicles, bikes, e-bikes, and e-scooters. There are limited opportunities to add road capacity within the City. There are opportunities to reimagine existing roads such as San Marco Avenue and King Street and repurpose right-of-way to provide wider sidewalks, protected bike lanes, trails, or multimodal ways.



An in-depth evaluation of available funding included state and federal funds, tourism taxes, parking revenues from garages, CRA funds, and special assessments were evaluated. A Mobility Fee was developed based on the multimodal projects identified in the Mobility Plan. The City Mobility Fee replaced the City's Transportation Concurrency Exception Area (TCEA). The Mobility Fee is the first impact fee or mobility fee adopted by the City and has already generated significant funding for improvements.

In August of 2020, the City was awarded \$15 million in federal and state funding to implement Mobility Plan improvements. Several multimodal improvements have been included for funding in the 2045 Long Range Transportation Plan. The City has entered into a public private partnership for a mobility hub garage on West King Street that would also serve as a transit station for future rail service from Jacksonville. Last year the City of St. Augustine's received a Regional Award for Excellence from the Northeast Florida Regional Council for its mobility plan and mobility fee. The NUE Urban Concepts team is currently working with the City to update its Land Development Code parking regulations. A recently conducted survey resulted in over 1,900 responses. Our team is also preparing an update to existing franchise agreements for trolley and golf cart tour operators and implementation of Mobility Plan improvements along the St. George Street corridor.

Total budget:	\$275,000
Client:	City of St. Augustine Public Works Department
Project Manager:	Reuben C. Franklin Jr., P.E., Public Works Director
Address:	75 King St., St. Augustine, FL 32084
Email:	rfranklin@citystaug.com
Number:	904-209-4279

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

9. Altamonte Springs, FL: Mobility Plan & Mobility Fee Update

The Mobility Cohort (Cohort) developed an update to the City of Altamonte Springs' Mobility Plan and Mobility Fee. The update included development of a new mobility plan that replaced the prior plan developed in 2009. The updated plan was based on a review of the 2045 LRTP, the Seminole County 2040 Transportation Plan, the Lynx Transit Development Plan, and the City's 2030 Mobility Plan. Updated traffic and travel characteristics data was compiled, and existing conditions were evaluated, along with future year volumes based on the growth rates from the Regional Planning Model. County road projects were added to the mobility plan to address a six-year dispute between the City and Seminole County related to mobility and road impact fees. The mobility fee included a percentage share of the cost of County Improvements. The Mobility Plan and Fee were adopted in the fall of 2020.



The Mobility Cohort worked the City to develop the original Mobility Fee in 2015. The Cohort establish a Mobility Solutions Report (previously traffic impact analysis), to update relevant policies in City Plan 2030 (Comprehensive Plan) and update the Land Development Code. The Cohort worked closely with City Staff to develop the Mobility Fee based on the adopted Mobility Plan. The Mobility Fee provided the City with the flexibility to fund sidewalk, bike lanes, multi-use paths, intersections, trails, transit facilities, a transit circulator system, ride hailing

subsidies, bike and car share programs, and roadway capacity projects. The City Plan Elements and Land Development Code were updated to incorporate mobility strategies and replaced transportation concurrency and proportionate-share policies. The Mobility Solutions Analysis requirements were developed to replace traditional Traffic Impact Analysis and focus on multimodal access improvements such as filling in gaps in the network, providing for transit stops and bicycle racks.

Original Adoption budget:	\$100,000
Mobility Plan & Fee Update budget:	\$75,000
Impact Fee Update budget:	\$53,500
Client:	City of Altamonte Springs Growth Management Department
Project Manager:	Cathleen A. Craft, AICP, CNU-A
Address:	225 Newburyport Avenue, Altamonte Springs, FL 32701
Email:	CACraft@altamonte.org
Number:	407-571-8161

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

10. Walton County, FL: Mobility Plan, Mobility Fee, Concurrency Management System Update & Micromobility Ordinance

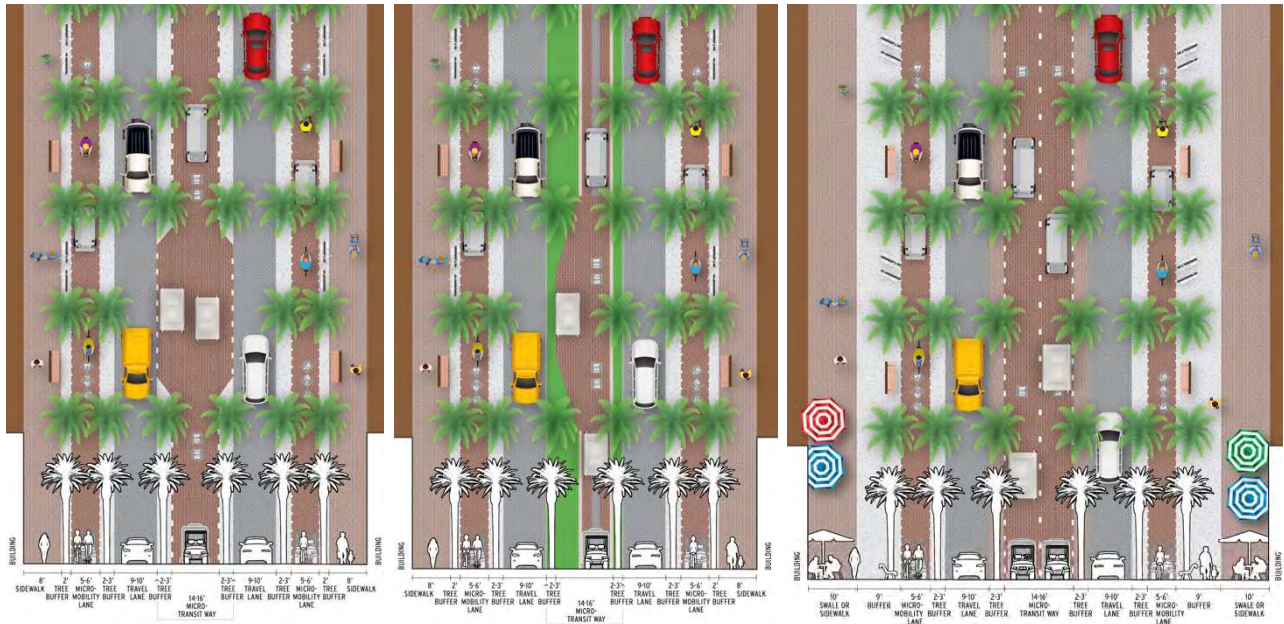
The Mobility Cohort worked with the County to develop a Mobility Plan that was adopted in 2021 and incorporated into the 2045 LRTP. The Mobility Plan includes multimodal facilities that could accommodate micromobility devices such as e-scooters and e-bikes, along with microtransit devices such as golf carts, neighborhood electric vehicles, and autonomous transit shuttles. The Mobility Plan laid the foundation to develop a park once environment through mobility hubs and parking garages to enhance access to beaches and mixed-use developments such as Seaside, Alys Beach and Rosemary Beach. The Mobility Plan also includes the proposed widening of portions of US 98, SR 20, US 331, US 90, and alternatives to widen either SR 85 or US 331 north of DeFuniak Springs. The mobility plan includes shared-use paths and multi-use trails to develop a regional multimodal network and access management.



StreetLight data was used in the Mobility Plan for modeling local trips and travel from external points into Walton County. The Regional Travel Demand model was also evaluated and was found to have significant issues related to travel in South Walton. Our Team allocated a significant amount of time attempting to fix the model because it was not permitted to use the updated 2045 model. A significant amount of time was devoted to developing cross-sections and accounting for the impact of St. Joes development. The Team also assisted the County in updating the CMS database. While the plan, data, analysis, and the fee had momentum prior to the pandemic and several community workshops had been held to build community support, the momentum shifted after the pandemic pause.

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

The 30A corridor, which is home to Seaside, the birthplace of New Urbanism, and other iconic developments such as Alys Beach and Rosemary Beach, was a major area of emphasis for the County. The corridor carries a significant amount of traffic and is the primary east-west coastal roadway serving beachside communities. Well over a hundred cross-sections were developed for the corridor to capture all of the unique communities along 30A and the varying right-of-way widths. There are limited multimodal alternatives and some portions of the ROW are as narrow as 55 feet, while others are over 100 feet in width. The portion of 30A through Seaside involved input from numerous groups attempting to creatively accommodate vehicles, bicycle, golf carts, people walking, and potentially a transit circulator or autonomous transit shuttle service.



A draft mobility fee was developed however, a few contentious corridors that addressed growth from St. Joes, input from municipalities, the micromobility ordinance, the draft mobility fee, and the projected cost of the plan resulted in a shift in direction. The County recognized that an infrastructure surtax is ultimately needed to have adequate funds to construct needed multimodal projects. The emphasis shifted to ensuring an approved plan was in place in time to include in the 2045 LRTP. The final Mobility Plan was approved and integrated into the 2045 LRTP. The County sales tax did not get approved as residents opposed the tax. In 2023, the County is planning to move forward with finalizing the Mobility Fee and adopting a mobility fee ordinance by September 2023.

Total budget:	\$550,000
Client:	Walton County Planning and Development
Project Manager:	Kristen Shell, AICP
Address:	842 State Hwy 20 East Unit 110, Freeport, FL 32439
Email:	SheKristen@co.walton.fl.us
Number:	850-267-1955



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32601



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Years of Experience

Public, Private, University	25
NUE Urban Concepts, LLC	12
Impact & Mobility Fee Manager	10
Concurrency & Transportation Planning Manager	10
FDOT Level of Service (LOS) Task Force (Local Government Representative)	10
Interim Transportation Planning Director	3
MPO Experience as Staff & TAC	15
Development Plan & Impact Review	20

Education

- MA Public Administration**
University of South Florida (2002)
- MA Urban & Regional Planning**
University of Florida (2000)
- BA History**
University of South Florida (1997)
- BS Social Science**
Florida State University (1995)

Certifications

- American Institute of Certified Planners
No. 017909
- Certified Public Manager (2010)

FDOT Prequalifications

- Group 13 Planning:
- Work Type 13.4: Systems Planning
- Work Type 13.5: Subarea / Corridor Planning
- Work Type 13.6: Land Planning / Engineering

Affiliations

- American Planning Association
- Congress for New Urbanism
- Past Chairman - Celebration Pointe CDD No. 1
- Institute of Transportation Engineers

JONATHAN B. PAUL, AICP

Principal, NUE Urban Concepts, LLC



Profile

Jonathan has 25 years of experience in land use and transportation mobility planning, parking management, traffic impact analysis, and impact/mobility fees. Mr. Paul founded NUE Urban Concepts to work with local governments to develop innovative land use concepts, mobility plans and parking management strategies, reimagine existing transportation networks and repurpose right-of-way to support all modes of travel through complete and shared street design, and establish creative techniques, like mobility fees, to fund mobility and accessibility improvements. Jonathan worked as a Principal Planner with Hillsborough County focusing on comprehensive planning, transportation, concurrency and impact fees. He worked for several years as the Concurrency & Impact Fee Manager for Alachua County, where he led a substantial update of the Comprehensive Plan as part of Alachua County's Mobility Plan, the 1st Mobility Plan and Mobility Fee adopted in Florida. Mr. Paul was the Interim Transportation Planning Director for Sarasota County leading concurrency, transportation planning, impact fee administration, and assisting with comprehensive plan amendments. He has served as an adjunct professor at the University of Florida and has served on numerous land use and transportation technical review committees.

Publications

"Mobility Fees" Chapter

Proportionate Share Impact Fees and Development Mitigation APA (2023)

"Personal e-Mobility: Redefining Personal Transport in the 21st Century"

APA Planning Journal (2018)

"Woonerfs: Living Streets for All Users"

APA Planning Journal (2016)

"Mobility: Alachua County's Plan to Effectively Link Land Use & Transportation"

Florida Planning (2010)

Relevant Project Experience

Palm Coast, FL: Update of Transportation Impact Fee (2023 to Present)

Updating the City's transportation impact fee. Conducted the transportation impact fee in 2018.

Alachua County, FL: Update of Impact Fees, Mobility Plan, Mobility Fee (2022 to Present)

Updating the County's park and recreation and fire rescue impact fees, mobility plan and mobility fee

City of Palm Beach Gardens, FL: Update of Impact Fees, Mobility Plan, Mobility Fee (2022 to Present)

Updating the City's park and recreation, fire rescue, police, and public buildings impact fees, updating the mobility plan and mobility fee. Provided Continuous Planning Services since 2016 assisting with the Evaluation & Appraisal Report (EAR), Comprehensive Plan Amendments (CPA), original Mobility Plan and Mobility Fee development and implementation, Land Development Code (LDC) updates for concurrency and traffic impact studies

City of Oviedo, FL: Update of Impact Fees, Mobility Plan & Mobility Fee (2021 to Present)

Updating the City's park and recreation, fire rescue, police, and public buildings impact fees. Developing a mobility plan and fee. Assisted with amendments to the Comprehensive Plan as part of the Evaluation & Appraisal Report (EAR)

City of St. Augustine, FL: Mobility Plan and Fee, Professional Planning Services (2019 to Present)

Evaluation & Appraisal Report (EAR), Comprehensive Plan Amendments (CPA), Mobility Plan and Mobility Fee development and implementation, Land Development Code (LDC) updates for parking and curb management

City of Port St. Lucie, FL: Mobility Plan and Mobility Fee, (2021 to Present)

Mobility Plan and Mobility Fee development and implementation, developer agreement review, expert witness

Okaloosa County, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2021 to Present)

Developing a mobility plan and mobility fee, updating applicable Comprehensive Plan Elements

Relevant Project Experience

City of Boynton Beach, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2021 to Present)

Developed Complete Streets Mobility Plan, developing a mobility fee, preparing CPA and LDC update

Village of Indiantown, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2022 to Present)

Developing a mobility plan and mobility fee, updating Comprehensive Plan Elements

City of Longwood, FL: Mobility Plan & Mobility Fee (2022 to Present)

Developing a mobility plan and mobility fee

Sarasota County, FL: Impact Fee, Mobility Plan & Fee Update, Planning Services (2015 to 2022)

Updated EMS, fire, government, justice, law, and library impact fees. Developed the original mobility plan and fee (2015) and updated mobility plan and fee (2022). Assisted with EAR, CPA and LDC amendments, DRI, development agreement and plan review, special projects, traffic impact analysis, assisted with impact and mobility fee administration

Town of Lake Park, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2021 to 2022)

Developed a mobility plan and mobility fee, updated Comprehensive Plan Elements

Walton County, FL: Continuous Professional Planning Services (2019 to 2022)

Developed a Mobility Plan, updated concurrency management system, conducted parking study, developed a micromobility program, prepared a mobility fee technical report and ordinance

Celebration Pointe Transit Oriented Development (TOD): Gainesville, FL: (2012 to 2022)

Served as the lead land use, transportation, and parking planner securing development entitlements, prepared multiple CPAs, LDC updates, complete street design, annual traffic studies, securing over 100 million in infrastructure funding

City of Altamonte Springs, FL: Impact Fee, Mobility Plan & Fee Update, Planning Services (2015 to 2022)

Updated park and recreation, police, and library impact fees. Developed the original mobility plan and fee (2015) and updated mobility plan and fee (2021). Updated traffic and impact fee study criteria.

City of Bradenton, FL: Continuous Professional Planning Services (2019 to 2022)

Updated land development regulations, developed a mobility plan and fee, along with a micromobility program

City of Lake Wales, FL: Comprehensive Plan, Mobility Plan & Multimodal Impact Fee (2021 to 2022)

Developed a mobility plan and multimodal transportation impact fee, updated Comprehensive Plan Elements

City of West Palm Beach, FL: Continuous Professional Planning Services (2016 to 2021)

Developed a mobility plan and mobility fee, prepared CPA, developed micromobility program, LDC update to amend concurrency and develop dynamic parking management strategies

Village of Wellington, FL: Capital Improvements Update & Multimodal Impact Fee (2021 to 2022)

Assisted with update of multimodal capital improvements and updated the previous transportation impact fee to a multimodal transportation impact fee

City of DeBary, FL: Mobility Plan & Fee Update, Planning Services (2018 to 2020)

Developed a mobility plan and mobility fee, assisted with CPA and LDC amendments

City of Doral, FL: Park & Recreation Impact Fee Update (2020)

Updated the City's park and recreation impact fee.

City of Bunnell, FL: Park & Recreation, Police and Transportation Impact Fee Update (2020)

Updated the City's park and recreation, police, and transportation impact fee.

City of Miami Beach, FL: Transportation Master Plan and Mobility Fee (2018 to 2020)

Assisted with update to the City's Transportation Master Plan and developed a mobility fee to replace concurrency.

Knowledge, Skills & Abilities

- Mobility Fee, & Impact Fee Reports, Studies, Updates, Implementation & Administration Evaluation & Appraisal Reports (EAR) & Comprehensive Plan Amendments (CPAs)
- Transportation Master Plans, Mobility Plans, Vision Zero Plans, Bicycle & Pedestrian Master Plans
- Design of Complete & Shared Streets, Dedicated Transit Lanes, Micromobility Lanes, Protected Bike Lanes
- Areawide, Districtwide, and Facility Level of Service and Multimodal Quality of Service Analysis & Standards
- Land Development Code Updates, Rezoning, Master Planning, Site and Development Plan Review
- Detailed Traffic Impact Analysis, Transportation Concurrency, Alternative Mobility Funding Systems
- Planning & Implementation of Shared Mobility, Micromobility, Microtransit, Mobility Hub, TOD, & TrOD
- Parking Studies, Parking & Curbside Management, Innovative Parking Management Strategies



MOBILITY COHORT



Uyen Dang, PE



Tel: +1 813-380-6574
E-mail: uyen@ddec.com



2801 NW 55 Court, Suite 7W Office A
Tamarac, Florida
33309



www.ddec.com

Years of Experience

Engineering	18
Grant Management	12
Project Management	10
Program Development & Policies	10

Education

Civil Engineering

University of South Florida

Certifications

Florida PE LIC. #73944

Project Qualifications

- Pilot Projects Completed: 4
- Grants: 10+ and over \$50 million secured
- Overhauled Parking Policy and Increased Parking Rates
- More than 5 Multimodal/Mobility Studies
- Constructed more than 10 miles of bicycle lanes as the Engineer of Record
- Developed concepts for Mobility Hubs

Affiliations

Institute of Transportation Engineers

Expertise

Transportation	● ● ● ● ● ●
Policies & Compliance	● ● ● ● ● ●
Urban Design	● ● ● ● ● ●
Mobility Planning	● ● ● ● ● ●
Safety	● ● ● ● ● ●
Grant Writing/ Management	● ● ● ● ● ●

UYEN DANG, PE



Principal & Transportation Engineer

Profile

Uyen Dang is a professional engineer with over 18-year experience in transportation, streetscape, and livable communities. She was the City Traffic Engineer for the City of West Palm Beach and oversaw all transportation elements including transformative projects such as the Clematis Street Streetscape project and the Reimagine of Rosemary Square. She led in the City's adoption of the City's multimodal transportation program including the WPB Bicycle Masterplan, Vision Zero program, smart parking technology and the micromobility program.

In 2017, Uyen helped define the term "Mobility" through a range of transportation planning efforts such as the WPB Mobility Study, Downtown Parking Study, the Okeechobee Corridor Study, and the proposed ITC Mobility Hub. She provided leadership in securing over \$50M federal grants and established a transportation capital improvement program of over \$150M of roadway infrastructure improvements through the City's Public Works Bond and the 1 % Sales Tax Referendum. She is part of Leadership NACTO, serves as chair of the Palm Beach TPA Citizen Advisory Committee, board member of the Palm Beach Transportation Disadvantaged LCB, and a delegate of the NCUTCD.

Technical Qualifications

- Leadership NACTO 2018
- NACTO National Standards Working Group
- Co-Founder of the Mobility Cohort
- Palm Beach TPA: Chair of the Palm Beach TPA Citizen Advisory Committee
- Palm Beach TPA: Vice Chair Board Member for Transportation Disadvantaged Local Coordination Board
- NCUTCD Council Member: NACTO Delegation
- NCUTCD Markings Committee
- NCUTCD Technical Committee: Pedestrian and Advisory Bike Lane

Relevant Project Experience

- City of West Palm Beach Mobility Plan (Completed 2018)
- City of West Palm Beach Transit Expansion Plan (Completed 2018)
- City of West Palm Beach Parking TDM Plan (Completed 2018)
- City of West Palm Beach Bicycle Masterplan (Completed 2018)
- City of Saint Augustine Mobility Plan and Fee (Completed 2021)
- City of Atlantic Beach Complete Street Corridor Plan (Completed 2021)
- Town of Lake Park Mobility Plan and Fee (Completed Tactical Urbanism 2022)
- Town of Orange Park Complete Street Planning (Completed 2022)
- West Palm Beach CRA Grant Services (Completed 2022)
- City of Port Saint Lucie Mobility Plan (On Going)
- City of Longwood Mobility Plan and Fee (On Going)
- City of West Palm Beach Grant Services (On Going)
- Martin County CRA Planning (On Going)
- City of Tamarac Multi modal Study (On Going)
- City of Cape Coral CRA Parking Study (On Going)
- City of Saint Augustine Mobility Pilot and Curb Management (On Going)
- City of West Palm Beach CRA Strategic Plan (Upcoming)
- West Palm Beach General Engineering Services (On Going)
- West Palm Beach Utilities General Engineering Services (On Going)



MOBILITY COHORT



Robert G. Schiffer AICP



Tel: +1 850-5708958

E-mail: robschiffer@futureplan.us



1256 Walden Road
Tallahassee, FL 32317



www.futureplan.us

Years of Experience

FuturePlan Consulting, LLC	5+
Stantec	2.5
Citilabs	1
Cambridge Systematics	12
PS&J (now Atkins)	16
Barr, Dunlop & Associates (now Kimley Horn)	2.5

Education

MS Urban & Regional Planning

Florida State University (1984)

BS Geography & Urban Studies

Memphis State University (1982)

Certifications

American Institute of Certified Planners
No. 040968 (since 1987)

FDOT Prequalifications

Group 13 Planning:

Work Type 13.4: Systems Planning

Work Type 13.5: Subarea / Corridor Planning

Affiliations

American Planning Association
Institute of Transportation Engineers
Transportation Research Board

ROBERT G. SCHIFFER, AICP

futureplan

President, FuturePlan Consulting, LLC

Profile

Mr. Schiffer has over 39 years of experience in all areas of transportation planning. He specializes in travel demand modeling, long-range transportation plans, travel behavior and origin-destination travel surveys, site impact traffic studies, and forecasting multi-modal corridor travel demand. He has held leadership roles and volunteer service positions for the Transportation Research Board (TRB), the Institute of Transportation Engineers (ITE), and the American Planning Association (APA). His experience encompasses transportation planning studies in 28 states and commonwealths for national, statewide, regional, municipal, subarea, and private sector clients. He has worked on 33 long-range transportation plans for Metropolitan Transportation Organizations (MPOs); 32 subarea transportation plans; more than 50 travel demand model updates; and numerous studies of travel patterns and behaviors. Rob is also an affiliate of Metro Analytics and Adjunct Faculty for the Department of Urban & Regional Planning at Florida State University.

Publications

"NCHRP Report 735: Long-Distance and Rural Travel Transferable Parameters"

Transportation Research Board (2012), Principal Investigator

"NCHRP Project 8-36, Task 91: Validation and Sensitivity Considerations for Statewide Models"

Transportation Research Board (2010), Principal Investigator

"NCHRP Project 8-36, Task 70: Scoping Study for Statewide Travel Forecasting National Model"

Transportation Research Board (2008), Principal Investigator

"TRB Transportation Research Circular E-C075, Statewide Model Peer Exchange"

Transportation Research Board (2005), Co-Author

Relevant Project Experience

City of Palm Beach Gardens, FL: Mobility Plan & Mobility Fee

2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development and implementation

Sarasota County, FL: Mobility Plan & Mobility Fee

2021 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan and Mobility Fee development

City of Oviedo, FL: Mobility Plan & Mobility Fee

2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

Okaloosa County, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee

2022 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

City of Port St. Lucie, FL: Mobility Plan & Mobility Fee

2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

Alachua County, FL: Mobility Plan, Mobility Fee, Update of Impact Fees

2023 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

City of Boynton Beach, FL: Mobility Plan & Mobility Fee

2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

Village of Indiantown, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee

2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

Relevant Project Experience

Town of Lake Park, FL: Mobility Plan & Mobility Fee

2021 to 2022

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

City of Lake Wales, FL: Comprehensive Plan, Mobility Plan & Multimodal Impact Fee

2021 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan and Multimodal Transportation Impact Fee

Walton County, FL: Mobility Plan & Mobility Fee

2019 to 2022

Subconsultant: travel demand modeling/forecasting of multiple scenarios, demographic estimates, and big data origin-destination analysis for Mobility Plan, micro-mobility program, mobility fee technical report and ordinance

City of Bradenton, FL: Mobility Plan & Mobility Fee

2018 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan, Mobility Fee, and micro-mobility program

City of Altamonte Springs, FL: Mobility Plan & Mobility Fee

2020 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan and Fee Update

Pinellas County, FL: Starkey Road (CR 1) Corridor Study

2023 to Present

Subconsultant: subarea model validation, travel demand modeling/forecasting

City of Cape Coral, FL: Cape Coral Multi Modal Transportation Master Plan

2022 to Present

Subconsultant: travel demand modeling/forecasting, scenario planning, analysis of travel patterns

Henry County, GA: I-75 Commercial Vehicle Lanes (CVL) Impact Study

2022 to Present

Subconsultant: external/truck model application development, travel demand modeling/forecasting

Nationwide: FHWA Traveler Behavior & Census Transportation Planning Products Technical & Administrative Support

2022 to Present

Subconsultant Project Manager: data tabulations and profiles, technical assistance on traveler behavior datasets, administrative support for the CTPP program to FHWA Planning, and producing a CTPP newsletter 3 times per year

Montgomery, AL: Montgomery 2022-2027 Transit Development Plan Update

2022 to Present

Subconsultant: Onboard transit survey sampling plan, training, and analysis, demographic assessment, public workshop presentations, transit development plan draft, final reports

St. Cloud, MN: St. Cloud Area Planning Organization Travel Demand Model Calibration/Validation/Update

2022 to 2023

Subconsultant Project Manager: review of household travel survey/analysis, travel demand model development, model calibration, model validation, demographic assessment, integrating big data

Montgomery-Prattville-Wetumpka, AL: Montgomery MPO 2045 Long-Range Transportation Plan

2020 to 2022

Subconsultant: travel demand model development/validation/forecasting, demographic assessment, integrating big data, recommending needed future transportation projects and evaluating project performance for prioritization

Fairhope-Daphne-Spanish Fort, AL: Eastern Shore MPO 2045 Long-Range Transportation Plan

2020 to 2022

Subconsultant: travel demand model development/validation/forecasting, socioeconomic data support, integrating big data, recommending needed future transportation projects and evaluating project performance for prioritization

Huntsville, AL: Huntsville MPO Regional Commuter Study

2019 to 2021

Consultant Project Manager: 12-county travel pattern analysis using big data and information provided by Redstone Arsenal, COVID-19 analysis of travel behavior, identification of future potential park-n-ride lot locations

Knowledge, Skills & Abilities

- Travel demand model development, validation, calibration, and forecasting
- Regional/MPO Long-range Transportation Plans
- Subarea Transportation Studies
- Travel behavior surveys, big data travel pattern analysis
- Freight studies and truck travel analysis
- Traffic Impact Analysis



MOBILITY COHORT



Lauren Rushing



Tel: +1 904 885 6378



E-mail: lauren@nueurbanconcepts.com



245 Riverside Ave, Suite 100
Jacksonville, FL
32202



www.nueurbanconcepts.com

Profile

Lauren is an urban planner with experience in land use and mobility. Holding a Bachelor's degree in Environmental Science and Policy and a Master's degree in Urban & Regional Planning her interests lie in the relationship between spatial development, mobility, and quality of life. Through her work developing impact and mobility fees, Lauren seeks to strengthen this relationship to positively impact in the communities she works in. For the past two years, Lauren has worked with NUE Urban Concepts to implement and update mobility plans and mobility fees and municipal impact fees for local governments throughout the state of Florida.

Lauren is proactive in her work and combines strategic and practical insights to reach a vision of livability.

Skills

Writing/Communications	● ● ● ● ● ●
Impact Fees	● ● ● ● ● ●
Bike/Ped Design	● ● ● ● ● ●
Transportation Planning	● ● ● ● ● ●
Land Use Planning	● ● ● ● ● ●
Data & GIS Analysis	● ● ● ● ● ●

LAUREN RUSHING

Project Manager / Principal Planner



Relevant Project Experience

City of Port St. Lucie 2045 Mobility Plan & Mobility Fee & Continuous Planning Services (2022-Present)

Update to the City's existing Mobility Plan & Mobility Fee, review and development of existing and new developer mobility fee credit agreements, administrative manual for assessing mobility fees, tasks regarding mobility fee implementation.

Okaloosa County 2045 Mobility Plan & Mobility Fee (2022-Present)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

City of Longwood 2045 Mobility Plan & Mobility Fee (2023 - Present)

Project management, land use, and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Village of Indiantown 2045 Mobility Plan & Mobility Fee (2022 - Present)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

City of Palm Beach Gardens 2045 Mobility Plan & Mobility Fee (2021-2022)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

City of Oviedo 2045 Mobility Plan & Mobility Fee (2022-Present)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Alachua County Impact & Mobility Fee Update (2023-Present)

Updates to park and recreation and fire rescue impact fees and its multimodal transportation mitigation system - an alternative to mobility fees.

City of Oviedo Impact Fee Update (2023-Present)

Updates to law, fire rescue, parks and recreation, and public buildings impact fees and mobility fees.

City of Palm Beach Gardens Impact Fee Update (2023-Present)

Updates to law, fire rescue, parks and recreation, and public buildings impact fees and mobility fees.

Lake Wales 2045 Mobility Plan & Multimodal Transportation Impact Fee (2021-2022)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Town of Lake Park 2045 Mobility Plan & Mobility Fee (2022-2023)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Education

Master of Science in Urban and Regional Planning

Florida State University (2013-2015)

Bachelor of Arts in Environmental Science and Policy

Florida State University (2009-2013)

Technical Skills

- ArcGIS /QGIS
- Adobe InDesign, Illustrator

Other Experience

- Board Member - American Planning Association (APA) First Coast Section (Present)
- Jacksonville Bicycle & Pedestrian Advisory Committee, Secretary (Present)
- Board Member - Young Professionals in Transportation NYC Metro Chapter (2021)
- Op-ed contributor to StreetsblogNYC



MOBILITY COHORT



Margarita Yerastova



Tel: +31 622 341194

E-mail: margarita@
therepublicofdesign.com



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West Palm Beach, FL
33401



www.therepublicofdesign.com

Profile

Margarita has over 14 years of experience in the transportation field, both in the private and public sectors. Margarita currently works as a mobility advisor and consultant providing services to urban planning firms, cycling organizations, and various cities and government agencies throughout North America and Europe. Her experience includes researching active mobility cross-national policy transfer and knowledge exchange with the University of Amsterdam's Urban Cycling Institute. Previously, she worked for the City of Delray Beach, Florida as their Bicycle Pedestrian Mobility Coordinator where she was the Program Manager for transportation projects in the City such as Complete Streets, bikeshare, Vision Zero, Bicycle Pedestrian Master Planning, and the ADA Implementation Study. She designed and secured over \$7m in grant funding for bicycle network infrastructure projects.

Margarita is a frequent and impassioned speaker on the roles that design and innovation play in shaping our social/spatial environments and how they can affect the future of accessibility and equity in our cities on a human scale.

Affiliations

Congress for New Urbanism
Institute of Transportation Engineers
American Planning Association
Strong Towns

MARGARITA YERASTOVA

Principal, The Republic of Design



Expertise

TRANSPORTATION
CORRIDOR PLANNING
URBAN DESIGN
MOBILITY STRATEGIES
MOBILITY INNOVATIONS
POLICY MAKING

RESEARCH
MARKETING
VISUAL DESIGN
BRANDING
MULTIMEDIA
PHOTOGRAPHY

Technical Skills

- Adobe: InDesign, Illustrator, Photoshop, Lightroom
- ArcGIS
- CAD

Marketing & Multimedia

Professional design services, research, and writing for public and private entities, and professional organizations.

Education

Master of Science in Urban and Regional Planning

University of Amsterdam (2018)

Bachelor of Fine Arts in Graphic Design

University of Florida (2008)

Project Experience

TOWN PLANNING

Town Center at Abacoa, Jupiter Florida

LEED ND GOLD CERTIFICATION PLANNING

Northwest Gardens, Fort Lauderdale, FL

BICYCLE & MOBILITY NETWORK PLANNING

Leningrad Region, RUS
City of Amsterdam, NL
City of Nijmegen, NL
Monterrey Metro Region, MX
Walton County, FL
City of Oviedo, FL
City of Delray Beach, FL

City of Bradenton, FL
City of St. Augustine, FL
City of DeBary, FL
City of West Palm Beach, FL
City of Palm Beach Gardens, FL
City of Port St. Lucie, FL
City of Lake Wales, FL

MOBILITY PLANS & FEES

City of Lake Wales, FL
City of Boynton Beach, FL
City of West Palm Beach, FL
City of Bradenton, FL
Sarasota County, FL
Walton County, FL
Okaloosa County, FL
City of Longwood, FL
City of DeBary, FL

City of Maitland, FL
City of Port. St. Lucie, FL
City of St. Augustine, FL
City of Oviedo, FL
City of St. Cloud, FL
Town of Lake Park, FL
Village of Indiantown, FL
City of Altamonte Springs, FL
City of Palm Beach Gardens, FL



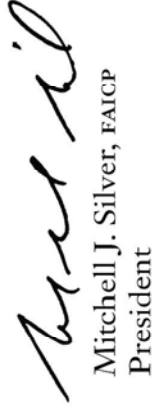
This certificate hereby qualifies

Jonathan Paul

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 017909


Joel Albizo, FASAE, CFP®
Chief Executive Director


Mitchell J. Silver, FAICP
President



**American Institute
of Certified Planners**

Creating Great Communities for All

Verify: <https://www.credly.com/go/QTM8eTx0>



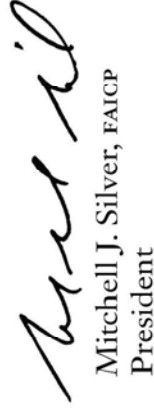
This certificate hereby qualifies

Robert Schiffer

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 005999


Joel Albizo, FASAE, CFP®
Chief Executive Director


Mitchell J. Silver, FAICP
President



**American Institute
of Certified Planners**

Creating Great Communities for All

Verify: <https://www.credly.com/go/6RUvYNZY>



Ron DeSantis, Governor

Melanie S. Griffin, Secretary



STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

DANG, KHANH UYEN T.

250 ROYAL COURT
DELRAY BEACH FL 33444

LICENSE NUMBER: PE73944

EXPIRATION DATE: FEBRUARY 28, 2025

Always verify licenses online at MyFloridaLicense.com



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Florida Unified Certification Program

Disadvantaged Business Enterprise (DBE) Certificate of Eligibility

DDEC LLC

**MEETS THE REQUIREMENTS OF 49 CFR, PART 26
APPROVED NAICS CODES:**

541330, 541340

Dwayne Moore

*DBE & Small Business Development Manager
Florida Department of Transportation*



State of Florida

Department of State

I certify from the records of this office that NUE URBAN CONCEPTS, LLC is a limited liability company organized under the laws of the State of Florida, filed on October 27, 2011, effective October 27, 2011.

The document number of this limited liability company is L11000122813.

I further certify that said limited liability company has paid all fees due this office through December 31, 2023, that its most recent annual report was filed on February 1, 2023, and that its status is active.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the First day of February, 2023*




Secretary of State

Tracking Number: 3840041751CC

To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>

Price Proposal



CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

PRICING COST PROPOSAL

The Mobility Cohort has developed the following pricing proposal based on the projected number of hours and cost for each Cohort member consistent with cost associated with similar services provided to other local governments in Florida:

Hourly Rates	JP	UD	RS	LR	MY	TOTAL
	\$225	\$235	\$200	\$150	\$125	
Task 1: Data Collection & Document Review						
Hours	50	20	10	50	10	140
Cost	\$11,250	\$4,700	\$2,000	\$7,500	\$1,250	\$26,700
Task 2: Analysis of Transportation Needs & Funding Strategies						
Hours	90	90	30	100	50	360
Cost	\$20,250	\$21,150	\$6,000	\$15,000	\$6,250	\$68,650
Task 3: Development of Updated Zones & Fee Schedules						
Hours	120	30	25	100	30	305
Cost	\$27,000	\$7,050	\$5,000	\$15,000	\$3,750	\$57,800
Task 4: Final Report & Documentation of Methods						
Hours	120	30	10	50	65	275
Cost	\$27,000	\$7,050	\$2,000	\$7,500	\$8,125	\$51,675
Task 5: Stakeholder Meetings						
Hours	30	10	0	20	0	60
Cost	\$6,750	\$2,350	\$0	\$3,000	\$	\$12,100
Task 6: Revisions to Land Development Code and Comprehensive Plan						
Hours	120	20	0	100	25	265
Cost	\$27,000	\$4,700	\$0	\$15,000	\$3,125	\$49,825
Task 7: Public Hearings & Drafting of Ordinance(s)						
Hours	100	20	0	40	0	160
Cost	\$22,500	\$4,700	\$0	\$6,000	\$0	\$33,200
Total Cost (All Task)						
Hours	630	220	75	460	180	1,565
Cost	\$119,250	\$47,000	\$15,000	\$63,000	\$22,500	\$299,950
JP	Jonathan B. Paul, AICP - Project Manager (NUE Urban Concepts, LLC)					
UD	Uyen Dang, PE - Co-Deputy Project Manager (DDEC, LLC)					
RS	Robert Schiffer, AICP - Travel Demand Modeling (Future Plan Consulting, LLC)					
LR	Lauren Rushing – Senior Planner, Project Coordinator & GIS Lead (NUE Urban Concepts, LLC)					
MY	Margarita Yerastova – Planner & Graphic Designer (The Republic of Design)					

Forms



BIDDER VERIFICATION FORM

LOCAL PREFERENCE (Check one)

Local Preference requested: YES NO

A copy of your City of Gainesville, Florida **Business Tax Receipt** must be included in your submission if you are requesting Local Preference.

QUALIFIED SMALL BUSINESS AND/OR SERVICE DISABLED VETERAN BUSINESS STATUS (Check one)

Is your business qualified, in accordance with the City of Gainesville's Small Business Procurement Program, as a local Small Business? YES NO

Is your business qualified, in accordance with the City of Gainesville's Small Business Procurement Program, as a local Service-Disabled Veteran Business? YES NO

REGISTERED TO DO BUSINESS IN THE STATE OF FLORIDA

Is Bidder registered with Florida Department of State's, Division of Corporations, to do business in the State of Florida?

YES NO (refer to Part 1, 1.6, last paragraph)

If the answer is "YES", provide a copy of SunBiz registration or SunBiz Document Number (# **L11000122813**)

If the answer is "NO", please state reason why: _____

NUE Urban Concepts, LLC

Bidder's Name

Jonathan B. Paul, AICP, Principal

Printed Name/Title of Authorized Representative

Jonathan B. Paul

Signature of Authorized Representative

\ **07/31/2023**
Date

DRUG-FREE WORKPLACE FORM

The undersigned bidder in accordance with Florida Statute 287.087 hereby certifies that

NUE Urban Concepts, LLC

does:

(Name of Bidder)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for the drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this bidder complies fully with the above requirements.


Bidder's Signature

07/31/2023
Date

In the event of a tie bid, bidders with a Drug Free Workplace Program will be given preference. To be considered for the preference, this document must be completed and uploaded to DemandStar.com with your Submittal.

REFERENCE FORM

Name of Bidder: **NUE Urban Concepts, LLC**

Provide information for three references of similar scope performed within the past three (3) years. You may include photos or other pertinent information.

#1 Year(s) services provided (i.e. 1/2015 to 12/2018): **01/2016 to Present**

Company Name: **City of Palm Beach Gardens**
Address: **10500 N. Military Trail**
City, State Zip: **Palm Beach Gardens, FL 33410**
Contact Name: **Natalie Crowley, AICP, Director Planning & Zoning Department**
Phone Number: **571-799-4243** Fax Number: _____
Email Address (if available): **NCrowley@pbgfl.com**

#2 Year(s) services provided (i.e. 1/2015 to 12/2018): **08/2019 to Present**

Company Name: **City of St. Augustine**
Address: **75 King Street**
City, State Zip: **St. Augustine, FL 32084**
Contact Name: **Reuben C. Franklin Jr, P.E., Assistant City Manager**
Phone Number: **904-209-279** Fax Number: _____
Email Address (if available): **rfranklin@citystaug.com**

#3 Year(s) services provided (i.e. 1/2015 to 12/2018): **02/2021 to Present**

Company Name: **City of Port St. Lucie**
Address: **121 SW Port St. Lucie Blvd**
City, State Zip: **Port St. Lucie, FL 34984**
Contact Name: **Teresa Lamar-Sarno, AICP, Deputy City Manager**
Phone Number: **727-873-6379** Fax Number: _____
Email Address (if available): **tsarno@cityofpsl.com**

Request for Taxpayer Identification Number and Certification

**Give Form to the
requester. Do not
send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

Print or type. See Specific Instructions on page 3.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. Jonathan B. Paul	
	2 Business name/disregarded entity name, if different from above NUE Urban Concepts, LLC	
	3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes. <input checked="" type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) ▶ _____	
	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <small>(Applies to accounts maintained outside the U.S.)</small>	
	5 Address (number, street, and apt. or suite no.) See instructions. 2000 PGA Blvd, Suite 4440	Requester's name and address (optional) City of Gainesville 200 E. University Avenue Gainesville, FL 32601
	6 City, state, and ZIP code Palm Beach Gardens, FL 33408	
	7 List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									
or									
Employer identification number									
4	5	-	3	6	8	7	2	5	5

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ▶ <i>Jonathan B. Paul</i>	Date ▶ 07/31/2023
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

Contact: Jonathan B. Paul, AICP | Principal
747 SW 2nd Ave, Suite 190
Gainesville, FL 32601

P 833-NUC-8484
E nueurbanconcepts@gmail.com

www.nueurbanconcepts.com
www.mobilitycohort.com



Exhibit B to CoLC/NUC Contract BID COVER

City of
Gainesville

Procurement Division
(352) 334-5021(main)

Issue Date: June 28, 2023

REQUEST FOR PROPOSAL: #MOBX-230063-DS Mobility Plan

PRE-PROPOSAL MEETING: Non-Mandatory Mandatory N/A Includes Site Visit
DATE: TIME:
LOCATION:

QUESTION SUBMITTAL DUE DATE: **July 16, 2023**

All meetings and submittal deadlines are Eastern Time (ET).

DUE DATE FOR UPLOADING PROPOSAL: July 31, 2023, 3:00pm

SUMMARY OF SCOPE OF WORK:

Development of a mobility plan and associated fee system to replace existing Transportation Mobility Program, including analysis of transportation needs, delineation of new mobility fee zones, establishment of fee structure and fee methodology, and any associated amendments to Comprehensive Plan and Land Development Code.

For questions relating to this solicitation, contact: [Daphyne Sesco, Procurement Specialist 3, sescoda@gainesvillefl.gov](mailto:sescoda@gainesvillefl.gov)

Bidder is not in arrears to City upon any debt, fee, tax or contract: Bidder is NOT in arrears Bidder IS in arrears
Bidder is not a defaulter, as surety or otherwise, upon any obligation to City: Bidder is NOT in default Bidder IS in default

Bidders who receive this bid from sources other than City of Gainesville Procurement Division or DemandStar.com MUST contact the Procurement Division prior to the due date to ensure any addenda are received in order to submit a responsible and responsive offer. Uploading an incomplete document may deem the offer non-responsive, causing rejection.

ADDENDA ACKNOWLEDGMENT: Prior to submitting my offer, I have verified that all addenda issued to date are considered as part of my offer: Addenda received (list all) # 0

Legal Name of Bidder: **NUE Urban Concepts, LLC**

DBA: **NUE Urban Concepts, LLC**

Authorized Representative Name/Title: **Jonathan B. Paul, AICP, Principal**

E-mail Address: **nueurbanconcepts@gmail.com** FEIN: **45-3687255**

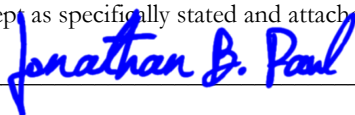
Street Address: **747 SW 2nd Ave, Suite 190, Gainesville, FL 32601**

Mailing Address (if different): **2000 PGA Blvd, Suite 4440, Palm Beach Gardens, FL 33408**

Telephone: (**833**) **682-8484** Fax: (_____) **N/A**

By signing this form, I acknowledge I have read and understand, and my business complies with all General Conditions and requirements set forth herein; and,

- Proposal is in full compliance with the Specifications.
 Proposal is in full compliance with the Specifications except as specifically stated and attached hereto.

SIGNATURE OF AUTHORIZED REPRESENTATIVE: 

SIGNER'S PRINTED NAME: **Jonathan B. Paul** DATE: **07/31/2023**

This page must be completed and uploaded to DemandStar.com with your Submittal.

**CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN**

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Supplemental Documents:

City of Port St Lucie 2045 Mobility Plan & Mobility Fee Executive Summary

City of St. Augustine Mobility Plan & Mobility Fee Technical Report Executive Summary

Statement of Qualifications



July 31st, 2023

Daphyne Sesco
Procurement Specialist 3
City of Gainesville
Procurement Division

Re: RFP #MOBX-230063-DS Mobility Plan

NUE Urban Concepts, LLC is pleased to present our team's Statement of Qualifications to develop a Multimodal Mobility System that serves as a natural progression and replacement of the City's existing Transportation Mobility Program. Our team, collectively known as the Mobility Cohort, has successfully assisted local governments throughout Florida with development of award-winning mobility plans and fee systems.

The Mobility Cohort has a proven track record for delivering plans and fee systems and has the necessary qualifications to: (1) develop a mobility plan that addresses existing and future mobility needs; (2) create a fee system based on a proven methodology that includes updated mobility zones and a structure that allows future development to equitably mitigate its transportation impact as required by the dual rational nexus and rough proportionality test; and (3) prepare necessary amendments to the City's Comprehensive Plan and Land Development Code.

The Mobility Cohort features two (2) certified planners and a licensed professional engineer and brings over 100 years of mobility plan and mobility fee, land use, transportation and complete streets, parking, public outreach, urban design, impact fee, transportation mitigation, and engineering experience to the City of Gainesville. Mobility Cohort members have recently developed adopted mobility plans and fee systems for the Cities of Lake Wales, Port St. Lucie, and St. Augustine, along with the Town of Lake Park. The Mobility Cohort are currently finalizing mobility plans and alternative fee systems for Alachua, Okaloosa, and Walton Counties, the Cities of Boynton Beach, Longwood, Oviedo, Palm Beach Gardens, and the Village of Indiantown.

The Mobility Cohort consist of four small consulting firms who have worked together for multiple years developing mobility plans and mobility fee systems. NUE Urban Concepts (NUC) will lead development of the Multimodal Mobility System and will be supported by a group of professional planners and engineers with complementary skills and expertise that includes: (1) DDEC, LLC; (2) Future Plan Consulting, LLC (FPC); and (3) The Republic of Design (ROD).

The Mobility Cohort lead and project manager will be Jonathan B. Paul, AICP, the Principal of NUC. Uyen Dang, P.E. the President of DDEC, LLC will assist with innovative mobility designs, engineering, and cost estimates. Robert Schiffer, AICP, the President of FPC, will lead travel demand modeling. Lauren Rushing, with NUC, will serve as project coordinator and principal planner. Margarita Yerastova, President of ROD, will lead graphic design.

NUE Urban Concepts was established in 2011 and has been serving clients throughout Florida for the past 12 years. Jonathan Paul, AICP has 25 years of private, public, and university sector experience. This experience includes land use and transportation planning, traffic impact studies, dynamic parking management, and the administration, development, implementation, and update of impact fees, mobility fees, transportation concurrency, and alternative concurrency systems. This experience includes serving as Alachua County's Concurrency and Impact fee Manager, the CDD Chairman and Lead Planner for Celebration Pointe, and conducting numerous traffic impact analysis for private developments in Gainesville and Alachua County.

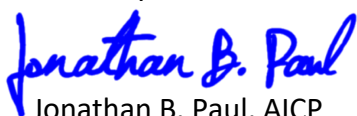
To avoid any potential conflicts of interest, over two (2) years ago NUE Urban Concepts elected to stop serving as CDD Chairman and Lead Planner for Celebration Pointe and no longer provide planning services or conducted traffic impact analysis for private developments in Gainesville, Alachua County, or any municipality within the County. The Mobility Cohort has been working with Alachua County staff over the past year to update its Fire and Park Impact Fees and to update its Mobility Plan and transition its Multimodal Transportation Mitigation (MMTM) Program to a Mobility Fee system.

Mr. Paul, in conjunction with Dr. James C. Nicholas, developed the first Mobility Plan and Mobility Fee in Florida for Alachua County in 2010 and 2011, which became a pilot study to serve as a statewide model and established an approach and methodology to calculating mobility fees that has been refined over the last decade. Dr. Nicholas, considered to be one of the founding fathers of impact fees, has served as a mentor to Mr. Paul. Jonathan had the pleasure to collaborate with Dr. Nicholas and Dr. Chris Nelson, another founding father of impact fees, by writing the **Mobility Fee Chapter**, based on a mobility plan, for their recently published (2023) book: **"Proportionate Share Impact Fees and Development Mitigation."**

Due to a track record of delivering mobility plan and mobility fees, the Mobility Cohort is assisting a number of its local government clients with follow on sub area and corridor studies, downtown parking master plans, amendments to their Comprehensive Plan and Land Development Regulations and update of park, fire, police, and public building impact fees. The Cohort has also updated prior plan and fee studies for Altamonte Springs and Sarasota County and will shortly be starting an update of the City of DeBary Mobility Plan and Mobility Fee system.

The project manager, Jonathan B. Paul, AICP can be reached at the following: (352) 363-0614 (c), 833-682-8484 (o), or email at nueurbanconcepts@gmail.com. The principal office that will serve the City of Gainesville is located at 747 SW 2nd Ave, Suite 190, Gainesville, FL 32601. The Mobility Cohort has the experience and expertise to deliver a high-quality mobility plan and associated fee system to the City of Gainesville. Thank you for considering the Mobility Cohort.

Sincerely,



Jonathan B. Paul, AICP

Principal, NUE Urban Concepts, LLC

Technical Proposal



CITY OF GAINESVILLE
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MOBILITY PLAN

TECHNICAL PROPOSAL

PROJECT APPROACH

The Mobility Cohort’s mission is to improve the quality of life in cities by planning and designing urban environments that serve people, not just cars. To achieve this, our work focuses on providing engaging public spaces, facilitating safe and convenient mobility and access to jobs and daily needs, and removing barriers to opportunities and affordability that have been created by traditional land development practices. Our approach is guided by four pillars:



Data

We take a data-driven approach to deconstructing complex planning and mobility issues, analyzing traffic and travel patterns, and telling the story of the communities we work in. We use data to help facilitate informed decision-making with our clients and to inform project recommendations.



Visualization

A picture is worth a thousand words and sometimes a story is best told through creative visualizations. We take our data analysis one step further by developing high quality visualizations that communicate our analyses, innovative concepts, and recommendations in an easy-to-understand way.



Engagement

In all of our projects, we strive to facilitate communication, coordination, and collaboration between our clients and relevant public agencies, private businesses, developers, and local residents that result in comprehensive, strategic decision making and project implementation.



Innovation

The Mobility Cohort dedicates 10% of its time to innovation – whether that’s continuing our education, staying up to date with the latest planning trends and issues, or developing innovative concepts to implement in our work, the Mobility Cohort is dedicated to being an innovative leader in the field of urban planning and mobility.

The goal of the Mobility Cohort is to provide the City of Gainesville with the knowledge, skills, and expertise needed to develop a holistic mobility plan that addresses current and future mobility needs based on existing and future travel demand. The Mobility Plans developed by the Mobility Cohort are not just a reference to projects that are already identified in a Long Range Transportation Plan (LRTP).

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MOBILITY PLAN

Our mobility plans draw from Plans and Studies conducted for the community and identify improvements, programs, and services to fill in gaps in the multimodal network not addressed by these Plans and Studies. The mobility plans developed by the Mobility Cohort also evaluate where future growth, through new development, infill and redevelopment, is projected to occur and what multimodal projects are needed to meet future travel demands from that growth as required by Florida Statute.

The forward-looking mobility plan to be developed by the Mobility Cohort can be used as the City's vision for mobility to guide the next update of the Gainesville and Alachua County LRTP. The prior LRTP, for various stated reasons by the Metropolitan Transportation Planning Organization (MTPo), used descriptions and language for projects that strayed far from long held visions of both the City and the County to emphasize multimodal mobility through an interconnected network of streets, bike and multimodal lanes, sidewalks, paths, trails, and transit service. The mobility plan will enable the City to present a community vetted plan of its vision for mobility over the next 20 plus years.

The Mobility Cohort has always advocated for the development of comprehensive mobility plans to serve as the basis for developing and updating fee systems, as required by Florida Statute. There are consulting firms that have developed road, transportation or multimodal impact fees that are consumption or standard based, with passing references to LRTPs. Other consultants may have developed transportation plans, master plans, or LRTPs. Few consultants, other than the members of the Mobility Cohort, have developed mobility fees, multimodal impact fees, and alternative fee systems that are based on the multimodal projects included in mobility plans developed by the consultant.

The Mobility Cohort has worked with numerous communities, both large, small, and everywhere in between, to develop mobility plans and fee systems that are specific to the needs and desires of the community. Our team does not employ a cookie cutter approach of developing fee systems that are barely distinguishable between local governments, other than the names on the fee study.

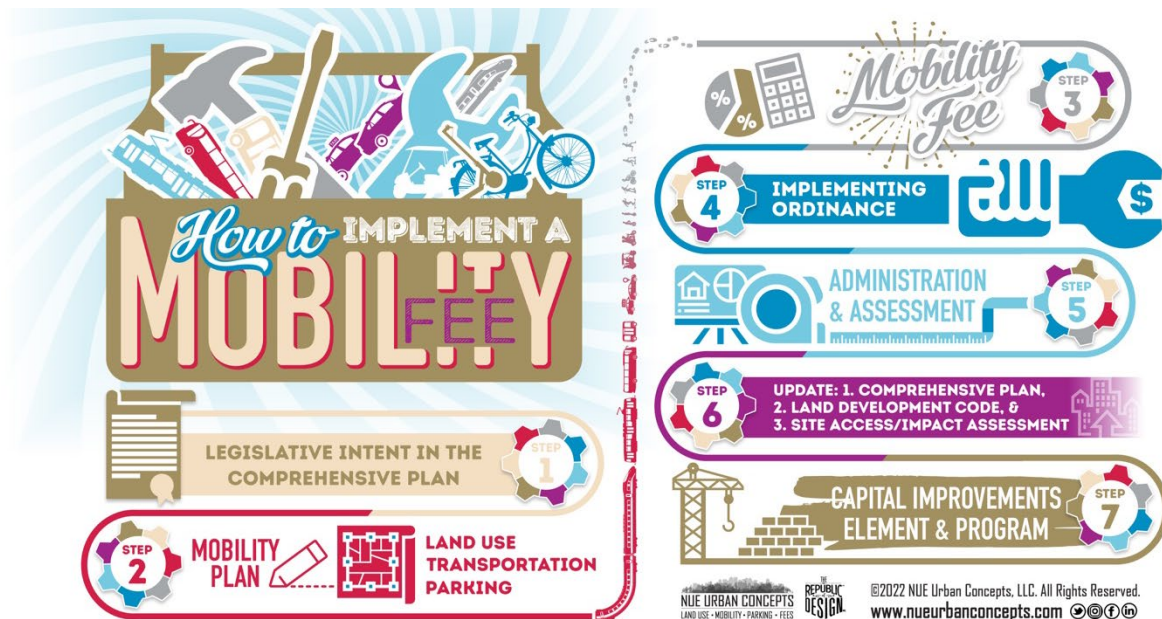
Due to Florida Statute requirements that new or increased fees provide a minimum of 90 days before becoming effective and Florida Department of Economic Opportunity (DEO) time frames for review of large-scale amendments to Comprehensive Plans, the Mobility Cohort has typically encouraged a two phased approach to Comprehensive Plan Amendments.

The first phase is a smaller scale amendment to establish legislative intent in the Comprehensive Plan to adopt a mobility plan and fee system and indicate that the transition to the new system would occur per the time frames established in the implementing ordinance. The second phase would remove conflicting and legacy goals, objectives, and policies to ensure internal consistency with statutory requirements and to fully integrate the mobility plan and fee system.

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Drawing from extensive experience, given how integrated the Transportation Mobility Program is within the City’s Comprehensive Plan and the existing interconnections between site access, mobility performance measures, and off-site mitigation, the amendments to the Comprehensive Plan and Land Development Code may end up being a more iterative process and deviate some from the RFQ sequence of task. The Mobility Cohort has the experience and expertise to guide the City through the process of transitioning systems and ultimately arriving at the desired end goal of a functional and updated mitigation system that meets legal and statutory requirements.

The Mobility Cohort has identified the following seven major components to developing a statutorily sound and legally defensible mobility funding system (example from St. Augustine Mobility Plan and Fee):



The Mobility Cohort’s approach starts with holding a kick-off meeting with City staff to provide an overview of mobility plans, alternative fee systems, statutory requirements, and to share past experiences. The Cohort has found that the overview has been a useful tool to facilitate discussions between our team members and City Staff. The kick-off meeting will also be an opportunity to refine the project schedule, discuss deliverables, and to discuss the potential for outside factors that may influence the update, such as elections, upcoming legislative schedule, and major developments.

The kick-off meeting also provides our team with the ability to clearly define the types of data, information, and plans that we need from the City. Following the kick-off meeting, our team will prepare a data collection request and schedule a virtual meeting, if necessary, to address any questions related to the data request. Updates to the project schedule and deliverables, if necessary, will be prepared and delivered to the City following the kick-off meeting and review of the requested data and information.

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

PROJECT UNDERSTANDING

This proposal is a response to the City of Gainesville’s bid to hire an experienced and qualified firm to develop a mobility plan and associated fee system to replace its existing Transportation Mobility Program. Tasks also include an analysis of transportation needs, delineation of new mobility fee zones, establishment of a fee structure and fee methodology, and any associated amendments to the Comprehensive Plan and Land Development Code.

Recent amendments to Florida Statute 163.31801 have established and codified case law for the development and update of impact fees and alternative fee systems. Beyond requiring that fees be based on the most recent and localized data, the amendments to the “Impact Fee Act” require that fees be based on a plan of capital improvements, that there be a clear nexus between the impact of new development and the need for capital improvements, and demonstration that a benefit is provided to the entities that pay the fee.

The Mobility Plan serves as the basis for the establishment of an alternative fee system that replaces transportation concurrency. An alternative fee allows new development and redevelopment to mitigate its impact to the transportation system through payment of a one-time fee. Alternative fee systems are a principal means for local governments to specifically levy a one-time assessment on new development and redevelopment, that results in an increase in travel demand above the existing use of land, to fund multimodal projects identified in a mobility plan.

An effective Mobility Plan provides a blueprint for that vision that identifies multimodal projects that connect neighborhoods with important destinations. Protected bike lanes, multimodal flex lanes, multi-use trails, shared-use paths, sidewalks, dedicated transit lanes, transit facilities, transit service, mobility hubs, roundabouts, intersection improvements, and new and wider roads are all examples of multimodal projects that may be identified in a mobility plan. The Mobility Cohort has successfully integrated transit service, both surface and water, along with autonomous transit shuttles, bike and car share programs, micromobility services such as e-bikes and e-scooters, dynamic parking management strategies, and neighborhood traffic calming programs into mobility plans.

The following are the major tasks that the Mobility Cohort will undertake to develop a mobility plan and fee system, along with amendments to the Comprehensive Plan, Land Development Code and community engagement and outreach:

- Task 1: Data Collection & Document Review**
- Task 2: Analysis of Transportation Needs and Funding Strategies**
- Task 3: Development of Updated Zones and Fee Schedules**
- Task 4: Final Report and Documentation of Methods**
- Task 5: Stakeholder meetings**
- Task 6: Revisions to the Land Development Code and Comprehensive Plan**
- Task 7: Public Hearing and Draft Ordinance(s)**

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The following are the 18 steps that the Mobility Cohort will undertake to complete Task 1 thru Task 7 identified above and further detailed in RFP #MOBX-230063-DS. The Mobility Cohort has successfully undertaken these steps to develop community specific mobility plan and fee systems for local governments across Florida (example from Port St. Lucie Mobility Plan and Fee):



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MOBILITY PLAN

SCOPE OF SERVICES

Task 1: Data Collection & Document Review

The Mobility Cohort will review the documents included under Task 1 for RFP #MOBX-230063-DS. In addition, our team will review the data requested as detailed under project approach. Gaps in data will be filled, to the maximum extent feasible, utilizing data collected by Alachua County and FDOT. Missing data critical to the development of a legally defensible mobility plan and fee system will be discussed with the City and appropriate solutions will be developed.

Task 2: Analysis of Transportation Needs and Funding Strategies

The Mobility Cohort will draft an initial mobility plan after completion of data collection, a review of pertinent documents, and discussions with City staff on specific needs and desires for multimodal projects (transit needs are included under multimodal projects). This process begins with compiling a list of programmed City transportation projects to ensure the team has a full understanding of what projects will be implemented in the future. The next step is to compile a list of the future proposed projects from the documents review in Task 1. The list of future proposed projects will serve as the basis for the Mobility Plan projects list. To inform Mobility Plan recommendations, our team will perform an analysis of mode shares, to the extent such information is readily available from data sources, throughout different areas of the City and develop GIS maps of existing transportation infrastructure (i.e., sidewalks, bicycle lanes, roads, transit, trails, etc.), key points of interest, planned and proposed infrastructure projects, and the mobility plan study network.

If the City so chooses, the Mobility Cohort will also develop city-wide Multimodal Quality of Service (QOS) Standards which will be evaluated and aid in identifying multimodal improvements in the Mobility Plan. Florida Statute 163.3180 (5)(f)(5) identifies the option to establish multimodal quality of service (QOS) standards as part of a mobility plan and associated funding systems. Some local governments have chosen to completely replace traditional roadway LOS standards with Street and Multimodal QOS Standards. Multimodal QOS standards are based on the types of facilities for people walking, bicycling, using micromobility, and riding microtransit included in the Mobility Plan. Street quality of service (QOS) standards, based on posted speed limits, can be used in conjunction with areawide roadway LOS standards as a planning tool used for innovative street design.

The team's work up to this point will then be agglomerated to draft a Mobility Plan. Once the data collected in Task 1 has been mapped and analyzed, this analysis will be used, in conjunction with guidance and feedback from City staff and stakeholders, to identify additional transportation needs and make recommendations for infrastructure, policies, and programs that will create and facilitate a connected, integrated multimodal transportation system that improves mobility and quality of life in the City of Gainesville. The Mobility Plan will include maps of the of the recommended improvements and tabular data describing the multimodal improvements, planning level cost estimates, the timeline in which projects should be integrated into the Gainesville Capital Improvements Plan, and potential existing and future funding sources.

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Task 3: Development of Updated Zones and Fee Schedules

The Mobility Cohort will evaluate potential changes to existing TMPA zone boundaries. The Cohort recommends that the City consider renaming the TMPA zone boundaries to corresponding assessment areas. Since the mobility plan will serve as the basis for development of a fee assessed on new development, the use of the term assessment area is more appropriate and would provide for a clearer transition from the existing TMPA system.

The new assessment areas would be accompanied by a new fee assessment schedule that varies for different land uses based on projected impact of the land use. The methodology to develop the fee would be detailed in a Technical Report. The Technical Report would document how the fee meets the dual rational nexus and rough proportionately tests established in case law and through Florida Statutes.

The fee would vary by assessment area based on projected travel within the assessment area, and the need for multimodal projects (which include transit needs) and the cost of those projects within each assessment area. The Mobility Cohort has developed fee schedules that include a uniform fee across an entire City or County and has developed fee schedules that feature six different assessment areas. Ultimately the number of assessment areas and the difference in fees will depend on travel characteristics, future growth and the need for multimodal projects and the UF Context Area (transit) fee.

Task 4: Final Report and Documentation of Methods

The culmination of the above tasks is a City of Gainesville Mobility Plan and a City of Gainesville Fee Technical Report. The Technical Report will outline assessment area boundaries, fee schedules, including data collection, the fee methodology, and the establishment of benefit districts to ensure that fees paid by new development are expended on multimodal projects that provide a benefit to the new development. The mobility plan and fee technical report will include necessary elements to ensure consistency with case law and Florida Statute.

Task 5: Stakeholder meetings

The Mobility Cohort will coordinate early on with City staff to identify key stakeholders to be actively involved in development of the Mobility Plan and associated fee system. Where appropriate, our team makes extensive use of visualizations in outreach efforts and to educate community stakeholders and the public. The Cohort also believes in being transparency and prepares simple to read overviews to explain the project process.

Our team has extensive community engagement experience with many different communities and a wide range of stakeholders. The Cohort team will work closely with the City's community engagement and communications staff to develop an action plan that will chart the course for our engagement in support of the Mobility Plan and associated fee system. The Cohort will conduct three (3) public/stakeholder meetings (virtual or in-person) prior to the required public hearings.

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Task 6: Revisions to the Land Development Code and Comprehensive Plan

The adoption of a Mobility Plan and associated fee system will require amendments to the Land Development Code and Comprehensive Plan to address internal consistency. As was described under project approach, there may be a need for an iterative approach to preparing amendments to the Comprehensive Plan and Land Development Code. The Mobility Plan may also include recommendations for service quality of standards and other mobility related policies that will need to be included in the Comprehensive Plan. The Mobility Cohort will develop recommended amendments to the Land Development Code and Comprehensive Plan. The City would prepare Staff Reports with assistance from the Mobility Cohort and process the amendments through the City's agenda process and DEO.

Task 7: Public Hearing and Draft Ordinance(s)

The Mobility Cohort will coordinate with the City Attorney's office to draft an ordinance for adoption of the Mobility Plan and associated fee system. One or more members of the Mobility Cohort will attend and present the Mobility Plan and associated fee system at two (2) City Plan Board hearings and two (2) City Commission meetings. Attendance at two (2) additional hearings will be provided as needed.

Final Deliverables

1. Backup information (GIS analysis, cost estimations) and presentations and other documents produced for public meetings or hearings.
2. GIS layers and other files created as part of analysis
3. Mobility Plan, including maps of programmed and needed transportation facilities, summary of background analysis, and technical report outlining the final schedule of fees and basis.
4. Templates to be utilized for annual fee updates

Additional Task Considerations Not Covered in the Scope

Following the successful completion of this RFP, the Mobility Cohort may be retained for additional professional services for implementation of the associated fee. These tasks would be addressed as either a separate Scope of Service or Scope of Service addendum.

BUILDING PERMIT INTEGRATION: The City's permit system may need to be updated to allow for the collection of a fee that differs from the current TMPA program. Some permit systems are relatively simple and can be accommodated through simple look up tables and excel spreadsheets. Other permit systems are propriety and require coordination with third party vendors to initiate updates. Permit clerks may need to be trained and a process established for quality control checks. The building permit department is the front-line interaction with the development community. There is oftentimes further outreach done with the development community and builders during the implementation stage. Florida Statute requires a minimum of 90 days between the adoption of a fee implementing ordinance and collection of the fee.

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FINANCE COORDINATION: Florida Statute requires that fees be maintained in separate funding accounts to allow for annual auditing. In addition, there are legal requirements regarding the collection and expenditure of fee funds and the ability to audit said expenditures. Coordination is required with Finance and Accounting and Budgeting Departments to ensure fund accounts are consistent with the adopted ordinance and Statutory requirements.

ADMINISTRATIVE SERVICE CHARGES: To relieve impact to the general fund, local governments frequently develop administrative service charges and fees to administer and implement the fee. Florida Statute requires service charges not exceed the cost to fully administer a fee. The Mobility Cohort can prepare a report documenting the cost to administer and implement a fee system.

ADMINISTRATIVE MANUAL: There are many day-to-day administrative items that arise in the assessment and collection of fees. Some local governments have developed an administrative manual to address these issues. The manual often includes forms, review of fees for special requests related to credit, determinations, and offsets. The manual also provides consistency in implementation to address changes in Staff administering the ordinance and provides back-up to permit clerks and interim administrators should the individual(s) tasked with implementing the fee not be available. Florida Statute has placed the burden on local governments to defend not only its fee but also its administration.

MULTIMODAL INVENTORY AND QUALITY OF SERVICE ANALYSIS: The Mobility Cohort will prepare a multimodal Inventory of all collector and arterial roads in the City and conduct an existing Multimodal Quality of Service Analysis. The inventory will consist of a database including multimodal facility type, lengths, type of separation from vehicle traffic, and would assign an existing Multimodal QOS to on-street and off-street multimodal facilities. The establishment of a baseline QOS can be used as a benchmark to measure performance over time.

SITE ACCESS ASSESSMENTS / MOBILITY IMPACT ANALYSIS REQUIREMENTS: The City may wish to consider developing site related analysis requirements. These requirements address site related turn lanes, traffic control devices, trip generation, driveway design, access management, on-site and off-site multimodal improvements, internal circulation, and parking. While these requirements can be included in Land Development Code, they are also provided as separate stand-alone requirements.

PARKING & CURBSIDE MANAGEMENT STRATEGIES: The consultant will evaluate existing parking standards, design requirements, and curbside management policies. Parking and curbside management strategies to include shared parking, parking reductions for multimodal offsets, payment in lieu-of parking, dynamic pricing, time of day restrictions, and mobility hubs that create a park once environment will be evaluated. Recommendations for revisions to parking and curbside standards and design requirements will be prepared for inclusion in the Land Development Code.

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MOBILITY COHORT TEAM

The Mobility Cohort brings over 100 years of mobility plan, mobility fee and alternative transportation funding system, transportation mitigation, and planning experience to provide the City of Gainesville with professional services for developing a mobility plan and associated fee system, consistent with Florida Statute. Our team has helped numerous communities throughout Florida develop, adopt and update mobility plans, mobility fees, and alternative transportation funding systems and is currently working with Alachua, Okaloosa, and Walton Counties, the Cities of Boynton Beach, Longwood, Oviedo, Palm Beach Gardens, and the Village of Indiantown.

The Cohort is also working with the Cities of Altamonte Springs and Port St. Lucie to update their Comprehensive Plans and Land Development Regulations to integrate their adopted Mobility Plans and Mobility Fees. The Mobility Cohort members have developed mobility plans and fee systems for the Cities of Altamonte Springs, Bradenton, Lake Wales, Port St. Lucie, and St. Augustine, Sarasota County, the Town of Lake Park, and the Village of Wellington in the last few years.

The Mobility Cohort has real-world experience and expertise assessing, developing, expending, and updating fee systems for local governments. The Mobility Cohort members have successfully developed more combined mobility plans and fees than any other firm in Florida. The following are the Mobility Cohort members and their roles in delivering services to the City of Gainesville, followed by a summary of their experience and expertise:

- **Jonathan B. Paul, AICP**, will serve as the **project manager and the primary point of contact**
- **Uyen Dang, PE** will serve as the **traffic engineer**
- **Robert G. Schiffer, AICP**, will **lead future travel demand modeling**
- **Lauren Rushing**, will serve as **principal planner and project coordinator** and will **lead GIS**
- **Margarita Yerastova**, will **lead graphic design** and serve as a **senior planner**



Jonathan B. Paul, AICP, the Principal of NUE Urban Concepts and Co-Founder of the Mobility Cohort will serve as the **Project Manager** and the **primary point of contact**. Mr. Paul brings 25 years of public and private sector planning experience and 20 years administering, developing, and updating mobility plans and alternative mobility, impact fee, mobility fee, and transportation concurrency systems. Mr. Paul served 10 years as a Manager and Director for Alachua and Sarasota Counties, and four years as Principal Planner in Hillsborough County, developing, updating, and administering their concurrency management, impact fee, and mobility fee programs. He has also developed innovative funding techniques to fund mobility and accessibility improvements. Recently he has used Streetlight data to measure origin and destination trips for developing mobility plans and fees and has been integrating areawide level of service, multimodal quality of service, and FDOT’s complete street context classifications into mobility plan and fees. Jonathan has developed mobility plan and fee systems from St. Augustine to Sarasota, from Seaside to Miami Beach and for various communities through-out Florida.

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Uyen Dang, PE, Principal at DDEC and Co-Founder of the Mobility Cohort, has over 15 years of experience in mobility plans and mobility fees, transportation, streetscape, and livable communities, and will serve as the **Traffic Engineer**. Mrs. Dang was the City Traffic Engineer for the City of West Palm Beach and oversaw all transportation elements including transformative projects such as the Clematis Street Streetscape project and development review. She led the City’s adoption of its multimodal transportation program including the Vision Zero program, smart parking technology and the shared mobility program. In 2017, Uyen led planning efforts such as the WPB Mobility Study, Downtown Parking Study, the Okeechobee Corridor Study, and the proposed ITC Mobility Hub. Mrs. Dang has worked with NUE Urban Concepts and other members of the Mobility Cohort to develop mobility plans and mobility fees for several local governments across Florida in the last three years. Mrs. Dang is a Cityfi Affiliate, founding class of NACTO Leadership, chair of the Palm Beach Citizen Advisory Committee, and a member of the MUTCD representing the NACTO delegation.



Mr. Robert G. Schiffer, AICP, the President of FuturePlan will **lead future travel demand modeling**. Rob has over 36 years of experience in long range and strategic transportation planning and travel demand modeling. Mr. Schiffer is a recognized statewide and national expert in travel demand modeling and serves on multiple Transportation Research Boards. He is currently working on integrating big data and travel pattern data from cell phones (StreetLight) into travel demand modeling, mobility plans, and mobility fees. Mr. Schiffer has worked with NUE Urban Concepts and the Mobility Cohort for several years on the development of mobility plans and mobility fees throughout Florida. Mr. Schiffer is an experienced staff mentor, project manager, and marketing leader with a diverse background in all areas of transportation planning. His experience encompasses travel demand models and planning studies for national, statewide, regional, municipal, subarea, and rural jurisdictions.



Lauren Rushing, Project Manager & Principal Planner with NUE Urban Concepts, will serve as **Principal Planner** and **Project Coordinator** and will **lead Geographic Information System (GIS)**. Ms. Rushing has more than seven (7) years of experience in strategic transportation planning, bicycle and pedestrian planning, growth management, traffic impact analysis, developments of regional impact, impact fees, and transportation advocacy both in the United States and in the Netherlands. Driven by an interest in active transportation and particularly bicycle culture, Ms. Rushing spent three years living and working as a transportation advisor in Amsterdam where she contributed GIS, data analysis, and design skills to strategic mobility projects across the Netherlands. She now applies this experience and lessons learned abroad to mobility planning in the United States and assists local governments in developing plans to improve multimodal mobility and quality of life in their communities. Ms. Rushing has worked with NUE Urban Concepts for the past three years developing and implementing mobility plans and mobility fees throughout Florida. Ms. Rushing holds a bachelor’s degree in Environmental Science & Policy and a master’s degree in Urban and Regional Planning from Florida State University. She serves as a board member of the First Coast Section of the American Planning Association and Secretary of the Jacksonville Bicycle & Pedestrian Advisory Committee.

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Margarita Yerastova, the President of the Republic of Design will **lead graphic design** and serve as a **Senior Planner**. Margarita brings over 14 years of transportation planning and graphic design experience. For the past seven years, she has worked closely with NUE Urban Concepts and has assisted in the development of mobility plans and mobility fees, public outreach and graphics. Mrs. Yerastova excels in illustrating proposed multimodal improvements and developing before and after renderings and aerial perspectives of improvements, both of which are effective tools in public engagement. Previously, Mrs. Yerastova worked for the City of Delray Beach as the Bicycle and Pedestrian Mobility Coordinator where she Managed transportation projects such as Complete Streets, bikeshare, Vision Zero, bicycle and pedestrian master planning, and the ADA Implementation Study. Mrs. Yerastova brings recent experience developing and implementing creative improvements for people walking, bicycling, and accessing transit in Amsterdam and communities throughout Northern Europe.

Resumes for the Mobility Cohort Team are provided at the end of this section.

PROJECT EXPERIENCE

The Mobility Cohort members have completed numerous projects together in the last three (3) years related to mobility plans, mobility fees, transportation mitigation, and alternative transportation concurrency systems. The following is a list of current and selected past related projects, along with the status of the project, the project ID for more detailed descriptions, a general project description, and the role of each Mobility Cohort member in the project:

Current & Select Prior Projects			INVOLVEMENT (P=Prime, S=Sub)				
Status	ID	Projects Description	JP	UD	RS	LR	MY
Ordinance	1	Alachua County: Mobility Plan & Alternative Mobility Funding System	P	S	S	P	S
Ordinance		Oviedo: CPA, Mobility Plan & Mobility Fee	P	S	S	P	S
Plan & Fee	2	Palm Beach Gardens: Mobility Plan & Mobility Fee Update; CPA, Mobility Plan & Fee (2019)	P	S	S	P	S
Ordinance	3	Okaloosa County: Mobility Plan & Fee	P	S	S	P	S
Plan & Fee		Longwood: Mobility Plan & Mobility Fee	P	S	S	P	S
Ordinance		Indiantown: Mobility Plan & Mobility Fee	P	S	S	P	S
Plan & Fee		DeBary: Mobility Plan & Mobility Fee Update; CPA, Mobility Plan & Fee (2019)	P	S	S	P	S
Adopted	4	Lake Park: CPA, Mobility Plan & Fee (2023)	P	S	S	P	S

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Current & Prior Projects			INVOLVEMENT (P=Prime, S=Sub)				
Status	ID	Projects Description	JP	UD	RS	LR	MY
Adopted	5	Port St. Lucie: Mobility Plan (2023) & Mobility Fee Update (2022); Mobility Plan & Fee (2021)	P	S	S	P	S
Adopted	6	Lake Wales: CPA, Mobility Plan & Multimodal Impact Fee (2022)	P	S	S	S	S
Adopted	7	Sarasota: Mobility Plan & Fee Update (2022); Mobility Plan & Fee (2015)	P		S	P	S
Adopted	8	St. Augustine: Mobility Plan & Mobility Fee (2021)	P	S	S	P	S
Ordinance		Boynton Beach: Mobility Plan & Fee	P	S	S	P	S
Adopted		Wellington: Mobility Plan & Multimodal Impact Fee	S		S	S	S
Ordinance		Bradenton: Mobility Plan & Fee	P		S	P	S
Adopted	9	Altamonte Springs: Mobility Plan & Fee Update (2020); Mobility Plan & Fee (2015)	P		S	S	S
Ordinance	10	Walton Co: Mobility Plan & Mobility Fee	P		S	S	S
Adopted		West Palm Beach: Mobility Plan & Fee	S	P			S
Adopted		Miami Beach: Plan and Mobility Fee	S				
ADDITIONAL MOBILITY PROJECTS ONGOING							
Ongoing		Altamonte Springs Comprehensive Plan Amendment	P	S	S	P	S
Ongoing		Port St. Lucie Comprehensive Plan Amendment	P			P	S
Ongoing		St. Augustine: St. George Multimodal Area Study	S	P		S	S
Ongoing		Cape Corral: Downtown Parking Master Plan	S	P		S	
JP	Jonathan B. Paul, AICP - Project Manager (NUE Urban Concepts, LLC)						
UD	Uyen Dang, PE - Traffic Engineer (DDEC, LLC)						
RS	Robert Schiffer, AICP - Travel Demand Modeling (Future Plan Consulting, LLC)						
LR	Lauren Rushing - GIS Lead & Project Coordinator (NUE Urban Concepts, LLC)						
MY	Margarita Yerastova - Graphics & Senior Planner (Republic of Design)						

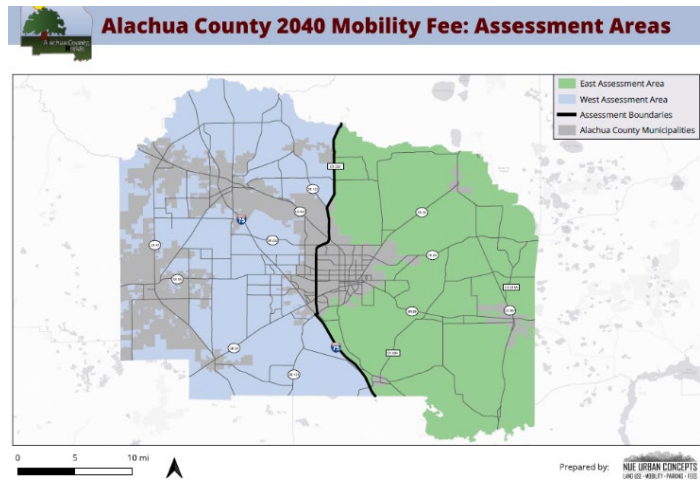
The update of the Palm Beach Gardens Mobility Plan and Mobility Fee, and the Okaloosa and Walton County Mobility Plan and Fee implementation will be the large mobility projects for the Cohort after October 1st, 2023. The projects listed with an ordinance under status are projected to be adopted on or before October 1st, 2023. The Mobility Cohort has been preparing for the possibility of an RFP / RFQ for the City of Gainesville Mobility Study in the fall of 2023. Project descriptions and references are provided on the following pages:

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1. Alachua County, FL: Alternative Mobility Funding System Update, Mobility Plan & Multimodal Transportation Mitigation (MMTM)

The Mobility Cohort is currently working with Alachua County to update its Alternative Mobility Funding System. The existing Transportation Impact Fee was developed, in conjunction with Dr. James Nicholas, by Jonathan B. Paul in 2006 as Impact Fee and Concurrency Manager with Alachua County. At the time, the fees were consumption-based impact fees.

The Transportation Impact Fee had been updated several times until it was replaced by the current Multimodal Transportation Mitigation (MMTM) System, an alternative to mobility fees, proportionate share, and impact fees. The current update is moving towards conversion to a Mobility Fee. The Mobility Plan projects, including transit service, have been updated with recent cost and capacity data. The Mobility Fee will replace the MMTM system for all new developments that do not currently have an MMTM agreement with the County.



The original Mobility Plan included establishing new goals, objectives, policies, level of service standards, and multimodal projects into the Future Land Use, Transportation and Capital Improvement Elements of the Comprehensive Plan. The Mobility Plan introduced overlays for both Traditional Neighborhood Developments (TNDs) and Transit-Oriented Developments (TODs) to be designed in accordance with the Land Development Code standards and designs developed as part of the Mobility Plan.

The Mobility Fee will feature an East Assessment Area with lower Mobility Fees due to fewer road capacity needs and a West Assessment Area with higher Mobility Fees due to greater road capacity needs. There will be three (3) Mobility Fee Benefit Districts where fees collected will be expended on multimodal projects in the Mobility Plan. The Mobility Fee schedule has also been streamlined from the current schedule of land uses based on the latest market trends and similar travel characteristics.

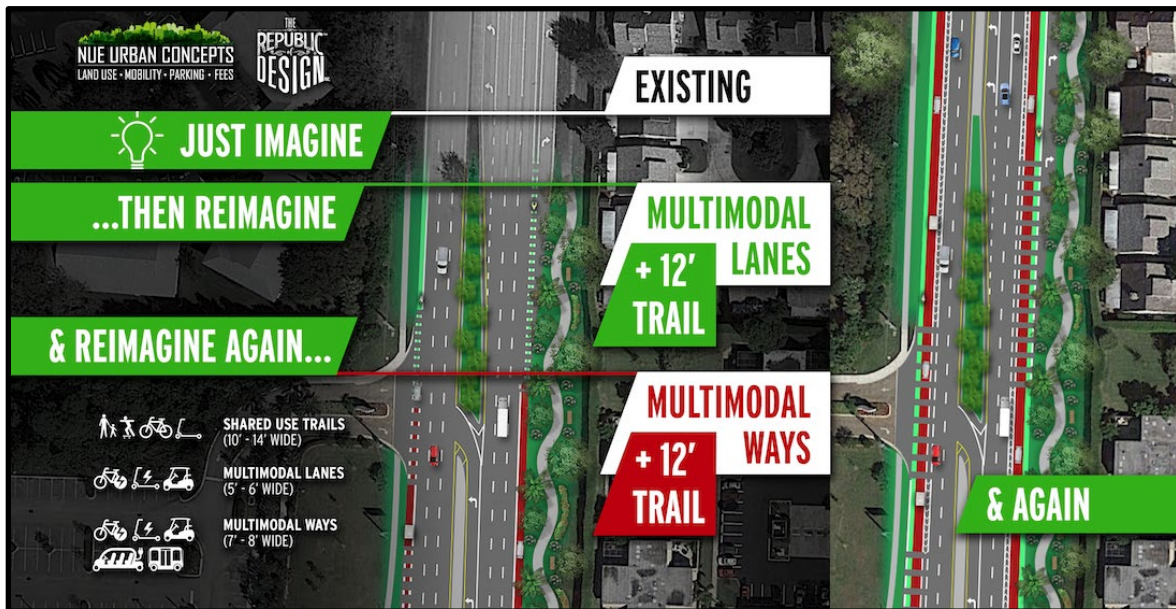
Total budget:	\$150,000 with a \$10,000 cap for additional services.
Client:	Alachua County Growth Management Department
Project Manager:	Chris Dawson, AICP, Transportation Planning Manager
Address:	10 SW 2 nd Avenue, Gainesville, FL 32608
Email:	cdawson@alachuacounty.us
Number:	352-374-5249

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**2. Palm Beach Gardens, FL: Mobility Plan & Mobility Fee Update, Evaluation & Appraisal Report (EAR),
Concurrency Management System Update & Comprehensive Plan Amendment**

The Mobility Cohort worked closely with City Staff to develop its Mobility Plan and Mobility Fee. The first step was assisting the City with the Evaluation and Appraisal Report (EAR) process and the development of updates to the Future Land Use, Transportation, and Capital Improvement Elements of the Comprehensive Plan. The updates included establishing legislative intent in the Comprehensive Plan for a mobility fee, based upon an adopted mobility plan. The intent of the mobility fee is to replace transportation concurrency and both Palm Beach County's and the City's road impact fees. The Mobility Plan is designed around providing mobility to and from the future Tri-Rail Coastal Transit Station and interconnecting mixed-use developments, employment centers, regional recreation destinations and the City's Government Center. Multimodal quality of service (QOS) standards for walking, bicycling, trails and transit were established in the plan to guide the design of future improvements. The plan also transitioned away from a segment-based roadway level of service (LOS) to an areawide road LOS.

The Mobility Plan emphasizes vastly expanding the City's Parkway System through the creation of highly visible, safe, convenient, and continuous multimodal trails throughout the City with streetscape and landscape elements. The integration of bike lanes and cycle tracks (aka protected bike lanes), both with highly visible green pavement markings with current bike facilities on State Roads, is being accomplished by repurposing existing travel lane widths. A total of four trolley circulator routes have been established emanating from the Tri-Rail Coastal station and connecting with future Mobility Hubs within major destinations. The Mobility Plan also includes the identification of numerous intersection improvements and pedestrian crosswalk enhancements coordinated with the City's Public Works, Police, and Fire Rescue Departments. The Cohort also developed polices for Complete Streets, Mobility Hubs, future transportation technology, land use overlays, and innovative parking strategies.

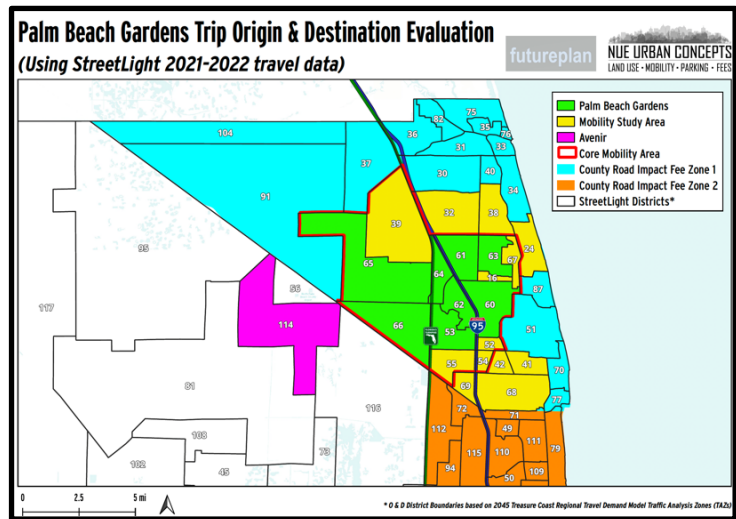


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The City Mobility Fee replaced City and County transportation concurrency, proportionate share, and road impact fees. The mobility fee includes a single assessment area and benefit district for all areas of the City east of the Beeline Highway. The areas of the City west of the Beeline Highway are still subject to City and County transportation concurrency, proportionate share, and road impact fees. Palm Beach County has challenged the City’s ability to opt-out of the County’s road impact fee and transportation concurrency system, due to the County Charter. The Mobility Plan and Mobility Fee were adopted in 2019. The City and County are currently still going through the legal process.

In 2020, the Cohort worked with the City to amend its Comprehensive Plan to implement the Mobility Plan and Mobility Fee. The amendment also revised goals, objectives, and policies related to transportation concurrency, proportionate share, and road impact fees. The City’s Land Development Code was also amended to revise transportation concurrency standards and to update its traffic impact analysis requirements to transition to site access assessments and implementation of the Mobility Plan.

The Mobility Cohort is now working with the City to update its Mobility Plan and Mobility Fee which are being considered for Citywide expansion. Citywide expansion would replace the current City road impact fee still being collected in western parts of the City. The updated Mobility Plan and Mobility Fee are utilizing big data (aka StreetLight) to evaluate origin and destination travel within the City, travel to and from adjacent municipalities, travel within the County’s Road Impact Fee benefit district, and travel to the greater region. The update also includes collection of new traffic counts, citywide inventory of multimodal facilities, and evaluating the retrofit of local streets to add sidewalks through a low-speed street traffic calming program.



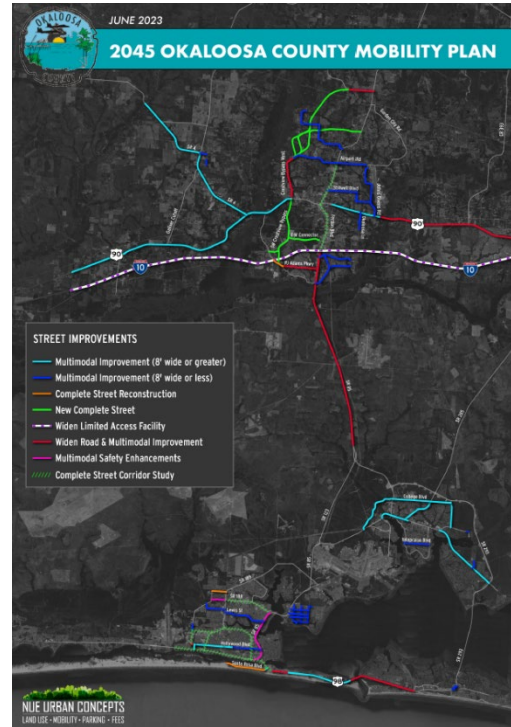
Original Adoption budget:	\$400,000 (2016 to 2020)
Impact Fee Update budget:	\$171,000
Mobility Plan & Fee Update budget:	\$299,000
Client:	City of Palm Beach Gardens Planning and Zoning Department
Project Manager:	Natalie Crowley, AICP
Address:	10500 N. Military Trail, Palm Beach Gardens, FL 33410
Email:	NCrowley@pbgfl.com
Number:	(561) 799-4243

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3. Okaloosa County, FL: Mobility Plan, Mobility Fee, Comprehensive Plan (CP) & Land Development Regulations (LDR) Update

The Mobility Cohort has developed a mobility plan for Okaloosa County that includes County and State Roads. Existing transportation plans such as the Okaloosa-Walton TPO 2045 Long Range Transportation Plan, the Okaloosa County infrastructure surtax project list, and municipal CIPs have been evaluated. Coordination meetings have been held with the municipalities to gauge interest in being part of the County’s alternative mobility funding system. A detailed review of future travel demand was conducted using the latest Regional Travel Demand Model developed for FDOT District 3.

Existing traffic and travel characteristic data were collected and the County was divided into two zones. A detailed areawide road LOS analysis was conducted for each zone. The analysis included existing conditions and future conditions based on model calculated growth rates for each zone. Detailed GIS maps are being developed for the areawide LOS zones, assessment areas, benefit districts, and mobility plan corridors and intersections. A detailed traffic database, linked to GIS, is being developed to combine numerous data sources, and provide a centralized place for existing and future traffic, number of lanes, functional class, road ownership, speed limits, multimodal facilities, LOS, and QOS analysis. In addition to areawide LOS analysis, street QOS for local roads, and multimodal QOS standards are also being developed for multimodal travel. An in-depth review of funding sources has been undertaken including state and federal funding, tourism taxes, and the existing infrastructure surtax.



A review of Alternative Mobility Funding Systems was conducted. It was determined that a mobility fee is the direction in which the County wishes to proceed to replace transportation concurrency and proportionate share. The mobility fee will be similar in scale to the existing proportionate share mitigation. An amendment to the Comprehensive Plan and LDRs will be undertaken to add mobility plan projects and update the functional class and thoroughfare plan maps and replace transportation concurrency and proportionate share with mobility fees.

Total budget:	\$525,000
Client:	Okaloosa County, Engineering Division
Project Manager:	Scott Bitterman, P.E., County Engineer
Address:	1759 S Ferdon Blvd., Crestview, FL 32536
Email:	sbitterman@myokaloosa.com
Number:	850-689-5772

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4. Town of Lake Park, FL: Mobility Plan, Mobility Fee, Comprehensive Plan (CP)

The Mobility Cohort updated the Transportation and Capital Improvement Elements of the Town's Comprehensive Plan, including updated data, analysis, and mapping. The Mobility Cohort developed a detailed Mobility Plan based on the review of the 2045 TPA LRTP, other existing transportation plans, an evaluation of existing traffic and travel characteristics, and projected future travel demand using the Activity Based SE Florida Regional Travel Demand Model. An extensive select zone analysis was also conducted to evaluate trip interaction between zones in the Town, County, and adjacent municipalities and Counties. StreetLight Model Data is being used to evaluate external impact for negotiations with Palm Beach County. Daily traffic counts were collected for major local roads, collectors, and minor arterials to establish a solid existing conditions baseline and project future growth.



There is no central source for traffic and multimodal data for the Town, thus existing traffic and travel characteristics data and multimodal data was used to develop a detailed traffic database connected to GIS. The data was used to conduct an areawide LOS analysis, street QOS analysis, and multimodal QOS for

people walking, bicycling, riding micromobility devices and transit. An in-depth review of funding sources was evaluated including state and federal funding, tourism taxes, CRA funds, and the existing infrastructure sales tax. The mobility plan includes improvements to County roads, multimodal safety enhancements to State roads, and retrofitting Town infrastructure into multimodal Complete Streets.

The Town chose to pursue a Mobility Fee as an Alternative Mobility Funding System to replace transportation concurrency, proportionate share, and road impact fees. The Mobility Fee is based on the multimodal improvements identified in the mobility plan. The Mobility Plan & Fee was adopted in January 2023.

Total budget:	\$225,000
Client:	Town of Lake Park Community Development Department
Project Manager:	Nadia Di Tommaso, FRA-RP, LEED Green Associate, Community Development Director
Address:	535 Park Avenue, Lake Park, FL 33403
Email:	NDiTommaso@lakeparkflorida.gov
Number:	561-881-3323

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5. City of Port St. Lucie, FL: Mobility Plan, Mobility Fee, Comprehensive Plan (CP) & Land Development Regulations (LDR) Update, Mobility Fee Administration

Mobility Cohort members developed a Phase One Mobility Plan and Mobility Fee in 2021 and a Phase Two Mobility Plan and Mobility Fee in 2022 for the City as an Alternative Mobility Funding System. A detailed review of future travel demand was conducted using the Treasure Coast Regional Travel Demand Model. An extensive select zone analysis was conducted to evaluate trip interaction between zones in the City, County, and adjacent municipalities and Counties.

Existing traffic and travel characteristic data were collected and a detailed areawide road LOS analysis was conducted. The analysis included existing conditions and future conditions. Detailed GIS maps were developed for the areawide LOS zones, model select zones, two assessment areas, five benefit districts, and mobility plan corridors and intersections. A detailed traffic database was developed to combine numerous data sources and provide a centralized place for existing and future traffic and multimodal characteristics. In addition to areawide LOS analysis, street QOS standards and multimodal QOS standards were also developed. An in-depth review of funding sources was evaluated.



The Phase One Mobility Plan and Mobility Fee was developed to replace the County's road impact fee. The mobility fee went into effect October 2021 and required significant coordination with DRI's and developments with ongoing road impact fee credit and proportionate share payments. In 2022, City and County settled a year-long mediation over collection of the County's road impact fee which required signification travel demand modeling and LOS analysis. This

resulted in the City agreeing to collect 25% of the County road impact fee. The Phase 2 Mobility Plan and Mobility Fee was developed to remove County roads and is based on detailed road, intersection, and multimodal improvements. Streetlight Model Data was used to establish three (3) different varying assessment areas. Ongoing day-to-day mobility fee administration services and an update to the Comprehensive Plan are being provided. The final 2045 Mobility Plan was adopted in July 2023.

Total budget:	\$850,000
Client:	City of Port St. Lucie Planning & Zoning
Project Manager:	Teresa Lamar-Sarno, AICP, Deputy City Manager
Address:	121 SW Port St. Lucie Blvd., Port St. Lucie, FL 34984
Email:	tsarno@cityofpsl.com
Number:	727-873-6379

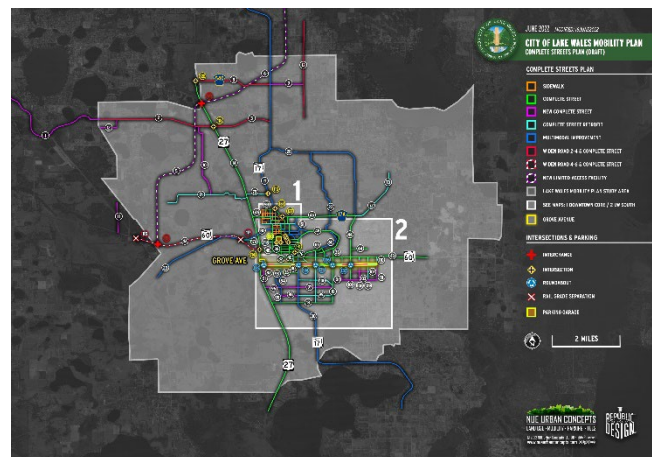
CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

6. City of Lake Wales, FL: Comprehensive Plan Amendment, Mobility Plan, & Multimodal Transportation Impact Fee

Mobility Cohort members worked closely with the City of Lake Wales to update its Comprehensive Plan, develop a Mobility Plan and a Multimodal Transportation Impact Fee (MMTIF). The Comprehensive Plan amendment established legislative intent to develop a mobility plan and a MMTIF that may replace transportation concurrency, proportionate share, and all or a portion of Polk County’s road impact fee.

The Mobility Plan includes projects addressing future mobility needs for the residents, businesses, and visitors to Lake Wales. The Mobility Plan emphasizes expanding on Lake Wales Connected by closing gaps in the existing street grid and retrofitting existing streets to add sidewalks, shared-use paths, and low speed streets to promote traffic calming in existing neighborhoods. For future undeveloped areas of Lake Wales and adjacent areas that may be annexed in the future, the Mobility Plan emphasizes new streets designed to connect to and expand the existing street network and features Complete Street elements such as shared-use paths, multi-use trails, and divided medians that can be landscaped and create a Boulevard feel along these new corridors.

Polk County is a Charter County and requires that municipalities collect the County’s road impact fee. Lake Wales strongly considered adopting a mobility fee to replace the County’s road impact fee with the allowances under Florida Statute. The Plan also identifies the need for the widening of several major County Roads and State Roads. Given the number of County Roads to be widened, the City elected to keep its transportation concurrency and proportionate share systems and to adopt a multimodal transportation impact fee to be charged in addition to the County Impact Fee. The City has already started to receive economic development grants based on projects identified in the Mobility plan and is in discussions with the County and FDOT on advancing several priority mobility projects. The City of Lake Wales received an Award of Excellence from the Heart of Florida Section of the Florida American Planning Association for its Mobility Plan and Multimodal Transportation Impact Fee.



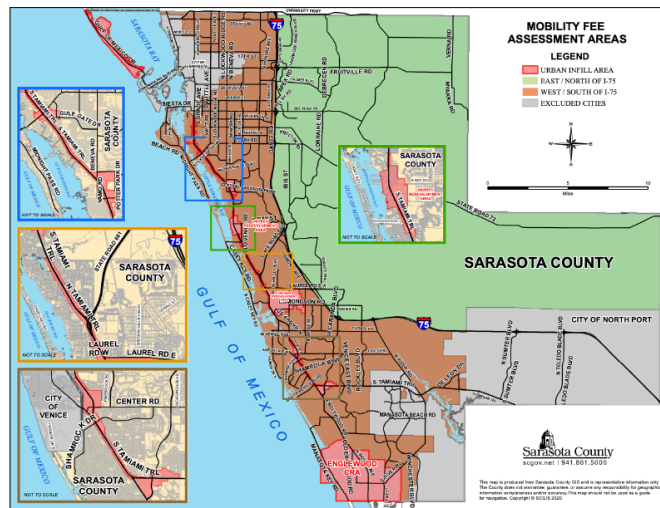
Total budget:	\$153,500
Client:	City of Lake Wales Development Services Department
Project Manager:	Autumn Cochella, AICP
Address:	201 Central Ave West, Lake City, FL
Email:	ACochella@lakewalesfl.gov
Number:	863-678-4182

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

7. Sarasota County, FL: Mobility Plan & Mobility Fee Update

Mobility Cohort members worked with Sarasota County to update its Mobility Plan and Mobility Fee in 2022. The update included new land uses, updated trip generation, updated travel demand modeling, updated projected funding, and updates to the multimodal projects in the Mobility Plan.

In 2019, an update of the Mobility Plan and Fee had begun and was ready for adoption in 2020. The effort was delayed more than a year due to Covid-19 and during that time, the 2045 Long Range Transportation Plan was updated, so the Plan and Fee were redone to reflect the updated model and revenue projections. The updated Mobility Fee includes three different assessment areas within the County where fees vary based on location and the need for improvements. Each assessment area also includes another set of lower mobility fees for developments designated as mixed-use.



NUE Urban Concepts (NUC) has provided continuous planning, transportation, and impact / mobility fees services for Sarasota County over the past eleven (11) years. The first three years, the Principal of NUC served as the Interim Transportation Planning Director / Consultant and the last eight years as a continuous service consultant. Over the eight- year period NUC has played a lead role in review of DRIs, negotiating Developer Agreements, updating the Road Impact Fee and Road Level of Service Report, administering, implementing, and updating the County's impact fee programs and transportation concurrency program, assisting with the EAR, and updating the Comprehensive Plan. An Administrative Manual covering all impact fees and mobility fees was also developed.

The original Mobility Fee (adopted in 2015) was intended to replace transportation concurrency, proportionate share, road impact fees, and site impact analysis. Alternative mobility access assessment criteria were developed to replace the transportation concurrency system. In addition, criteria were also established for Comprehensive Plan Amendments that required an evaluation of the Mobility Plan and the identification of new projects to be added to the Mobility plan to address impacts from Amendments.

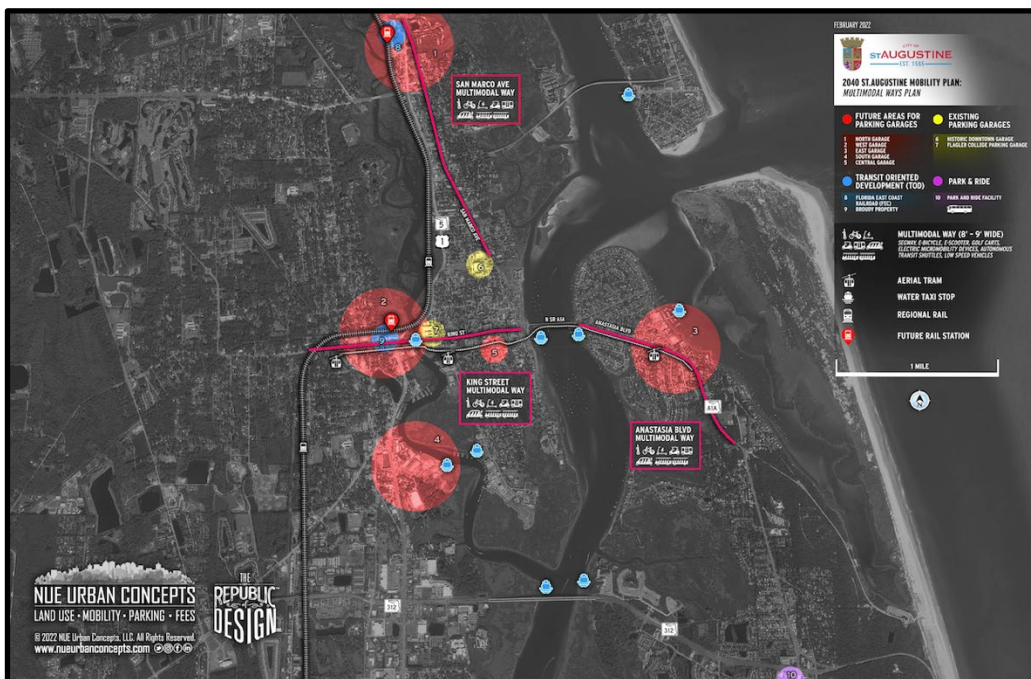
Budget:	\$75,000 a year
Client:	Sarasota County Planning and Development Service Department
Project Manager:	Thomas Polk, Impact Fee Administrator
Address:	1001 Sarasota Center Boulevard, Sarasota, FL 34240
Email:	tpolk@scgov.net
Number:	941-650-7869

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

8. St. Augustine, FL: Comprehensive Plan Amendment (CPA), Evaluation & Appraisal Report (EAR), Mobility Plan, Mobility Fee, Land Development Regulations (LDR) Update

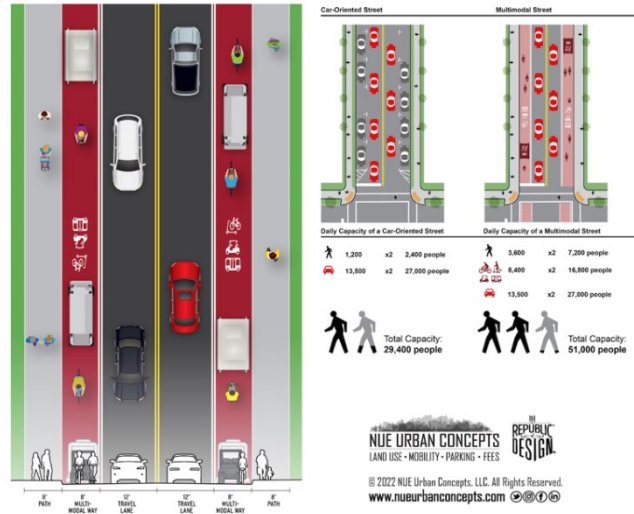
The Mobility Cohort updated the Transportation (TE) and Capital Improvement Elements of the Comprehensive Plan through the Evaluation and Appraisal Report (EAR) process. The TE was renamed to the Transportation Mobility Element (TME) and included a complete rewrite and update of data, maps, road classifications and integration of the mobility plan as the future thoroughfare plan. The analysis included an evaluation of existing traffic and travel characteristics for the City. The transportation element replaced road LOS standards with street quality of service (QOS) standards based on posted speed limits, the first known complete replacement of road LOS in Florida. Multimodal QOS standards were also developed for people walking, bicycling, riding micromobility devices and transit. The Comprehensive Plan Amendment included dynamic parking strategies, complete street designs, access management, connectivity and proactive policies requiring utility upgrades, resurfacing projects, and any work within street rights-of-way be coordinated with the Mobility Plan.

A detailed review of future travel demand was conducted using the Regional Travel Demand Model developed for FDOT District 2. Existing transportation plans from the TPO, County, and City were evaluated. The mobility plan includes multimodal ways, trails, shared streets, complete streets, a riverwalk, water taxi locations and three major roadway projects. Autonomous transit shuttles, along with trolleys, golf carts and neighborhood electric vehicles and micromobility devices will be able to use the multimodal ways. The mobility plan also includes commuter rail connecting St. Augustine with Jacksonville, that has resulted in the commuter rail project being incorporated into the 2045 Northeast Florida Cost Feasible LRTP with a target date of 2030. The mobility plan identifies mobility hubs along the periphery of the City to create a park once environment.



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MOBILITY PLAN

A primary goal of the Mobility Plan is to create a park once environment where visitors to St. Augustine park on the periphery of the historic districts and utilize some form of multimodal transportation to travel between mobility hub parking garages and destinations within the historic district. These modes of travel could include trolley's transit circulators, neighborhood electric vehicles, bikes, e-bikes, and e-scooters. There are limited opportunities to add road capacity within the City. There are opportunities to reimagine existing roads such as San Marco Avenue and King Street and repurpose right-of-way to provide wider sidewalks, protected bike lanes, trails, or multimodal ways.



An in-depth evaluation of available funding included state and federal funds, tourism taxes, parking revenues from garages, CRA funds, and special assessments were evaluated. A Mobility Fee was developed based on the multimodal projects identified in the Mobility Plan. The City Mobility Fee replaced the City's Transportation Concurrency Exception Area (TCEA). The Mobility Fee is the first impact fee or mobility fee adopted by the City and has already generated significant funding for improvements.

In August of 2020, the City was awarded \$15 million in federal and state funding to implement Mobility Plan improvements. Several multimodal improvements have been included for funding in the 2045 Long Range Transportation Plan. The City has entered into a public private partnership for a mobility hub garage on West King Street that would also serve as a transit station for future rail service from Jacksonville. Last year the City of St. Augustine's received a Regional Award for Excellence from the Northeast Florida Regional Council for its mobility plan and mobility fee. The NUE Urban Concepts team is currently working with the City to update its Land Development Code parking regulations. A recently conducted survey resulted in over 1,900 responses. Our team is also preparing an update to existing franchise agreements for trolley and golf cart tour operators and implementation of Mobility Plan improvements along the St. George Street corridor.

Total budget:	\$275,000
Client:	City of St. Augustine Public Works Department
Project Manager:	Reuben C. Franklin Jr., P.E., Public Works Director
Address:	75 King St., St. Augustine, FL 32084
Email:	rfranklin@citystaug.com
Number:	904-209-4279

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

9. Altamonte Springs, FL: Mobility Plan & Mobility Fee Update

The Mobility Cohort (Cohort) developed an update to the City of Altamonte Springs' Mobility Plan and Mobility Fee. The update included development of a new mobility plan that replaced the prior plan developed in 2009. The updated plan was based on a review of the 2045 LRTP, the Seminole County 2040 Transportation Plan, the Lynx Transit Development Plan, and the City's 2030 Mobility Plan. Updated traffic and travel characteristics data was compiled, and existing conditions were evaluated, along with future year volumes based on the growth rates from the Regional Planning Model. County road projects were added to the mobility plan to address a six-year dispute between the City and Seminole County related to mobility and road impact fees. The mobility fee included a percentage share of the cost of County Improvements. The Mobility Plan and Fee were adopted in the fall of 2020.



The Mobility Cohort worked the City to develop the original Mobility Fee in 2015. The Cohort establish a Mobility Solutions Report (previously traffic impact analysis), to update relevant policies in City Plan 2030 (Comprehensive Plan) and update the Land Development Code. The Cohort worked closely with City Staff to develop the Mobility Fee based on the adopted Mobility Plan. The Mobility Fee provided the City with the flexibility to fund sidewalk, bike lanes, multi-use paths, intersections, trails, transit facilities, a transit circulator system, ride hailing

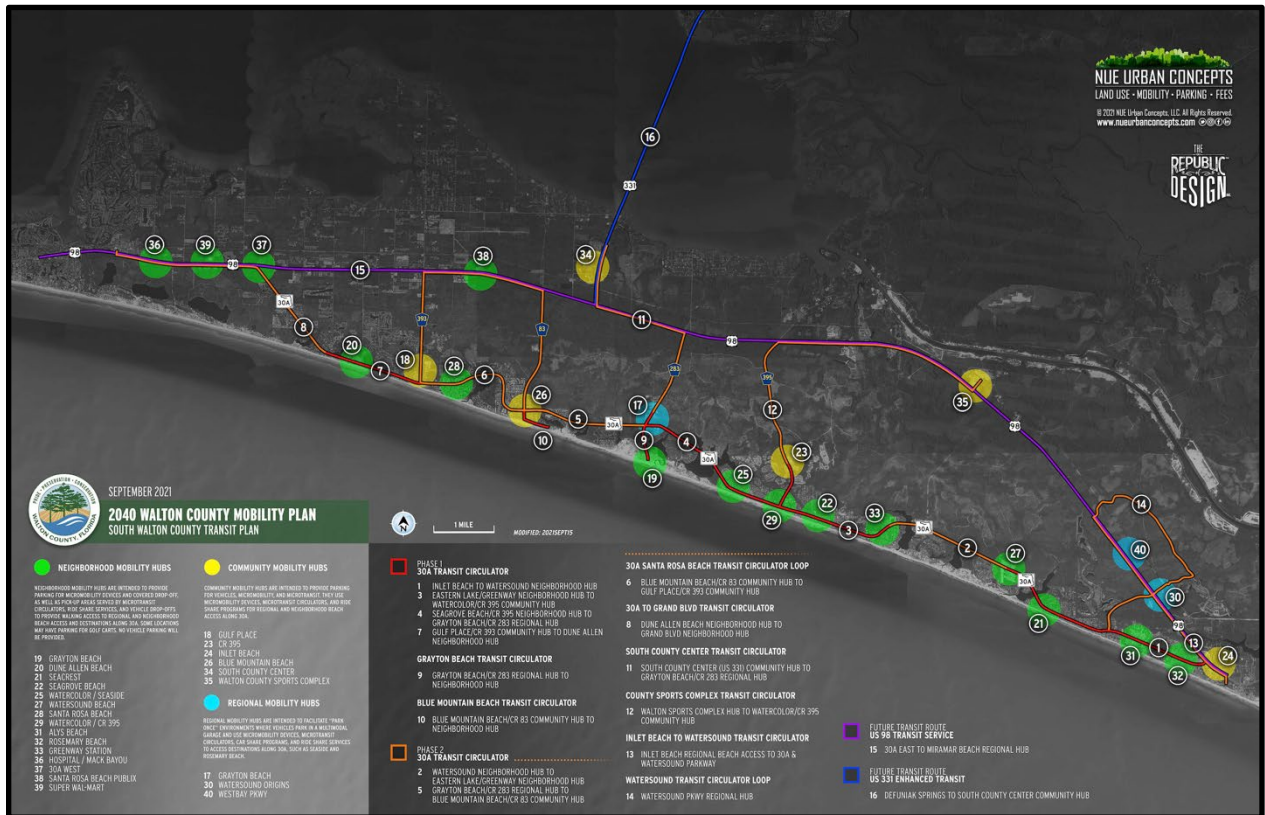
subsidies, bike and car share programs, and roadway capacity projects. The City Plan Elements and Land Development Code were updated to incorporate mobility strategies and replaced transportation concurrency and proportionate-share policies. The Mobility Solutions Analysis requirements were developed to replace traditional Traffic Impact Analysis and focus on multimodal access improvements such as filling in gaps in the network, providing for transit stops and bicycle racks.

Original Adoption budget:	\$100,000
Mobility Plan & Fee Update budget:	\$75,000
Impact Fee Update budget:	\$53,500
Client:	City of Altamonte Springs Growth Management Department
Project Manager:	Cathleen A. Craft, AICP, CNU-A
Address:	225 Newburyport Avenue, Altamonte Springs, FL 32701
Email:	CACraft@altamonte.org
Number:	407-571-8161

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

10. Walton County, FL: Mobility Plan, Mobility Fee, Concurrency Management System Update & Micromobility Ordinance

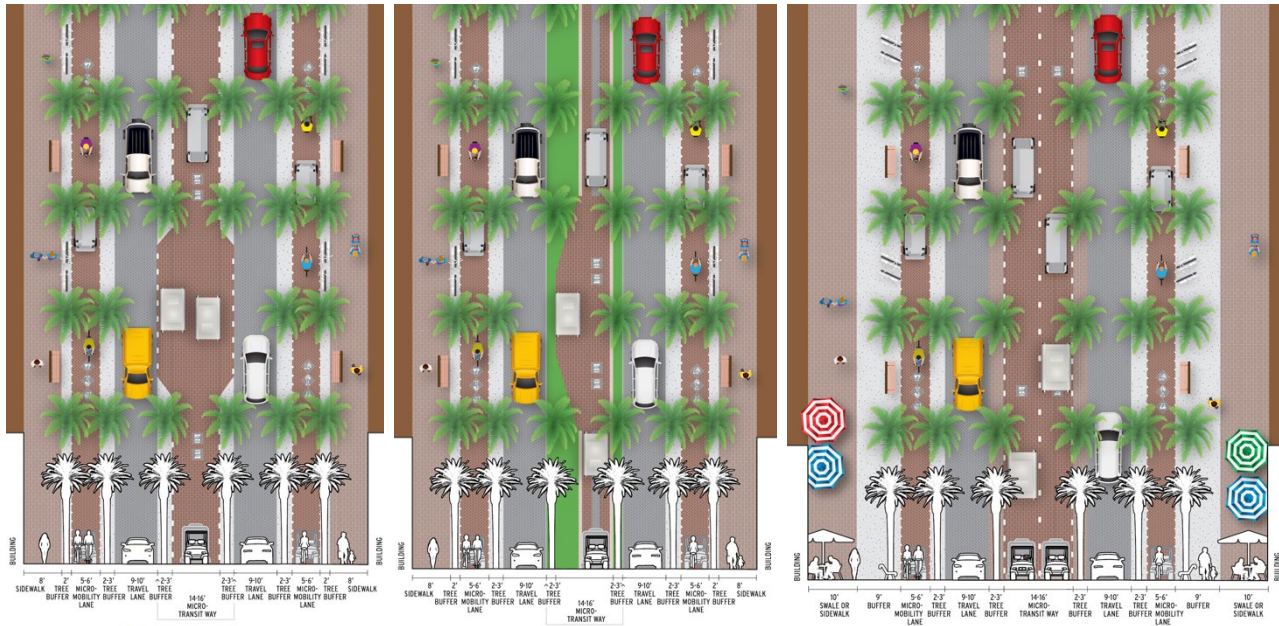
The Mobility Cohort worked with the County to develop a Mobility Plan that was adopted in 2021 and incorporated into the 2045 LRTP. The Mobility Plan includes multimodal facilities that could accommodate micromobility devices such as e-scooters and e-bikes, along with microtransit devices such as golf carts, neighborhood electric vehicles, and autonomous transit shuttles. The Mobility Plan laid the foundation to develop a park once environment through mobility hubs and parking garages to enhance access to beaches and mixed-use developments such as Seaside, Alys Beach and Rosemary Beach. The Mobility Plan also includes the proposed widening of portions of US 98, SR 20, US 331, US 90, and alternatives to widen either SR 85 or US 331 north of DeFuniak Springs. The mobility plan includes shared-use paths and multi-use trails to develop a regional multimodal network and access management.



StreetLight data was used in the Mobility Plan for modeling local trips and travel from external points into Walton County. The Regional Travel Demand model was also evaluated and was found to have significant issues related to travel in South Walton. Our Team allocated a significant amount of time attempting to fix the model because it was not permitted to use the updated 2045 model. A significant amount of time was devoted to developing cross-sections and accounting for the impact of St. Joes development. The Team also assisted the County in updating the CMS database. While the plan, data, analysis, and the fee had momentum prior to the pandemic and several community workshops had been held to build community support, the momentum shifted after the pandemic pause.

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MOBILITY PLAN

The 30A corridor, which is home to Seaside, the birthplace of New Urbanism, and other iconic developments such as Alys Beach and Rosemary Beach, was a major area of emphasis for the County. The corridor carries a significant amount of traffic and is the primary east-west coastal roadway serving beachside communities. Well over a hundred cross-sections were developed for the corridor to capture all of the unique communities along 30A and the varying right-of-way widths. There are limited multimodal alternatives and some portions of the ROW are as narrow as 55 feet, while others are over 100 feet in width. The portion of 30A through Seaside involved input from numerous groups attempting to creatively accommodate vehicles, bicycle, golf carts, people walking, and potentially a transit circulator or autonomous transit shuttle service.



A draft mobility fee was developed however, a few contentious corridors that addressed growth from St. Joes, input from municipalities, the micromobility ordinance, the draft mobility fee, and the projected cost of the plan resulted in a shift in direction. The County recognized that an infrastructure surtax is ultimately needed to have adequate funds to construct needed multimodal projects. The emphasis shifted to ensuring an approved plan was in place in time to include in the 2045 LRTP. The final Mobility Plan was approved and integrated into the 2045 LRTP. The County sales tax did not get approved as residents opposed the tax. In 2023, the County is planning to move forward with finalizing the Mobility Fee and adopting a mobility fee ordinance by September 2023.

Total budget:	\$550,000
Client:	Walton County Planning and Development
Project Manager:	Kristen Shell, AICP
Address:	842 State Hwy 20 East Unit 110, Freeport, FL 32439
Email:	SheKristen@co.walton.fl.us
Number:	850-267-1955

CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

PROJECT SCHEDULE

Various external factors can impact the project schedule and timeline for completing the development of a mobility plan and associated fee system. The schedule below is a realistic timeframe to deliver a final deliverable by October 2024. The ultimate time frame will be based on the date a contract is approved by all parties and the time it takes the City to review and comment. The Mobility Cohort (Cohort) can deliver on its required tasks. What the Cohort has no ability to address is how long it takes for the City to complete its review and place items on the City Council agenda. The Cohort cannot account for unknowns such as City staff workloads, turnover, City Council election cycles, or force majeure events such as Covid-19 or an economic recession. This schedule reflects ideal production, review and deliverables. Any delays not the responsibility of the Cohort will potentially extend the time frame beyond a year.

Task	Task Name	Duration	Start	Finish	2023			2024								
					Q4			Q1			Q2			Q3		
					Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
1	Data Collection & Document Review	60 days	10/1/2023	12/31/2023												
2	Analysis of Transportation Needs & Funding Strategies	180 days	10/1/2023	03/31/2023												
3	Development of Updated Zones & Fee Schedules	180 days	11/1/2024	5/31/2024												
4	Final Report & Documentation of Methods	210 days	3/1/2024	8/30/2024												
5	Stakeholder Meetings	90 days	2/1/2024	5/31/2024												
6	Revisions to Land Development Code and Comprehensive Plan	180 days	4/1/2024	9/30/2024												
7	Public Hearings & Drafting of Ordinance(s)	150 days	5/1/2014	9/30/2024												



MOBILITY COHORT



Jonathan B. Paul, AICP



Tel: +1 833-NUC-8484

E-mail: nueurbanconcepts@gmail.com



747 SW 2nd Ave, Suite 190
Gainesville, Florida
32601



www.nueurbanconcepts.com

Years of Experience

Public, Private, University	25
NUC Urban Concepts, LLC	12
Impact & Mobility Fee Manager	10
Concurrency & Transportation Planning Manager	10
FDOT Level of Service (LOS) Task Force (Local Government Representative)	10
Interim Transportation Planning Director	3
MPO Experience as Staff & TAC	15
Development Plan & Impact Review	20

Education

MA Public Administration

University of South Florida (2002)

MA Urban & Regional Planning

University of Florida (2000)

BA History

University of South Florida (1997)

BS Social Science

Florida State University (1995)

Certifications

American Institute of Certified Planners
No. 017909

Certified Public Manager (2010)

FDOT Prequalifications

Group 13 Planning:

Work Type 13.4: Systems Planning
Work Type 13.5: Subarea / Corridor Planning
Work Type 13.6: Land Planning / Engineering

Affiliations

American Planning Association
Congress for New Urbanism
Past Chairman - Celebration Pointe CDD No. 1
Institute of Transportation Engineers

JONATHAN B. PAUL, AICP

Principal, NUE Urban Concepts, LLC



Profile

Jonathan has 25 years of experience in land use and transportation mobility planning, parking management, traffic impact analysis, and impact/mobility fees. Mr. Paul founded NUE Urban Concepts to work with local governments to develop innovative land use concepts, mobility plans and parking management strategies, reimagine existing transportation networks and repurpose right-of-way to support all modes of travel through complete and shared street design, and establish creative techniques, like mobility fees, to fund mobility and accessibility improvements. Jonathan worked as a Principal Planner with Hillsborough County focusing on comprehensive planning, transportation, concurrency and impact fees. He worked for several years as the Concurrency & Impact Fee Manager for Alachua County, where he led a substantial update of the Comprehensive Plan as part of Alachua County's Mobility Plan, the 1st Mobility Plan and Mobility Fee adopted in Florida. Mr. Paul was the Interim Transportation Planning Director for Sarasota County leading concurrency, transportation planning, impact fee administration, and assisting with comprehensive plan amendments. He has served as an adjunct professor at the University of Florida and has served on numerous land use and transportation technical review committees.

Publications

"Mobility Fees" Chapter

Proportionate Share Impact Fees and Development Mitigation APA (2023)

"Personal e-Mobility: Redefining Personal Transport in the 21st Century"

APA Planning Journal (2018)

"Woonerfs: Living Streets for All Users"

APA Planning Journal (2016)

"Mobility: Alachua County's Plan to Effectively Link Land Use & Transportation"

Florida Planning (2010)

Relevant Project Experience

Palm Coast, FL: Update of Transportation Impact Fee (2023 to Present)

Updating the City's transportation impact fee. Conducted the transportation impact fee in 2018.

Alachua County, FL: Update of Impact Fees, Mobility Plan, Mobility Fee (2022 to Present)

Updating the County's park and recreation and fire rescue impact fees, mobility plan and mobility fee

City of Palm Beach Gardens, FL: Update of Impact Fees, Mobility Plan, Mobility Fee (2022 to Present)

Updating the City's park and recreation, fire rescue, police, and public buildings impact fees, updating the mobility plan and mobility fee. Provided Continuous Planning Services since 2016 assisting with the Evaluation & Appraisal Report (EAR), Comprehensive Plan Amendments (CPA), original Mobility Plan and Mobility Fee development and implementation, Land Development Code (LDC) updates for concurrency and traffic impact studies

City of Oviedo, FL: Update of Impact Fees, Mobility Plan & Mobility Fee (2021 to Present)

Updating the City's park and recreation, fire rescue, police, and public buildings impact fees. Developing a mobility plan and fee. Assisted with amendments to the Comprehensive Plan as part of the Evaluation & Appraisal Report (EAR)

City of St. Augustine, FL: Mobility Plan and Fee, Professional Planning Services (2019 to Present)

Evaluation & Appraisal Report (EAR), Comprehensive Plan Amendments (CPA), Mobility Plan and Mobility Fee development and implementation, Land Development Code (LDC) updates for parking and curb management

City of Port St. Lucie, FL: Mobility Plan and Mobility Fee, (2021 to Present)

Mobility Plan and Mobility Fee development and implementation, developer agreement review, expert witness

Ocala County, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2021 to Present)

Developing a mobility plan and mobility fee, updating applicable Comprehensive Plan Elements

Relevant Project Experience

City of Boynton Beach, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2021 to Present)

Developed Complete Streets Mobility Plan, developing a mobility fee, preparing CPA and LDC update

Village of Indiantown, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2022 to Present)

Developing a mobility plan and mobility fee, updating Comprehensive Plan Elements

City of Longwood, FL: Mobility Plan & Mobility Fee (2022 to Present)

Developing a mobility plan and mobility fee

Sarasota County, FL: Impact Fee, Mobility Plan & Fee Update, Planning Services (2015 to 2022)

Updated EMS, fire, government, justice, law, and library impact fees. Developed the original mobility plan and fee (2015) and updated mobility plan and fee (2022). Assisted with EAR, CPA and LDC amendments, DRI, development agreement and plan review, special projects, traffic impact analysis, assisted with impact and mobility fee administration

Town of Lake Park, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee (2021 to 2022)

Developed a mobility plan and mobility fee, updated Comprehensive Plan Elements

Walton County, FL: Continuous Professional Planning Services (2019 to 2022)

Developed a Mobility Plan, updated concurrency management system, conducted parking study, developed a micromobility program, prepared a mobility fee technical report and ordinance

Celebration Pointe Transit Oriented Development (TOD): Gainesville, FL: (2012 to 2022)

Served as the lead land use, transportation, and parking planner securing development entitlements, prepared multiple CPAs, LDC updates, complete street design, annual traffic studies, securing over 100 million in infrastructure funding

City of Altamonte Springs, FL: Impact Fee, Mobility Plan & Fee Update, Planning Services (2015 to 2022)

Updated park and recreation, police, and library impact fees. Developed the original mobility plan and fee (2015) and updated mobility plan and fee (2021). Updated traffic and impact fee study criteria.

City of Bradenton, FL: Continuous Professional Planning Services (2019 to 2022)

Updated land development regulations, developed a mobility plan and fee, along with a micromobility program

City of Lake Wales, FL: Comprehensive Plan, Mobility Plan & Multimodal Impact Fee (2021 to 2022)

Developed a mobility plan and multimodal transportation impact fee, updated Comprehensive Plan Elements

City of West Palm Beach, FL: Continuous Professional Planning Services (2016 to 2021)

Developed a mobility plan and mobility fee, prepared CPA, developed micromobility program, LDC update to amend concurrency and develop dynamic parking management strategies

Village of Wellington, FL: Capital Improvements Update & Multimodal Impact Fee (2021 to 2022)

Assisted with update of multimodal capital improvements and updated the previous transportation impact fee to a multimodal transportation impact fee

City of DeBary, FL: Mobility Plan & Fee Update, Planning Services (2018 to 2020)

Developed a mobility plan and mobility fee, assisted with CPA and LDC amendments

City of Doral, FL: Park & Recreation Impact Fee Update (2020)

Updated the City's park and recreation impact fee.

City of Bunnell, FL: Park & Recreation, Police and Transportation Impact Fee Update (2020)

Updated the City's park and recreation, police, and transportation impact fee.

City of Miami Beach, FL: Transportation Master Plan and Mobility Fee (2018 to 2020)

Assisted with update to the City's Transportation Master Plan and developed a mobility fee to replace concurrency.

Knowledge, Skills & Abilities

- Mobility Fee, & Impact Fee Reports, Studies, Updates, Implementation & Administration Evaluation & Appraisal Reports (EAR) & Comprehensive Plan Amendments (CPAs)
- Transportation Master Plans, Mobility Plans, Vision Zero Plans, Bicycle & Pedestrian Master Plans
- Design of Complete & Shared Streets, Dedicated Transit Lanes, Micromobility Lanes, Protected Bike Lanes
- Areawide, Districtwide, and Facility Level of Service and Multimodal Quality of Service Analysis & Standards
- Land Development Code Updates, Rezoning, Master Planning, Site and Development Plan Review
- Detailed Traffic Impact Analysis, Transportation Concurrency, Alternative Mobility Funding Systems
- Planning & Implementation of Shared Mobility, Micromobility, Microtransit, Mobility Hub, TOD, & TrOD
- Parking Studies, Parking & Curbside Management, Innovative Parking Management Strategies



MOBILITY COHORT



Uyen Dang, PE



Tel: +1 813-380-6574
E-mail: uyen@ddec.com



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Tamarac, Florida
33309



www.ddec.com

Years of Experience

Engineering	18
Grant Management	12
Project Management	10
Program Development & Policies	10

Education

Civil Engineering

University of South Florida

Certifications

Florida PE LIC. #73944

Project Qualifications

- Pilot Projects Completed: 4
- Grants: 10+ and over \$50 million secured
- Overhauled Parking Policy and Increased Parking Rates
- More than 5 Multimodal/Mobility Studies
- Constructed more than 10 miles of bicycle lanes as the Engineer of Record
- Developed concepts for Mobility Hubs

Affiliations

Institute of Transportation Engineers

Expertise

Transportation	● ● ● ● ● ●
Policies & Compliance	● ● ● ● ● ●
Urban Design	● ● ● ● ● ●
Mobility Planning	● ● ● ● ● ●
Safety	● ● ● ● ● ●
Grant Writing/Management	● ● ● ● ● ●

UYEN DANG, PE



Principal & Transportation Engineer

Profile

Uyen Dang is a professional engineer with over 18-year experience in transportation, streetscape, and livable communities. She was the City Traffic Engineer for the City of West Palm Beach and oversaw all transportation elements including transformative projects such as the Clematis Street Streetscape project and the Reimagine of Rosemary Square. She led in the City's adoption of the City's multimodal transportation program including the WPB Bicycle Masterplan, Vision Zero program, smart parking technology and the micromobility program.

In 2017, Uyen helped define the term "Mobility" through a range of transportation planning efforts such as the WPB Mobility Study, Downtown Parking Study, the Okeechobee Corridor Study, and the proposed ITC Mobility Hub. She provided leadership in securing over \$50M federal grants and established a transportation capital improvement program of over \$150M of roadway infrastructure improvements through the City's Public Works Bond and the 1 % Sales Tax Referendum. She is part of Leadership NACTO, serves as chair of the Palm Beach TPA Citizen Advisory Committee, board member of the Palm Beach Transportation Disadvantaged LCB, and a delegate of the NCUTCD.

Technical Qualifications

- Leadership NACTO 2018
- NACTO National Standards Working Group
- Co-Founder of the Mobility Cohort
- Palm Beach TPA: Chair of the Palm Beach TPA Citizen Advisory Committee
- Palm Beach TPA: Vice Chair Board Member for Transportation Disadvantaged Local Coordination Board
- NCUTCD Council Member: NACTO Delegation
- NCUTCD Markings Committee
- NCUTCD Technical Committee: Pedestrian and Advisory Bike Lane

Relevant Project Experience

- City of West Palm Beach Mobility Plan (Completed 2018)
- City of West Palm Beach Transit Expansion Plan (Completed 2018)
- City of West Palm Beach Parking TDM Plan (Completed 2018)
- City of West Palm Beach Bicycle Masterplan (Completed 2018)
- City of Saint Augustine Mobility Plan and Fee (Completed 2021)
- City of Atlantic Beach Complete Street Corridor Plan (Completed 2021)
- Town of Lake Park Mobility Plan and Fee (Completed Tactical Urbanism 2022)
- Town of Orange Park Complete Street Planning (Completed 2022)
- West Palm Beach CRA Grant Services (Completed 2022)
- City of Port Saint Lucie Mobility Plan (On Going)
- City of Longwood Mobility Plan and Fee (On Going)
- City of West Palm Beach Grant Services (On Going)
- Martin County CRA Planning (On Going)
- City of Tamarac Multi modal Study (On Going)
- City of Cape Coral CRA Parking Study (On Going)
- City of Saint Augustine Mobility Pilot and Curb Management (On Going)
- City of West Palm Beach CRA Strategic Plan (Upcoming)
- West Palm Beach General Engineering Services (On Going)
- West Palm Beach Utilities General Engineering Services (On Going)

ROBERT G. SCHIFFER, AICP

futureplan

President, FuturePlan Consulting, LLC

Profile

Mr. Schiffer has over 39 years of experience in all areas of transportation planning. He specializes in travel demand modeling, long-range transportation plans, travel behavior and origin-destination travel surveys, site impact traffic studies, and forecasting multi-modal corridor travel demand. He has held leadership roles and volunteer service positions for the Transportation Research Board (TRB), the Institute of Transportation Engineers (ITE), and the American Planning Association (APA). His experience encompasses transportation planning studies in 28 states and commonwealths for national, statewide, regional, municipal, subarea, and private sector clients. He has worked on 33 long-range transportation plans for Metropolitan Transportation Organizations (MPOs); 32 subarea transportation plans; more than 50 travel demand model updates; and numerous studies of travel patterns and behaviors. Rob is also an affiliate of Metro Analytics and Adjunct Faculty for the Department of Urban & Regional Planning at Florida State University.

Publications

"NCHRP Report 735: Long-Distance and Rural Travel Transferable Parameters"
Transportation Research Board (2012), Principal Investigator

"NCHRP Project 8-36, Task 91: Validation and Sensitivity Considerations for Statewide Models"
Transportation Research Board (2010), Principal Investigator

"NCHRP Project 8-36, Task 70: Scoping Study for Statewide Travel Forecasting National Model"
Transportation Research Board (2008), Principal Investigator

"TRB Transportation Research Circular E-C075, Statewide Model Peer Exchange"
Transportation Research Board (2005), Co-Author

Relevant Project Experience

City of Palm Beach Gardens, FL: Mobility Plan & Mobility Fee
2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development and implementation

Sarasota County, FL: Mobility Plan & Mobility Fee
2021 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan and Mobility Fee development

City of Oviedo, FL: Mobility Plan & Mobility Fee
2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

Okaloosa County, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee
2022 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

City of Port St. Lucie, FL: Mobility Plan & Mobility Fee
2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

Alachua County, FL: Mobility Plan, Mobility Fee, Update of Impact Fees
2023 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

City of Boynton Beach, FL: Mobility Plan & Mobility Fee
2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

Village of Indiantown, FL: Comprehensive Plan Update, Mobility Plan & Mobility Fee
2021 to Present

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development



MOBILITY COHORT



Robert G. Schiffer AICP



Tel: +1 850-5708958

E-mail: robschiffer@futureplan.us



1256 Walden Road
Tallahassee, FL 32317



www.futureplan.us

Years of Experience

FuturePlan Consulting, LLC	5+
Stantec	2.5
Citilabs	1
Cambridge Systematics	12
PS&J (now Atkins)	16
Barr, Dunlop & Associates (now Kimley Horn)	2.5

Education

MS Urban & Regional Planning
Florida State University (1984)

BS Geography & Urban Studies
Memphis State University (1982)

Certifications

American Institute of Certified Planners
No. 040968 (since 1987)

FDOT Prequalifications

Group 13 Planning:

Work Type 13.4: Systems Planning
Work Type 13.5: Subarea / Corridor Planning

Affiliations

American Planning Association
Institute of Transportation Engineers
Transportation Research Board

Relevant Project Experience

Town of Lake Park, FL: Mobility Plan & Mobility Fee

2021 to 2022

Subconsultant: travel demand modeling/forecasting, demographic estimates, and big data origin-destination analysis for Mobility Plan and Mobility Fee development

City of Lake Wales, FL: Comprehensive Plan, Mobility Plan & Multimodal Impact Fee

2021 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan and Multimodal Transportation Impact Fee

Walton County, FL: Mobility Plan & Mobility Fee

2019 to 2022

Subconsultant: travel demand modeling/forecasting of multiple scenarios, demographic estimates, and big data origin-destination analysis for Mobility Plan, micro-mobility program, mobility fee technical report and ordinance

City of Bradenton, FL: Mobility Plan & Mobility Fee

2018 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan, Mobility Fee, and micro-mobility program

City of Altamonte Springs, FL: Mobility Plan & Mobility Fee

2020 to 2022

Subconsultant: travel demand modeling/forecasting and demographic estimates for Mobility Plan and Fee Update

Pinellas County, FL: Starkey Road (CR 1) Corridor Study

2023 to Present

Subconsultant: subarea model validation, travel demand modeling/forecasting

City of Cape Coral, FL: Cape Coral Multi Modal Transportation Master Plan

2022 to Present

Subconsultant: travel demand modeling/forecasting, scenario planning, analysis of travel patterns

Henry County, GA: I-75 Commercial Vehicle Lanes (CVL) Impact Study

2022 to Present

Subconsultant: external/truck model application development, travel demand modeling/forecasting

Nationwide: FHWA Traveler Behavior & Census Transportation Planning Products Technical & Administrative Support

2022 to Present

Subconsultant Project Manager: data tabulations and profiles, technical assistance on traveler behavior datasets, administrative support for the CTPP program to FHWA Planning, and producing a CTPP newsletter 3 times per year

Montgomery, AL: Montgomery 2022-2027 Transit Development Plan Update

2022 to Present

Subconsultant: Onboard transit survey sampling plan, training, and analysis, demographic assessment, public workshop presentations, transit development plan draft, final reports

St. Cloud, MN: St. Cloud Area Planning Organization Travel Demand Model Calibration/Validation/Update

2022 to 2023

Subconsultant Project Manager: review of household travel survey/analysis, travel demand model development, model calibration, model validation, demographic assessment, integrating big data

Montgomery-Prattville-Wetumpka, AL: Montgomery MPO 2045 Long-Range Transportation Plan

2020 to 2022

Subconsultant: travel demand model development/validation/forecasting, demographic assessment, integrating big data, recommending needed future transportation projects and evaluating project performance for prioritization

Fairhope-Daphne-Spanish Fort, AL: Eastern Shore MPO 2045 Long-Range Transportation Plan

2020 to 2022

Subconsultant: travel demand model development/validation/forecasting, socioeconomic data support, integrating big data, recommending needed future transportation projects and evaluating project performance for prioritization

Huntsville, AL: Huntsville MPO Regional Commuter Study

2019 to 2021

Consultant Project Manager: 12-county travel pattern analysis using big data and information provided by Redstone Arsenal, COVID-19 analysis of travel behavior, identification of future potential park-n-ride lot locations

Knowledge, Skills & Abilities

- Travel demand model development, validation, calibration, and forecasting
- Regional/MPO Long-range Transportation Plans
- Subarea Transportation Studies
- Travel behavior surveys, big data travel pattern analysis
- Freight studies and truck travel analysis
- Traffic Impact Analysis



MOBILITY COHORT



Lauren Rushing



Tel: +1 904 885 6378



E-mail: lauren@nueurbanconcepts.com



245 Riverside Ave, Suite 100
Jacksonville, FL
32202



www.nueurbanconcepts.com

Profile

Lauren is an urban planner with experience in land use and mobility. Holding a Bachelor's degree in Environmental Science and Policy and a Master's degree in Urban & Regional Planning her interests lie in the relationship between spatial development, mobility, and quality of life. Through her work developing impact and mobility fees, Lauren seeks to strengthen this relationship to positively impact in the communities she works in. For the past two years, Lauren has worked with NUE Urban Concepts to implement and update mobility plans and mobility fees and municipal impact fees for local governments throughout the state of Florida.

Lauren is proactive in her work and combines strategic and practical insights to reach a vision of livability.

Skills

Writing/Communications	● ● ● ● ● ●
Impact Fees	● ● ● ● ● ●
Bike/Ped Design	● ● ● ● ● ●
Transportation Planning	● ● ● ● ● ●
Land Use Planning	● ● ● ● ● ●
Data & GIS Analysis	● ● ● ● ● ●

LAUREN RUSHING

Project Manager / Principal Planner



Relevant Project Experience

City of Port St. Lucie 2045 Mobility Plan & Mobility Fee & Continuous Planning Services (2022-Present)

Update to the City's existing Mobility Plan & Mobility Fee, review and development of existing and new developer mobility fee credit agreements, administrative manual for assessing mobility fees, tasks regarding mobility fee implementation.

Okaloosa County 2045 Mobility Plan & Mobility Fee (2022-Present)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

City of Longwood 2045 Mobility Plan & Mobility Fee (2023 - Present)

Project management, land use, and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Village of Indiantown 2045 Mobility Plan & Mobility Fee (2022 - Present)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

City of Palm Beach Gardens 2045 Mobility Plan & Mobility Fee (2021-2022)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

City of Oviedo 2045 Mobility Plan & Mobility Fee (2022-Present)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Alachua County Impact & Mobility Fee Update (2023-Present)

Updates to park and recreation and fire rescue impact fees and its multimodal transportation mitigation system - an alternative to mobility fees.

City of Oviedo Impact Fee Update (2023-Present)

Updates to law, fire rescue, parks and recreation, and public buildings impact fees and mobility fees.

City of Palm Beach Gardens Impact Fee Update (2023-Present)

Updates to law, fire rescue, parks and recreation, and public buildings impact fees and mobility fees.

Lake Wales 2045 Mobility Plan & Multimodal Transportation Impact Fee (2021-2022)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Town of Lake Park 2045 Mobility Plan & Mobility Fee (2022-2023)

Land use and transportation/mobility planning services, data analysis and GIS for the development of a Mobility Plan & Mobility Fee.

Education

Master of Science in Urban and Regional Planning

Florida State University (2013-2015)

Bachelor of Arts in Environmental Science and Policy

Florida State University (2009-2013)

Technical Skills

- ArcGIS /QGIS
- Adobe InDesign, Illustrator

Other Experience

- Board Member - American Planning Association (APA) First Coast Section (Present)
- Jacksonville Bicycle & Pedestrian Advisory Committee, Secretary (Present)
- Board Member - Young Professionals in Transportation NYC Metro Chapter (2021)
- Op-ed contributor to StreetsblogNYC



MOBILITY COHORT



Margarita Yerastova



Tel: +31 622 341194

E-mail: margarita@
therepublicofdesign.com



600 S Dixie Highway, #717
West Palm Beach, FL
33401



www.therepublicofdesign.com

Profile

Margarita has over 14 years of experience in the transportation field, both in the private and public sectors. Margarita currently works as a mobility advisor and consultant providing services to urban planning firms, cycling organizations, and various cities and government agencies throughout North America and Europe. Her experience includes researching active mobility cross-national policy transfer and knowledge exchange with the University of Amsterdam's Urban Cycling Institute. Previously, she worked for the City of Delray Beach, Florida as their Bicycle Pedestrian Mobility Coordinator where she was the Program Manager for transportation projects in the City such as Complete Streets, bikeshare, Vision Zero, Bicycle Pedestrian Master Planning, and the ADA Implementation Study. She designed and secured over \$7m in grant funding for bicycle network infrastructure projects.

Margarita is a frequent and impassioned speaker on the roles that design and innovation play in shaping our social/spatial environments and how they can affect the future of accessibility and equity in our cities on a human scale.

Affiliations

Congress for New Urbanism
Institute of Transportation Engineers
American Planning Association
Strong Towns

MARGARITA YERASTOVA

Principal, The Republic of Design



Expertise

TRANSPORTATION
CORRIDOR PLANNING
URBAN DESIGN
MOBILITY STRATEGIES
MOBILITY INNOVATIONS
POLICY MAKING

RESEARCH
MARKETING
VISUAL DESIGN
BRANDING
MULTIMEDIA
PHOTOGRAPHY

Technical Skills

- Adobe: InDesign, Illustrator, Photoshop, Lightroom
- CAD
- ArcGIS

Marketing & Multimedia

Professional design services, research, and writing for public and private entities, and professional organizations.

Education

Master of Science in Urban and Regional Planning

University of Amsterdam (2018)

Bachelor of Fine Arts in Graphic Design

University of Florida (2008)

Project Experience

TOWN PLANNING

Town Center at Abacoa, Jupiter Florida

LEED ND GOLD CERTIFICATION PLANNING

Northwest Gardens, Fort Lauderdale, FL

BICYCLE & MOBILITY NETWORK PLANNING

Leningrad Region, RUS
City of Amsterdam, NL
City of Nijmegen, NL
Monterrey Metro Region, MX
Walton County, FL
City of Oviedo, FL
City of Delray Beach, FL

City of Bradenton, FL
City of St. Augustine, FL
City of DeBary, FL
City of West Palm Beach, FL
City of Palm Beach Gardens, FL
City of Port St. Lucie, FL
City of Lake Wales, FL

MOBILITY PLANS & FEES

City of Lake Wales, FL
City of Boynton Beach, FL
City of West Palm Beach, FL
City of Bradenton, FL
Sarasota County, FL
Walton County, FL
Okaloosa County, FL
City of Longwood, FL
City of DeBary, FL

City of Maitland, FL
City of Port. St. Lucie, FL
City of St. Augustine, FL
City of Oviedo, FL
City of St. Cloud, FL
Town of Lake Park, FL
Village of Indiantown, FL
City of Altamonte Springs, FL
City of Palm Beach Gardens, FL



This certificate hereby qualifies

Jonathan Paul

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 017909

Handwritten signature of Joel Albizo in black ink.

Joel Albizo, FASAE, CFP®
Chief Executive Director

Handwritten signature of Mitchell J. Silver in black ink.

Mitchell J. Silver, FAICP
President



**American Institute
of Certified Planners**

Creating Great Communities for All

Verify: <https://www.credly.com/go/QTm8eTx0>



This certificate hereby qualifies

Robert Schiffer

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 005999

Handwritten signature of Joel Albizo in black ink.

Joel Albizo, FASAE, CAI
Chief Executive Director

Handwritten signature of Mitchell J. Silver in black ink.

Mitchell J. Silver, FAICP
President



**American Institute
of Certified Planners**

Creating Great Communities for All

Verify: <https://www.credly.com/go/6RUvYNZY>



Ron DeSantis, Governor

Melanie S. Griffin, Secretary



FBPE
FLORIDA BOARD OF
PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE
PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

DANG, KHANH UYEN T.

250 ROYAL COURT
DELRAY BEACH FL 33444

LICENSE NUMBER: PE73944

EXPIRATION DATE: FEBRUARY 28, 2025

Always verify licenses online at MyFloridaLicense.com



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Florida Unified Certification Program

Disadvantaged Business Enterprise (DBE) Certificate of Eligibility

DDEC LLC

MEETS THE REQUIREMENTS OF 49 CFR, PART 26

APPROVED NAICS CODES:

541330, 541340

Dwayne Moore

*DBE & Small Business Development Manager
Florida Department of Transportation*



State of Florida

Department of State


I certify from the records of this office that NUE URBAN CONCEPTS, LLC is a limited liability company organized under the laws of the State of Florida, filed on October 27, 2011, effective October 27, 2011.

The document number of this limited liability company is L11000122813.

I further certify that said limited liability company has paid all fees due this office through December 31, 2023, that its most recent annual report was filed on February 1, 2023, and that its status is active.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the First day of February, 2023*




Secretary of State

Tracking Number: 3840041751CC

To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>

Price Proposal



CITY OF GAINESVILLE
REQUEST FOR PROPOSALS (RFP) #MOBX-230063-DS
MOBILITY PLAN

PRICING COST PROPOSAL

The Mobility Cohort has developed the following pricing proposal based on the projected number of hours and cost for each Cohort member consistent with cost associated with similar services provided to other local governments in Florida:

Hourly Rates	JP	UD	RS	LR	MY	TOTAL
	\$225	\$235	\$200	\$150	\$125	
Task 1: Data Collection & Document Review						
Hours	50	20	10	50	10	140
Cost	\$11,250	\$4,700	\$2,000	\$7,500	\$1,250	\$26,700
Task 2: Analysis of Transportation Needs & Funding Strategies						
Hours	90	90	30	100	50	360
Cost	\$20,250	\$21,150	\$6,000	\$15,000	\$6,250	\$68,650
Task 3: Development of Updated Zones & Fee Schedules						
Hours	120	30	25	100	30	305
Cost	\$27,000	\$7,050	\$5,000	\$15,000	\$3,750	\$57,800
Task 4: Final Report & Documentation of Methods						
Hours	120	30	10	50	65	275
Cost	\$27,000	\$7,050	\$2,000	\$7,500	\$8,125	\$51,675
Task 5: Stakeholder Meetings						
Hours	30	10	0	20	0	60
Cost	\$6,750	\$2,350	\$0	\$3,000	\$	\$12,100
Task 6: Revisions to Land Development Code and Comprehensive Plan						
Hours	120	20	0	100	25	265
Cost	\$27,000	\$4,700	\$0	\$15,000	\$3,125	\$49,825
Task 7: Public Hearings & Drafting of Ordinance(s)						
Hours	100	20	0	40	0	160
Cost	\$22,500	\$4,700	\$0	\$6,000	\$0	\$33,200
Total Cost (All Task)						
Hours	630	220	75	460	180	1,565
Cost	\$119,250	\$47,000	\$15,000	\$63,000	\$22,500	\$299,950
JP	Jonathan B. Paul, AICP - Project Manager (NUE Urban Concepts, LLC)					
UD	Uyen Dang, PE - Co-Deputy Project Manager (DDEC, LLC)					
RS	Robert Schiffer, AICP - Travel Demand Modeling (Future Plan Consulting, LLC)					
LR	Lauren Rushing – Senior Planner, Project Coordinator & GIS Lead (NUE Urban Concepts, LLC)					
MY	Margarita Yerastova – Planner & Graphic Designer (The Republic of Design)					

Forms



BIDDER VERIFICATION FORM

LOCAL PREFERENCE (Check one)

Local Preference requested: YES NO

A copy of your City of Gainesville, Florida **Business Tax Receipt** must be included in your submission if you are requesting Local Preference.

QUALIFIED SMALL BUSINESS AND/OR SERVICE DISABLED VETERAN BUSINESS STATUS (Check one)

Is your business qualified, in accordance with the City of Gainesville's Small Business Procurement Program, as a local Small Business? YES NO

Is your business qualified, in accordance with the City of Gainesville's Small Business Procurement Program, as a local Service-Disabled Veteran Business? YES NO

REGISTERED TO DO BUSINESS IN THE STATE OF FLORIDA

Is Bidder registered with Florida Department of State's, Division of Corporations, to do business in the State of Florida?

YES NO (refer to Part 1, 1.6, last paragraph)

If the answer is "YES", provide a copy of SunBiz registration or SunBiz Document Number (# **L11000122813**)

If the answer is "NO", please state reason why: _____

NUE Urban Concepts, LLC

Bidder's Name

Jonathan B. Paul, AICP, Principal

Printed Name/Title of Authorized Representative

Jonathan B. Paul
Signature of Authorized Representative

\ **07/31/2023**
Date

DRUG-FREE WORKPLACE FORM

The undersigned bidder in accordance with Florida Statute 287.087 hereby certifies that

NUE Urban Concepts, LLC

does:

(Name of Bidder)

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for the drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection (1).
4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Chapter 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on, or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign the statement, I certify that this bidder complies fully with the above requirements.


Bidder's Signature

07/31/2023
Date

In the event of a tie bid, bidders with a Drug Free Workplace Program will be given preference. To be considered for the preference, this document must be completed and uploaded to DemandStar.com with your Submittal.

REFERENCE FORM

Name of Bidder: **NUE Urban Concepts, LLC**

Provide information for three references of similar scope performed within the past three (3) years. You may include photos or other pertinent information.

#1 Year(s) services provided (i.e. 1/2015 to 12/2018): **01/2016 to Present**

Company Name: **City of Palm Beach Gardens**
Address: **10500 N. Military Trail**
City, State Zip: **Palm Beach Gardens, FL 33410**
Contact Name: **Natalie Crowley, AICP, Director Planning & Zoning Department**
Phone Number: **571-799-4243** Fax Number: _____
Email Address (if available): **NCrowley@pbgfl.com**

#2 Year(s) services provided (i.e. 1/2015 to 12/2018): **08/2019 to Present**

Company Name: **City of St. Augustine**
Address: **75 King Street**
City, State Zip: **St. Augustine, FL 32084**
Contact Name: **Reuben C. Franklin Jr, P.E., Assistant City Manager**
Phone Number: **904-209-279** Fax Number: _____
Email Address (if available): **rfranklin@citystaug.com**

#3 Year(s) services provided (i.e. 1/2015 to 12/2018): **02/2021 to Present**

Company Name: **City of Port St. Lucie**
Address: **121 SW Port St. Lucie Blvd**
City, State Zip: **Port St. Lucie, FL 34984**
Contact Name: **Teresa Lamar-Sarno, AICP, Deputy City Manager**
Phone Number: **727-873-6379** Fax Number: _____
Email Address (if available): **tsarno@cityofpsl.com**

Request for Taxpayer Identification Number and Certification

**Give Form to the
 requester. Do not
 send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

Print or type. See Specific Instructions on page 3.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. Jonathan B. Paul		
	2 Business name/disregarded entity name, if different from above NUE Urban Concepts, LLC		
	3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.		4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <i>(Applies to accounts maintained outside the U.S.)</i>
	<input checked="" type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) ▶ _____		
	5 Address (number, street, and apt. or suite no.) See instructions. 2000 PGA Blvd, Suite 4440		
	6 City, state, and ZIP code Palm Beach Gardens, FL 33408		Requester's name and address (optional) City of Gainesville 200 E. University Avenue Gainesville, FL 32601
	7 List account number(s) here (optional)		

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									
or									
Employer identification number									
4	5	-	3	6	8	7	2	5	5

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ▶ <i>Jonathan B. Paul</i>	Date ▶ 07/31/2023
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

Contact: Jonathan B. Paul, AICP | Principal
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www.mobilitycohort.com



CITY OF LAKE CITY | MOBILITY PLAN & MOBILITY FEE

PRICING COST PROPOSAL

The NUE Urban Concepts has developed the following pricing proposal based on the projected number of hours and cost for each team member consistent with cost associated with similar services provided to other local governments in Florida:

Hourly Rates	LR	JP	UD	RS	MY	Total
	\$150	\$225	\$235	\$200	\$125	
Task 1: Mobility Plan Development						
Hours	80	75	30	10	10	205
Cost	\$12,000	\$16,875	\$7,050	\$2,000	\$1,250	\$39,175
Task 2: Mobility Fee Development						
Hours	60	90	10	40	0	200
Cost	\$9,000	\$20,250	\$2,350	\$8,000	\$0	\$39,600
Task 3: Mobility Fee Ordinance						
Hours	45	60	0	0	0	105
Cost	\$6,750	\$13,500	\$0	\$0	\$0	\$20,250
Task 4: County Interlocal Agreement						
Hours	10	30	10	0	0	50
Cost	\$1,500	\$6,750	\$2,350	\$0	\$0	\$10,600
Task 5: Comprehensive Plan Amendment						
Hours	20	35	15	0	0	70
Cost	\$3,000	\$7,875	\$3,525	\$0	\$0	\$14,400
Task 6: Business Impact Statement						
Hours	0	20	0	0	0	20
Cost	\$0	\$4,500	\$0	\$0	\$0	\$4,500.00
Task 7: Meetings, Hearings & Public Workshops						
Hours	35	45	0	0	0	80
Cost	\$5,250	\$10,125	\$0	\$0	\$0	\$15,375
Total Cost (All Tasks)						
Hours	250	355	65	50	10	730
Cost	\$37,500	\$79,875	\$15,275	\$10,000	\$1,250	\$143,900
LR	Lauren Rushing, AICP – Project Manager, Principal Transportation Planner (NUE Urban Concepts, LLC)					
JP	Jonathan B. Paul, AICP – Principal, Mobility Fee Expert (NUE Urban Concepts, LLC)					
UD	Uyen Dang, PE – Transportation Engineer (DDEC, LLC)					
RS	Robert Schiffer, AICP - Travel Demand Modeling (Future Plan Consulting, LLC)					
MY	Margarita Yerastova – Graphic Designer (The Republic of Design)					

Thank you for your consideration of this draft price proposal. Please let me know if you have any questions.

Sincerely,

 Jonathan B. Paul, AICP
 Principal