

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

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) # _____

Legal Name of Bidder: _____

DBA: _____

Authorized Representative Name/Title: _____

E-mail Address: _____ FEIN: _____

Street Address: _____

Mailing Address (if different): _____

Telephone: (_____) _____ Fax: (_____) _____

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: _____ **DATE:** _____

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

PART 1 – REQUEST FOR PROPOSAL INFORMATION

Thank you for your interest in working with the City of Gainesville.

Pertinent information and required documents regarding this bid as part of a responsive offer are listed below:

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NOTE: The terms “bidder” and “proposer” are used interchangeably throughout this document.

1.1 DISTRIBUTION OF INFORMATION

The City posts and distributes information pertaining to its procurement solicitations on DemandStar (www.demandstar.com). **The City has transitioned from accepting hard (paper) copy submittals to accepting submittals through “E-Bidding” on DemandStar.com.** In order to submit a bid response to this solicitation the bidder must be registered with DemandStar.

It is the responsibility of the vendor to monitor DemandStar. Properly registered vendors can expect to receive automatic notification of solicitations for bids and proposals, by participating purchasing entities. Bidder’s failure to retrieve available, required procurement information from DemandStar and include the appropriate documentation and information in solicitation responses may result in disqualification.

1.2 PRE-PROPOSAL MEETING/QUESTIONS/CLARIFICATIONS AND BID OPENING

If scheduled (refer to Bid Cover Page), attending a pre-proposal meeting is strongly recommended as the project’s scope of work, procedures, and specifications will be discussed at this time. It is the only time during the bid process that bidders may ask questions directly of the end user.

All questions that occur outside of the pre-proposal meeting must be submitted to Procurement only, and must be received by the date indicated on the Bid Cover Page to be considered. Technical and/or specification questions will not be answered over the phone; they must be submitted by email directed to the Procurement Specialist conducting the solicitation (refer to Bid Cover Page). All questions will be answered via Addendum which will be posted on DemandStar.com for vendor access. All addenda must be acknowledged by the bidder on the Bid Cover Page.

*****IMPORTANT NOTICE REGARDING BID OPENING*****

For all bid openings occurring after July 31, 2022, except construction, online viewings will no longer be held. Either the DemandStar Tabulation and/or the City’s Bid Record document, listing bidder names, will continue to be posted for interested parties.

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

1.3 RFP TIME TABLE

The anticipated schedule for the RFP and contract approval is as follows:

RFP available for distribution	June 28, 2023
Deadline for receipt of questions	July 16, 2023
Deadline for uploading of proposals	July 31, 2023 (3:00 p.m. local time)
Evaluation/Selection process	August 7, 2023
Oral presentations, if conducted	Week of August 16, 2023
Projected award date	August 2023
Projected contract start date	September/October 2023

All dates are subject to change. Bidders will be notified via Addendum posted in [DemandStar.com](https://www.demandstar.com) in event of any schedule change.

1.4 PROHIBITION OF LOBBYING

To ensure fair consideration, consistent and accurate dissemination of information for all bidders, the City prohibits communication to or with any department, employee, or agent evaluating or considering proposals during the submission process, except as authorized by the Procurement Division representative. **Additionally, the City prohibits communication initiated by a bidder to any city official or employee evaluating or considering the proposals (up to and including the City Commissioners) before the time an award decision has been made.** Any communication between bidder and the City required to obtain information or clarification for preparing a bid or to enable a proper, accurate evaluation of a proposal will be handled solely through the Procurement Division staff. **Any communications initiated between the bidder and the City outside these parameters may be grounds for disqualifying the offending bidder from consideration for award of the proposal and/or any future proposal.**

1.5 CONE OF SILENCE

During the Cone of Silence (formerly called Blackout period) as defined in the next paragraph, except as pursuant to an authorized appeal, no person may lobby (as defined in section 1.4) on behalf of a competing party in a particular procurement process, City officials or employees except the Procurement designated staff contact in the Procurement division. Violation of this provision shall result in disqualification of the party on whose behalf the lobbying occurred.

The Cone of Silence is the period between the issue date of the RFP, which allows for immediate submittals to the City of Gainesville Procurement Division for the Request for Proposal and the time the City Officials and Employee awards the contract.

1.6 DETERMINATION OF RESPONSIBILITY OF BIDDERS

The specific qualifications of bidders for this specific Request for Proposal are included in Part 3, 3.1, d) Qualifications. Bidder must also demonstrate that it is responsible as defined in the City of Gainesville's [Financial Services Procedures Manual](#), Section 41-522, as may be amended.

As a part of the proposal evaluation process, City reserves the right to conduct a background investigation of bidder, including a record check by the Gainesville Police Department if the qualifications require it. Bidder's submission of a proposal constitutes acknowledgment of the process and consent to such investigation.

No contract will be awarded to any proposer who is in arrears to City upon any debt, fee, tax or contract, or who is a defaulter, as surety or otherwise, upon any obligation to City, or who is otherwise determined to be not responsible by City pursuant to Section 41-522, [Financial Services Procedures Manual](#), following:

These criteria consider the bidder's capability to perform:

- a) The ability of the bidder to successfully carry out a proposed contract.

- b) Past performance (including reference check), experience, business and financial capabilities, skills, technical organization, legal eligibility and reliability.
- c) Current litigation pending between the bidder and the City.
- d) Bidder has paid all debts owed to the City.
- e) Bidder possesses all required licenses.

If it is determined that the bidder is not responsible, City will notify bidder of its finding, including evidence used, and allow bidder the opportunity to come into compliance within three (3) business days of notification.

Successful Bidder must either update or complete City's vendor application, pay business tax (if applicable), and register with the State of Florida (if required by law).

1.7 RESPONSIVENESS OF PROPOSAL

Each proposal will be reviewed to determine if the proposal is responsive to the submission requirements outlined in the RFP. A responsive proposal is one which follows the requirements of the RFP, includes all required documentation, is submitted in the format outlined in the RFP, is of timely submission (via upload to DemandStar.com), and has the appropriate signatures as required on each document. Failure to comply with these requirements may deem the proposal non-responsive (see Section 41-444 of the [Financial Services Procedures Manual](#)).

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PART 2 – PROJECT OVERVIEW

2.1 GENERAL DESCRIPTION

It is the intent of the City of Gainesville to obtain proposals for 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.

2.2 TASKS

Task 1 – Data Collection and Document Review. Shall include a review of:

- City’s Comprehensive Plan *Transportation Mobility Element* (existing) (refer to **Part 10 – Exhibits**), specifically policies pertaining to the TMPA program and any other requirements for transportation improvements.
- City’s Land Development Code, particularly regulations that relate to concurrency or TMPA program, and development requirements related to transportation.
- City’s Vision Zero strategy and action plan.
- Regional Transit Service’s Reimagine Transit Plan and any other pertinent local transit documents.
- MTPO 2045 Long Range Transportation Plan.
- Demographic data, particularly that which relates to transportation methods.
- Geospatial data of transportation facilities and services.
- Development patterns and traffic volume trends over the past 5 years.
- Review of local multimodal policies and standards.
- Other data provided by the City.

Task 2 – Analysis of Transportation Needs and Funding Strategies

- Compilation of programmed City transportation projects.
- Identification of other existing transportation needs within the City (e.g. missing sidewalk segments, expansion of multi-use trail system, transit stop upgrades).
- Analysis of mode shares throughout different areas of the City.
- GIS mapping of all identified transportation projects/needs.
- Planning level cost estimates for all identified transportation projects/needs.

Task 3 – Development of Updated Zones and Fee Schedules

- Adjustments to existing TMPA zone boundaries.
- Develop methodology for fee assessment.
- Compilation of identified transportation projects/needs within each new zone, including cost estimates for all projects in each zone.
- Incorporation of expected transit needs within zones to update existing UF Context Area (transit) fee.
- Determination of a revised fee schedule for each zone, incorporating not only vehicular trip impacts from new development, but also accounting for needed increases in service and infrastructure needs related to other modes (transit, bicycle, pedestrian).

Task 4 – Final Report and Documentation of Methods

- Technical report outlining zone boundaries and fee schedules, including study methodology and background data, and instructions for calculation of fees for individual developments, including methodology for mode share calculation and potential credits.
- Report shall detail consistency of proposed fee methodology, data and analysis with Florida Statutes, impact fee case law, and local documents.
- Draft report shall be provided for staff review and approval prior to presentation to the public.

- Document shall include a chapter outlining local multimodal policies and standards, including best practices and illustrations.

Task 5 – Stakeholders Meetings

- Three stakeholders meetings (prior to public hearings), including initial outreach and public notice of the meetings.

Task 6 – Revisions to Land Development Code and Comprehensive Plan

- Drafting of any necessary amendments to Land Development Code.
- Drafting of amendments to Comprehensive Plan to remove existing TMPA program and transportation requirements, and replace with language pertaining to new mobility fee program.
- Draft report shall be provided for staff review and approval prior to public hearings.

Task 7 – Public Hearings and Drafting of Ordinance(s)

- Two City Plan Board hearings.
- Coordination with City Attorney’s office on drafting of ordinance.
- Two City Commission hearings.
- Up to two additional hearings 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 report outlining final schedule of fees and basis.
4. Templates to be utilized for annual fee updates.

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PART 3 – PRICE PROPOSAL

3.1 Price Proposal

Firm, all-inclusive price proposal, broken out by task. Include estimated completion timeline based upon weeks after receipt of PO.

NOTE: The budget for this project is firm at \$300,000; proposals exceeding this amount will not be considered or evaluated.

NOTE: If travel is involved in the execution of an awarded contract for this solicitation, should any air travel be required the City's travel policy allows for Coach air travel only. All other travel will be billed in accordance with the Federal General Services Administration rates which can be found at: <https://www.gsa.gov/travel/plan-book/per-diem-rates>. In addition, long distance phone calls, printing, and other administrative costs may be billed at cost only -no mark-up. Evidence of these expenditures will be submitted when invoicing the City. Travel and administrative costs should be identified in the Price Proposal.

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PART 4 – HOW TO SUBMIT A PROPOSAL

Instructions to bidders: Proposals must contain each of the documents listed below; each fully completed and signed, as required. Required signatures for proposal forms may be applied using electronic signature software (i.e., DocuSign, Adobe Sign, etc.). Proposals submitted which do not include the following items may be deemed non-responsive and may not be considered for contract award. The City reserves the right to request all other missing forms and additional information from any bidder prior to award.

4.1 FORMAT OF PROPOSAL

a) Table of Contents

The table of contents should outline in sequential order the major areas of the proposal, and all pages of the proposal, including the enclosures, must be clearly and consecutively numbered and correspond to the table of contents.

b) Technical Proposals

The technical proposal is a narrative which addresses the scope of work, the proposed approach to the work, the schedule of the work, and any other information called for by the RFP which the bidder deems relevant.

c) Price Proposal

The price proposal is a presentation of the bidder's total offering price including the estimated cost for providing each component of the required goods or services.

Bidders should indicate the dollar amount which will be attributed to each sub-contractor, if any.

If a prescribed format for the price proposal is appended, bidders must use it; otherwise, bidders may use formats of their choice.

d) Qualifications

The response to the minimum qualification requirements should address each of the qualifications set out in the section below. Bidders must provide documentation which demonstrates their ability to satisfy all of the minimum qualification requirements. Bidders who do not meet the minimum qualification requirements or who fail to provide supporting documentation will not be further considered. If a prescribed format, or required documentation for the response to minimum qualification requirements is stated below, bidders must use said format and supply said documentation.

- Consultant's business shall demonstrate that it has at least three (3) years of experience in preparing Mobility Plans of a similar scope, in accordance with Florida Statutes, Chapter 163, Part 2.

4.2 CONTENT OF PROPOSAL

Required Documents:

The following documents are required to be included in the bidder's submission:

- a. RFP Cover Page
- b. Address each Minimum Qualification
- c. Provide a Statement of all Qualifications that will communicate the capabilities of the proposer to successfully complete the project
- d. Pricing Proposal
- e. Drug-Free Workplace Form
- f. Bidder Verification Form
- g. References Form
- h. Bidder's W-9
- i. Copy of any applicable, current licenses and/or certification required by City/County/State
- j. Exceptions to the RFP (refer to Part 4, 4.5 Exception to the RFP)

4.3 PROPOSAL SUBMISSION INSTRUCTIONS

The bid response, containing all required documents, with authorized signatures, must be received by 3:00 p.m. on the due date indicated on the Bid Cover Page for this project. The bidder's complete pdf response must be uploaded into DemandStar.com prior to the 3:00 p.m. deadline. This platform will not accept late submittals.

Upload bid response as a pdf formatted document only, unless the solicitation states otherwise. The pdf document should be titled with bidder's name, bid number, and, if the response is submitted in parts, include "Part # of x".

On occasion, the City will request proposals present pricing separately from the main proposal. If separate pricing is requested, upload a separate document that indicates Pricing as its content.

Modifications to or withdrawal of a bidder's submittal can be made up to the deadline date. Modifications and withdrawals must be documented in DemandStar.com in order to be recognized by the City. Any bid not withdrawn will constitute an irrevocable offer, for a period of one hundred twenty (120) days, to provide the City adequate time to award the Contract for the services specified in this solicitation.

Both the response and the price proposal, if required to be submitted as a separate document, must be signed by an officer of the business who is legally authorized to enter into a contractual relationship in the name of the bidder. An authorized representative who is not an officer may sign the proposal, but must attach a corporate resolution granting authorization to the representative to execute on behalf of the business.

The submittal of a response by a bidder will be considered by the City as constituting an offer by the bidder to perform the required services at the stated fees.

4.4 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:

- (i) Identifying Trade Secret or Otherwise Confidential and Exempt Information. For any records or portions thereof that bidder claims to be Trade Secret or otherwise confidential and exempt from public disclosure under the Public Records Law, bidder 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 as outlined in 1 and 2 on the following page. Bidder 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 Contractor's claim that the information is confidential and exempt from public disclosure.
- (ii) 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 bidder 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 bidder of the public records request.
 - b. However and notwithstanding the above, in the event that City in its sole discretion finds no basis for bidder's claim that certain information is Trade Secret or otherwise confidential and exempt under Florida's Public Records Law, then City shall notify bidder in writing of such conclusion and provide bidder 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 bidder 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 bidder as Trade Secret or otherwise as confidential and exempt, CITY shall notify bidder and bidder shall intervene in the lawsuit to defend the nondisclosure of such information under Florida's Public Records Law.

- d. Bidder 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 bidder'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.

How to Designate Trade Secret or Otherwise Confidential and Exempt Information

If a bidder believes that its response contains trade secret or otherwise confidential and exempt information (as defined by Florida or Federal law) and should be withheld from disclosure to the public, in such cases the bidder must provide a redacted copy of the proposal for public access.

- Redacted means that the confidential/proprietary information in the proposal has been obscured so that it cannot be read.
 - Unredacted means that the entire document, including the confidential/proprietary information, has not be obscured and is visible for the evaluation team to use in their evaluation process.
1. Upload a pdf version response of the complete UNREDACTED proposal. Include "UNREDACTED, CONFIDENTIAL" in document title. This is the version that will be used by the evaluators when they are reviewing your proposal. It is essential that the items that will be redacted are highlighted in yellow to prevent the evaluation team from discussing these items after the award. The first page of the document for the **unredacted** document should provide a general description of the information bidder has designated as confidential and/or exempt, and provide a reference to the appropriate Florida or Federal statute supporting the confidential and/or exempt classification.
 2. Upload a pdf version response of the REDACTED copy of the proposal. Include "REDACTED" in the document title. This copy will be used to support any public records requests that may arise from this solicitation.

How the City will Handle Material Identified as Trade Secret or Otherwise Confidential and Exempt Information

The City's evaluators will be provided with the complete unredacted proposal, including any trade secret or otherwise confidential and exempt information. The City evaluators will maintain the confidentiality of the information through the evaluation process, including any recorded evaluation team meetings.

In the event a public record request is made to view the information which bidder claims is confidential and/or exempt, the City will notify the bidder and give the bidder a reasonable opportunity (generally 2 business days) to institute appropriate legal action to prevent the disclosure of the information claimed as confidential and/or exempt.

All public records submitted to the City, including those claimed as confidential and/or exempt, will be retained by the City and will not be returned to a bidder at the conclusion of the bidding process.

4.5 EXCEPTION TO THE RFP

Bidders may take exceptions to any of the terms of this RFP unless the RFP specifically states where exceptions may not be taken. Should a bidder take exception where none is permitted, the proposal will be rejected as non-responsive. All exceptions taken must be specific, and the bidder must indicate clearly what alternative is being offered to allow the City a meaningful opportunity to evaluate and rank proposals.

Where exceptions are permitted, the City shall determine the acceptability of the proposed exceptions and the proposals will be evaluated based on the proposals as submitted. The City, after completing evaluations, may accept or reject the exceptions. Where exceptions are rejected, the City may request that the bidder furnish the services or goods described herein, or negotiate an acceptable alternative.

4.6 ONLY ONE BID

Only one bid from any individual, firm, corporation, organization or agency under the same or different name shall be considered. Should it appear to the City that any bidder has a financial interest in more than one submission under this bid, all bids in which such bidder has a financial interest will be rejected. A subcontractor is permitted to appear in more than one submittal for the same bid, as long as the subcontractor is not a lead bidder in any of the submittals. The City considers a financial interest to include, but not be limited, to joint ventures and, partnerships.

4.7 FULLY INFORMED BIDDER

A bidder is expected to fully inform itself as to the requirements of the Specifications and Contract terms and conditions; failure to do so will be at its own risk. A bidder shall not expect to secure relief on the plea of error.

PART 5 – EVALUATION PROCESS

5.1 EVALUATION CRITERIA

a) **Selection and Evaluation Criteria**

Proposals will be evaluated in accordance with the procedures described in the City's, [Professional Services Evaluation Handbook](#).

The proposals will be evaluated using the following process: Qualifications Evaluation, Written Proposal Evaluation and/or Presentation/Interview Evaluation, and Other Factors as deemed appropriate. The City shall consider the ability of the firm's professional personnel, willingness to meet time and budget requirements, workload, location, past performance, volume of previous work with the City, and location. The Evaluation process provides a structured means for consideration of all these areas.

b) **Technical Qualifications Evaluation**

The Technical Qualifications Evaluation will assess each responding firm's ability based on experience and qualifications of key team members, the firm's capability of meeting time and budget requirements, and the firm's record with regard to this type of work, particularly in the City of Gainesville or in the State of Florida. This stage does not involve review and evaluation of a proposal addressing the project scope of work. Consideration will be given to the firm's current workload, financial stability, and the location where the majority of the technical work will be produced. The City will not be impressed with excessive amounts of boilerplate, excessive numbers of resumes, excessive length of resumes, excessive numbers of photographs, work that distant offices have performed, or work not involving personnel to be assigned to the proposed project.

c) **Written Proposal Evaluation**

The Written Proposal Evaluation will assess the firm's understanding of the project and the proposed approach to be undertaken as addressed in a written proposal. The evaluation process will assess how effectively the requirements of the scope of services have been addressed. The written proposal should identify a project manager and other key members of the project/service team. It should relate the capabilities of the project/service team to the requirements of the scope of services.

d) **Presentation/Interview Evaluation**

The Proposal Presentation/Interview Evaluation is based on an oral presentation that addresses both the technical qualifications of the firm and the approach to the project. Importance is given to the firm's understanding of the project scope of work, the placement of emphasis on various work tasks, and the response to questions. The evaluation process will assess the project manager's capability and understanding of the project and his/her ability to communicate ideas. The role of key members of the project/service team should be established based on the scope of services and the firm's approach to the project/service. The role of any subcontracted firm in the proposal should be clearly identified. Unique experience and exceptional qualifications may be considered with emphasis on understanding of the project/service, particularly "why it is to be done" as well as "what is to be done". The City of Gainesville will not be impressed with excessive boilerplate, excessive participation by "business development" personnel, and the use of "professional" presenters who will not be involved in the project or future presentations.

e) **Other factors**

The Other Factors to be considered, based upon the specific project (but not limited to), are those items, such as Small or Service-Disabled Veteran Business and/or Local Preference. Fee proposals, when requested and deemed appropriate, are also to be considered in the evaluation process, where the request for such fees is in accordance with the City's Procurement Policies and Procedures.

PART 6 – SELECTION PROCESS

The bidder(s) will be selected from the qualified, responsive and responsible bidders submitting responses to this Request for Proposal. The selection process will be as follows:

1. Evaluators consisting of City staff will review the proposals. The evaluation process provides a structured means for consideration of all proposals.
2. Upon review and evaluation, the City may request oral presentations from the top ranked bidders. During the oral presentations, the bidders shall further detail their qualifications, approach to the project and ability to furnish the required services. These presentations shall be made at no cost to the City. Bidders selected for further presentations should provide one (1) electronic copy of materials presented in PDF format on a USB Flash drive.
3. The final ranking of bidders will be in accordance with the procedures described in the City's [Professional Services Evaluation Handbook](#).
4. If required, the final ranking of bidders will be presented to the City Commission. The City Commission will be requested to approve the recommended ranking and authorize negotiation and execution of the contract beginning with the top ranked bidder.
5. Provided that the City Commission approves the ranking and an award, the City will negotiate a contract with the top ranked bidder. Should the City be unable to negotiate a satisfactory contract with the top ranked bidder, negotiations will be terminated with that bidder and negotiations will be initiated with the second most qualified bidder, and so on until a satisfactory contract is negotiated.

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PART 7 – AWARD

7.1 TIE BIDS

Whenever two or more bids which are equal with respect to price, quality and service are received, preference shall be given in the following order: (1) Bidders submitting the attached Drug-Free Workplace form with their bid/proposal certifying they have a drug free workplace in accordance with Section 287.087, Florida Statutes; (2) Bidders located within the City of Gainesville, if not subject to the Local Preference Ordinance; (3) Bidders located within Alachua County; (4) Bidders located within the State of Florida; and (5) coin toss.

7.2 DRUG-FREE WORKPLACE

Preference shall be given to submitters providing a certification with their qualifications certifying they have a drug-free workplace whenever two or more bids which are equal with respect to price, quality, and service are received in accordance with Section 287.087, Florida Statutes. The attached form should be filled out and returned with the qualifications in order to qualify for this preference.

7.3 CONTRACT TERMS AND CONDITIONS

The City may award a contract on the basis of initial offers received, without discussions. A sample contract is attached to the bid. Therefore, each initial offer should contain the bidder's best terms from a cost or price and technical standpoint and any changes to the sample contract.

The City reserves the right to enter into contract negotiations with the selected bidder regarding the terms and conditions of the contract and technical terms. Price will not be negotiated. If the City and the selected bidder cannot negotiate a successful contract, the City may terminate said negotiations and begin negotiations with the next selected bidder. This process will continue until a contract has been executed or all bidders have been rejected. No bidder shall have any rights against the City arising from such negotiations.

7.4 CONTRACT AWARD

The award(s), if any, shall be made to the bidder(s) whose proposal(s) shall be deemed by the City to be in the best interest of the City. The decision of the City of whether to make the award(s) and which proposal is in the best interest of the City shall be final.

7.5 CONTRACT

The Contract to be entered into will designate the successful bidder as the City's Contractor. The terms and conditions in the Sample Contract, Part 9, shall be applicable and binding. The successful bidder will be required to execute an agreement with the City in substantially the same format as found in Part 9.

7.6 BID PROTEST

Participants in this solicitation may protest the RFP specifications or award in accordance with Section 41-680 of the [Financial Services Procedures Manual](#).

7.7 RFP POSTPONEMENT/CANCELLATION/WAIVER OF IRREGULARITIES

The City may, at its sole and absolute discretion, reject any and all, or parts of any and all, proposals; re-advertise this RFP; postpone or cancel, at any time, this RFP process; or waive any irregularities in this RFP or in the proposals received as a result of this RFP. See Section 41-444 [Financial Services Procedures Manual](#).

PART 8 – GENERAL INFORMATION

8.1 REIMBURSABLES

If travel is involved in the execution of an awarded contract for this solicitation, should any air travel be required the City's travel policy allows for Coach air travel only. All other travel will be billed in accordance with the Federal General Services Administration rates which can be found at: <https://www.gsa.gov/travel/plan-book/per-diem-rates>. In addition, long distance phone calls, printing, and other administrative costs may be billed at cost only -no mark-up. Evidence of these expenditures will be submitted when invoicing the City. Travel and administrative costs should be identified in the Price Proposal.

8.2 LOCAL PREFERENCE

In bidding of, or letting contracts for procurement of, supplies, materials, equipment and services, as described in the purchasing policies, the city commission, or other purchasing authority, may give a preference to local businesses in making such purchase or awarding such contract in an amount not to exceed five percent of the local business' total bid price, and in any event the cost differential should not exceed \$25,000.00. Total bid price shall include not only the base bid price but also all alterations to that base bid price resulting from alternates which were both part of the bid and actually purchased and awarded by the City Commission or other authority. In the case of requests for proposals, letter of interest, best evaluated bids, qualifications or other solicitations and competitive negotiation and selection in which objective factors are used to evaluate the responses. Local Businesses are assigned five (5) percent of the total points of the total evaluation points.

Local business means the vendor has a valid business tax receipt, issued by the City of Gainesville at least six months prior to bid or proposal opening date, to do business in said locality that authorizes the business to provide the goods, services, or construction to be purchased, and a physical business address located within the limits of said locality, in an area zoned for the conduct of such business, from which the vendor operates or performs business on a day-to-day basis. Post office boxes are not verifiable and shall not be used for the purpose of establishing said physical address. In order to be eligible for local preference, in the Bid or RFP evaluation, the vendor must provide a copy of the business tax receipt and Zoning Compliance Permit. For more information on City's Local Preference Policy: [Municiple Code Article X Local Preference Policy](#).

8.3 SMALL AND SERVICE-DISABLED VETERAN BUSINESS PARTICIPATION

Small or Service-Disabled Veteran's Business Enterprise Definition: A Small Business or a Service-Disabled Veteran's Business, which is duly licensed and authorized to engage in business and maintains a permanent principal place of operation with full time personnel within Alachua, Bradford, Columbia, Gilchrist, Levy, Putnam, or Union County and possess a current City business tax receipt as required, and is so certified by the Small and Service-Disabled Veteran's Business Program Coordinator.

It is the policy of the City of Gainesville that small and service-disabled veteran businesses as defined in the Small and Service-Disabled Veteran Business Program, have the maximum practical opportunity to participate in contracting opportunities provided by the City. In keeping with this policy, each bidder is asked to state whether it will utilize small and service-disabled veteran businesses that are eligible for assistance to perform work on the project(s) being advertised.

For bidders not yet certified by the City, a small and service-disabled veteran application may be accessed via the [Diversity Business Management System](#) website. To be considered as a certified small and/or service-disabled veteran business, a bidder must have a current certificate at the time of the solicitation submittal due date. For more information on certified small and service-disabled veteran businesses, please visit the [Office of Equity and Inclusion](#) website.

8.4 LIVING WAGE REQUIREMENTS

Living Wage requirements, Ordinance 020663, as amended in Ordinance 030168, and in [Ordinance 180999](#), and as shown on the City's web page, applies to contracts solicited by the City after midnight on March 31, 2021.

Section 2-619. – Living Wage Requirements.

- (a) The following are requirements of each service contractor/subcontractor:
- (1) A service contract or/subcontractor shall pay a living wage to each of its covered employees during the time they are providing the covered services.
 - (2) A copy of the living wage rate shall be posted by the service contractor/subcontractor in a prominent place where it can easily be seen by the covered employees and shall be supplied to any covered employee upon request.

- (3) Each service contractor shall make all of its service subcontractors aware of the requirements of this division and shall include the contract provisions listed in the **Sample Contract** under the *Living Wage* paragraph in each of its service subcontracts to ensure compliance with this article. The city shall not be deemed a necessary or indispensable party in any litigation between the service contractor and a subcontractor.
- (4) A service contractor/subcontractor 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 under this division. A covered employee who claims their employer has not paid them a living wage as required by this division may file a written complaint with the city.
- (5) Each service contractor/subcontractor shall produce payroll records, and any other requested documentation to the city as necessary for the city to audit or investigate compliance with or a reported violation of this division.

The adjusted Living Wage for this contract is \$15.00 per hour (Living Wage with Health Benefits) or \$17.25 per hour if Health Benefits are not offered. The living wage for this contract will increase annually on the anniversary date of the contract at the City's prevailing living wage rate, which is updated October 1 each year.

8.5 TAXES, CHARGES AND FEES

The bidder agrees that any applicable Federal, State and Local sales and use taxes, which are to be paid by City of Gainesville, are included in the stated bid prices. Since the City of Gainesville is often exempt from taxes for equipment, materials and services, it is the responsibility of the Contractor to determine whether sales taxes are applicable. The Contractor is liable for any applicable taxes which are not included in the stated bid prices.

8.6 COSTS INCURRED BY BIDDERS

All expenses involved with the preparation and submission of proposals to the City, or any work performed in connection therewith shall be borne by the bidder(s). No payment will be made for any responses received, nor for any other effort required of or made by the bidder(s) prior to commencement of work as defined by a contract approved by the City Commission (if so required).

8.7 RULES; REGULATIONS; LICENSING REQUIREMENT

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

8.8 RECORDS/AUDIT

Contractor shall maintain records sufficient to document their completion of the scope of services established by 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 Order shall be made available until a final disposition has been made of such litigation, appeals, or claims.

8.9 DEBARMENT, SUSPENSION, OTHERWISE EXCLUDED

By submitting this proposal, bidder agrees that it:

- Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- Has not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against it for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements or receiving stolen property;
- Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission or any of the offenses enumerated in paragraph (2) of this certification; and
- Has not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

8.10 PUBLIC ENTITY CRIME INFORMATION STATEMENT

Section 287.133 (2)(a), Florida Statutes, contains the following provisions: “A person or affiliate who has been placed on the convicted vendor list following a conviction for public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity, in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.”

**8.11 INVESTIGATION OF ALLEGED WRONGDOINGS, LITIGATION/
SETTLEMENTS/FINES/PENALTIES** **INTENTIONALLY LEFT BLANK - Not Applicable****8.12 NON-DISCRIMINATION POLICY AND COMMERCIAL NON-DISCRIMINATION REQUIREMENT**

As a condition of entering into this agreement, the company represents and warrants that it will comply with Title VI and Title VII of the Civil Rights Act of 1964 and all other federal, state or local laws prohibiting discrimination. The company 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 solicitation, selection, hiring, commercial treatment of subcontractors, vendors, suppliers or commercial customers, nor shall the company retaliate against any person for reporting instances of such discrimination.

The City reserves the right to investigate any claims of illegal discrimination by the Contractor and in the event a finding of discrimination is made and upon written notification thereof, the Contractor shall take all necessary steps to cure and rectify such action to the reasonable satisfaction of the City. The company understands and agrees that a violation of this clause shall be considered a material breach of this agreement and may result in termination of this agreement, disqualification of the company from participating in City contracts, or other sanctions. This clause is not enforceable by or for the benefit of, and creates no obligation to, any third party.

For more information on this policy and requirement, please visit the [Office of Equity and Inclusion](#).

8.13 USE OF RFP REPLY IDEAS

The City has the right to use any or all information presented in any response to the RFP, whether amended or not, except as prohibited by law. Selection or rejection of the submittal does not affect this right.

8.14 E-VERIFY REQUIREMENT

Section 448.095, Florida Statute states the statute shall be construed in a manner so as to be fully consistent with any applicable federal laws or regulations. The Contractor shall (1) utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the Contractor during the term of the Contract; and (2) shall expressly require any subcontractors performing work or providing services pursuant to the Contract to likewise utilize the U.S. Department of Homeland Security’s E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term. Alternatively, Contractor shall provide proof that one of the exceptions to the E-Verify federal contractor rule applies.

8.15 INTERNATIONAL PROPOSER REQUIREMENTS

The City is unable to send ACH payments to international banks. Therefore, ACH payments will only be made to U.S.A. banks. Additionally, the international company must be from a country that has a tax treaty with the U.S.A. International proposers must agree to these requirements and provide proof of same should they receive an award recommendation.

8.16 SPECIALITY FUNDING, IF APPLICABLE **INTENTIONALLY LEFT BLANK - Not Applicable**

PART 9 – SAMPLE CONTRACT

THIS CONTRACT (“Contract”), entered into on the ____ day of _____, 2023 between the CITY OF GAINESVILLE, a Florida municipal corporation, (“City”), and _____, (“Contractor”), , taken together, shall be known as “Parties”.

WHEREAS, the City desires a Mobility Plan.

NOW, THEREFORE, in consideration of the foregoing premises and the mutual covenants contained herein, the Parties agree as follows:

1. EFFECTIVE DATE AND TERM OF CONTRACT.

The term of the Contract shall be effective on **insert date** and shall expire **insert date**, unless otherwise terminated pursuant to this Contract.

2. SCOPE OF SERVICES.

Mobility Plan, as more specifically described in the Specifications.

3. CONTRACT DOCUMENTS.

A. The Contract consists of the following documents, whether attached to this Contract or incorporated by reference (collectively the ‘Contract Documents’):

- i. Contract;
- ii. Addenda to Bid Documents (*attach and identify by title, number and date*);
- iii. Bid Documents (*attach and identify by title, number and date*); and
- iv. Contractor’s response to Bid documents (*attach and identify by title, number and date*).

B. The Contract Documents constitute the entire contract between the City and Contractor. In the event of conflict or inconsistency between the Contract Documents, the order of precedence for interpretation shall be the order in which the Contract Documents are listed above. Conflict or inconsistency within a particular contract document shall be resolved by having the more specific reference to the matter prevail.

4. TIME FOR PERFORMANCE

The Parties agree that time is of the essence for the Scope of Services. Contractor shall complete the work on or before [date].

5. COMPENSATION/PAYMENT.

City will pay Contractor in an amount not to exceed (\$) for completion of the contract. City shall make payments in accordance with the Local Government Prompt Payment Act, Sections 218.70, et. seq. Florida Statutes. Contractor will be paid electronically as an electronic funds transfer (EFT).

6. INDEMNIFICATION.

Contractor shall indemnify the City, its officials, agents and employees, and hold it harmless from suits, actions, damages, liability, expenses, losses and costs, including, but not limited to reasonable attorney’s fees in connection with loss of life, bodily or personal injury, or property damage arising from or occasioned by any act or omission or negligence or intentional wrongdoing on the part of the Contractor and other persons employed or utilized by the Contractor.

7. ANTI-DISCRIMINATION.

CONTRACTOR 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. CONTRACTOR 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.

8. INSURANCE.

A. During the term of this Contract, Contractor shall maintain insurance as follows:

Workers' Compensation insurance	providing coverage in compliance with Florida Statutes
Professional Liability/Errors and Omission insurance	\$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
Automobile Liability insurance	\$500,000 per occurrence combined single limit for bodily injury and property damage

B. Prior to the effective date of this Contract, Contractor shall provide to City a certificate of insurance certifying such insurance and naming City as additional insured and that City will be notified in writing at least thirty (30) days before any such insurance is canceled or materially changed.

C. Insurance must be written by a company licensed to do business in the State of Florida and satisfactory to City.

9. SOVEREIGN IMMUNITY.

Nothing in the Contract Documents shall be interpreted as a waiver of the City's sovereign immunity as granted under Section 768.28, Florida Statutes.

10. LIVING WAGE.

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 contractor/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.

11. TERMINATION.

A. If the Contractor fails to observe or perform in accordance with the Contract Document (a "Default"), then the City, after providing at least ten (10) days written notice to the Contractor of the Default and the City's intent to terminate if such Default continues unremedied during the ten (10) day period, may terminate this Contract without prejudice to any other rights or remedies the City may have under this Contract and Florida law.

B. This Contract may be terminated by the City, without cause, upon thirty (30) days written notice to the Contractor. In the event this Contract is so terminated, the Contractor shall be compensated for services rendered through the effective date of the termination.

12. MULTI-YEAR CONTRACT.

The obligations of the City as to any funding required pursuant to this Contract 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 Contract.

13. E-VERIFY.

Section 448.095, Florida Statutes states the statute shall be construed in a manner so as to be fully consistent with any applicable federal laws or regulations. The Contractor shall (1) utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Contractor during the term of this Contract; and (2) shall expressly require any subcontractors performing work or providing services pursuant to the Contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term. Alternatively, Contractor shall provide proof that one of the exceptions to the E-Verify federal contractor rule applies.

14. INDEPENDENT CONTRACTOR.

Contractor shall be considered an independent contractor 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. Except as specifically noted in the Contract Documents, Contractor shall be solely responsible for the means, method, techniques, sequences, and procedures utilized by the Contractor for the full performance of the Contract Documents.

15. INTELLECTUAL PROPERTY AND WORK PRODUCT.

A. Ownership and Publication of Materials. All reports, information, data, and other materials prepared by the Contractor pursuant to the Contract Documents, except those separately identified in the Scope of Services or in other written agreements between the Parties, are owned by the City. The City has the exclusive and unrestricted authority to release, publish or otherwise use, in whole or in part, information contained therein and relating thereto. No material produced in whole or in part under the Contract Documents may be copyrighted or patented in the United States or in any other country without prior written approval of the City.

B. Intellectual Property. Contractor warrants that it owns or has rights to use all intellectual property used for the scope of each project, including patent rights, copyrights, or other intellectual property rights, except with respect to designs, processes or products of a particular manufacturer expressly required by the City [or process or product is an infringement of a patent, copyright or other intellectual property, the Contractor shall promptly give City [and Professional if applicable] written notice of the infringement.

16. RECORDS AND RIGHT-TO-AUDIT.

Contractor shall maintain records sufficient to document completion of the scope of services established by the Contract Documents. 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 termination of the Contract. Records that 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

17. CONTRACTOR'S ASSURANCES.

Contractor warrants that the goods and services supplied to the City pursuant to this Contract shall at all times fully conform to the specifications set forth in the Invitation to Bid and be of the highest quality. In the event the City, in the City's sole discretion, determines that any product or services supplied pursuant to this Contract is defective or does not conform to the specifications set forth in the Invitation to Bid, the City reserves the right unilaterally to cancel an order or cancel this Contract upon written notice [and an opportunity to cure if applicable] to the Contractor, and reduce commensurately any amount of money due the Contractor.

18. WARRANTY.

[list or reference specific warranty here]

19. PUBLIC RECORDS.

Florida has a very broad public records law and certain records of a contractor may be considered public records. Accordingly, by entering into an agreement with the City, contractor must:

1. Keep and maintain public records required by the public agency to perform the service.
2. Upon request from the public agency'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.
3. 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 contractor does not transfer the records to the public agency.
4. Upon completion of the contract, transfer, at no cost, to the public agency all public records in possession of the contractor or keep and maintain public records required by the public agency to perform the service. If the contractor transfers all public records to the public agency upon completion of the contract, the contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the contractor keeps and maintains public records upon completion of the contract, the contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the public agency, upon request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (telephone number, e-mail address, and mailing address).

20. DISPUTE RESOLUTION

Except as otherwise provided in this Contract, any dispute concerning a question of fact or of interpretation of a requirement of the Contract which is not disposed of by mutual consent between the parties shall be decided by the City Manager or designee, who shall reduce the decision to writing and furnish a copy thereof to the parties. In connection with any dispute proceeding under this clause each party shall be afforded an opportunity to be heard and to offer evidence in support of its version of the facts and interpretation of the Contract. The City Manager or designee shall make such explanation as may be necessary to complete, explain or make definite the provisions of this Contract and the findings and conclusions shall be final and binding on both parties. Pending the final decisions of a dispute hereunder, Contractor shall proceed diligently with its performance of the Contract in accordance with the preliminary directions of the City Manager or designee.

21. FORCE MAJEURE

If the performance of the Contract is delayed by fire, lightning, earthquake, cyclone, or other such cause completely beyond the control of either the City or the Contractor, then the time for completion of the Contract shall be extended for a period equivalent to the time lost by reason of any of the aforesaid causes.

22. APPLICABLE LAW AND VENUE.

This Contract shall be governed by and construed in accordance with the laws of the State of Florida, notwithstanding any Florida conflict of law provision to the contrary. In the event of any legal action under this Contract, venue shall be in Alachua County, Florida.

23. DEFAULT AND REMEDIES.

The non-breaching party shall have available all remedies at law.

24. NOTICES.

Any notices from either party to the other party must be in writing and sent by certified mail, return requested, overnight courier service or delivered in person with receipt to the following:

CITY:

City of Gainesville
 Insert Department Name
 Attn:
 Insert Address

CONTRACTOR:

Insert Contractor's Information

25. SEVERABILITY.

If any provision of this Contract is declared void by a court of law, all other provisions will remain in full force and effect.

26. INTEGRATION/MERGER.

This Contract, together with the attached bid documents, contains the entire contract and understanding of the Parties regarding the matters set forth herein and supersedes all previous negotiations, discussions, and understandings, whether oral or written, regarding such matters. The Parties acknowledge that they have not relied on any promise, inducement, representation, or other statement made in connection with this agreement that is not expressly contained in this Contract. The terms of this Contract are contractual and not merely recital.

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. CAPTIONS AND SECTION HEADINGS.

Captions and section headings used herein are for convenience only and shall not be used in construing this Contract.

29. ASSIGNMENT OF INTEREST.

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

30. 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.

31. THIRD PARTY BENEFICIARIES.

This Contract does not create any relationship with, or any rights in favor of, any third party.

32. CONSTRUCTION.

This Contract shall not be construed more strictly against one party than against the other merely by virtue of the fact that it may have been prepared by one of the Parties. It is recognized that both Parties have substantially contributed to the preparation of this Contract.

33. EXHIBITS.

All exhibits attached to this Contract are incorporated into and made part of this Contract by reference.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement, or caused to be executed by their duly authorized officials, on the day and year first written above.

NAME OF COMPANY:

CITY OF GAINESVILLE:

Signature: _____

Signature: _____

Print Name: _____

Print Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM AND LEGALITY

City Attorney

PART 10 – EXHIBITS

The following documents/forms are included in this section:

- Drug-Free Workplace Form
- Bidder Verification Form
- Reference Form
- Comprehensive Plan **Transportation Mobility Element**

DRUG-FREE WORKPLACE FORM

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

_____ 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

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.

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 (# _____)

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

Bidder’s Name

Printed Name/Title of Authorized Representative

Signature of Authorized Representative \ _____
Date

REFERENCE FORM

Name of Bidder: _____

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): _____

Company Name: _____
Address: _____
City, State Zip: _____
Contact Name: _____
Phone Number: _____ Fax Number: _____
Email Address (if available): _____

#2 Year(s) services provided (i.e. 1/2015 to 12/2018): _____

Company Name: _____
Address: _____
City, State Zip: _____
Contact Name: _____
Phone Number: _____ Fax Number: _____
Email Address (if available): _____

#3 Year(s) services provided (i.e. 1/2015 to 12/2018): _____

Company Name: _____
Address: _____
City, State Zip: _____
Contact Name: _____
Phone Number: _____ Fax Number: _____
Email Address (if available): _____

Goals, Objectives



& Policies

Transportation Mobility Element

OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE “YEAR 2035 LONG RANGE TRANSPORTATION PLAN” WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.

GOAL 1

ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.

Objective 1.1 The City shall adopt the following transportation mobility levels of service (LOS). These levels of service are solely for planning purposes and are not used to apply transportation concurrency.

Policy 1.1.1 Roadway LOS:



- a. The LOS for all roadways in city limits shall be LOS E, except for I-75 and roadways operating as backlogged or constrained.
- b. The LOS for I-75 segments that fall within city limits shall be maintained at LOS D to the extent feasible, recognizing that I-75 serves land areas and traffic outside city limits.
- c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

Policy 1.1.2 Transit LOS:

- a. The City shall strive to provide fixed-route transit service within $\frac{1}{4}$ mile of 80% of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.
- b. The City shall strive to provide peak hour frequencies of 20 minutes or less within $\frac{1}{4}$ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.
- c. The City shall strive to provide and maintain fixed-route transit service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map Series) with peak hour frequencies of 30 minutes or less.
- d. The City shall strive to operate 80% of fixed-route transit routes for at least 14 hours per day.

Policy 1.1.3 Pedestrian LOS:

- a. The City shall install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
- b. The City's Land Development Code shall require sidewalk construction for all new development, except in areas designated with the Industrial land use category.
- c. New streets shall be designed and constructed to include sidewalks.

Policy 1.1.4 Bicycle and Trail LOS:

- a. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.
- b. New streets shall be designed and constructed to include bicycle facilities.



GOAL 2

DEVELOP AND MAINTAIN A SAFE, CONVENIENT, AND ENERGY EFFICIENT MOTORIZED AND NON-MOTORIZED TRANSPORTATION SYSTEM TO ACCOMMODATE THE SPECIAL NEEDS OF THE SERVICE POPULATION AND THE TRANSPORTATION DISADVANTAGED THAT PROVIDES ACCESS TO MAJOR TRIP GENERATORS AND ATTRACTORS.

Objective 2.1 Create an environment that promotes transportation choices, compact development, and a livable city.

Policy 2.1.1 The City shall enhance the multi-modal transportation system between downtown and the University of Florida (UF) to improve connectivity and promote transportation choice and livability.

Policy 2.1.2 The City shall promote transportation choice, healthy residential and non-residential development, safety, and convenience.

Policy 2.1.3 The City shall support the “Multimodal Emphasis Corridor” designation on 13th Street from SW 16th Avenue to NW 23rd Avenue as shown in the Long Range Transportation Plan Update.

Policy 2.1.4 The City shall coordinate with FDOT to reduce large truck traffic on streets that are not designated truck routes, and direct such traffic to designated truck routes. Improved signs and enforcement shall direct non-local or through trucks to the designated truck route.

Policy 2.1.5 The City shall ensure that street modifications support land use, housing choice, and transportation choice objectives.

Policy 2.1.6 The City shall use “Complete Streets” principles to ensure that roadways are planned, designed, and maintained for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles.

Policy 2.1.7 The City shall coordinate with UF to ensure that the Campus Master Plan is consistent with the goals, objectives and policies of the Transportation Mobility Element of the Comprehensive Plan.

Policy 2.1.8 The City, in accordance with the policy adopted by the MTPO in 1999, shall avoid using biased transportation terminology.

Policy 2.1.9 The City shall encourage the installation of parking garages and shared parking lots within neighborhood (activity) centers, employment centers, and



the area between downtown and the UF campus. The land development code shall be amended to ensure that such parking meets performance objectives.

Policy 2.1.10 The City shall use “Context Sensitive Street Design” principles to design transportation facilities that consider the total context within which a transportation project will exist and develop transportation projects that fit the physical setting and preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility for all users.

Policy 2.1.11 Development plans for new developments and redevelopment of residential and non-residential sites shall show any existing and proposed bicycle and pedestrian access to adjacent properties and transit stops.

Policy 2.1.12 New development will be encouraged to provide pedestrian/bicycle connections to nearby land uses such as schools, parks, retail, office, and residential when feasible.

Objective 2.2 Ensure that Future Land Use Map designations promote transportation objectives by designating transit-supportive densities in appropriate locations to support transportation choice.

Policy 2.2.1 The City’s Future Land Use Map shall remain consistent with transportation choice strategies.

Objective 2.3 Ensure that the City coordinates with the Year 2035 Long Range Transportation Plan and other plans of the MTPO for the Gainesville urbanized area, the Florida Transportation Plan, and the FDOT’s Adopted Work Program.

Policy 2.3.1 The City shall coordinate with the MTPO in the Gainesville urbanized area, the FDOT, UF, and other related state and regional and local agencies to implement land use, transportation, and parking policies that promote transportation choice.

Policy 2.3.2 The City shall coordinate with FDOT and Alachua County to implement Access Management regulations.

Policy 2.3.3 The City shall propose transportation projects that affect the City to the MTPO for consideration in the 5-Year Transportation Improvement Program.

Policy 2.3.4 The City shall coordinate with FDOT, MTPO, the Community Traffic Safety Team, and Alachua County to improve transportation system management and enhance safety by the continued expansion and upgrade of the Traffic Management System, and by installing traffic signal priority control for emergency vehicles and buses.



Policy 2.3.5 The City shall assist the MTPO in annually issuing a Level of Service Report on all GUATS system roadways and shall coordinate with the MTPO to designate backlogged and constrained facilities; these designations shall be amended as appropriate to reflect updated traffic count information and system improvements.

Policy 2.3.6 The City shall strive to implement transportation-related aspects of Plan East Gainesville, including, but not limited to:

- a. Coordinating with the MTPO to establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce;
- b. Coordinating with the MTPO and FDOT on the implementation of the Waldo Road Multi-Way Boulevard (with limits from University Avenue to NE 39th Avenue) listed in the MTPO 2035 Cost-feasible Plan; and
- c. As road reconstruction occurs, including in the transportation network provisions for bicyclists, transit users, and pedestrians on NE 15th Street, East University Avenue, Main Street, and NE 8th Avenue, where applicable.

Objective 12.4 Protect existing and future rights-of-way from building encroachment to the extent that doing so promotes transportation choice.

Policy 2.4.1 The City shall collaborate with FDOT, MTPO, and Alachua County to identify future transportation rights-of-way and to provide for development regulations and acquisition programs that will protect such corridors for their intended future use. Such protection and long-range planning shall include pedestrian, bicycle, car, and transit facilities.

GOAL 3

THE CITY SHALL BECOME A NATIONAL MODEL FOR AN ENHANCED COMMUNITY TRANSIT SYSTEM WITH A VARIETY OF TRANSPORTATION SERVICES THAT PROVIDE A SAFE, CONVENIENT, ACCESSIBLE, COMFORTABLE, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT PROMOTES WALKING AND TRANSIT USE. SERVICE SHALL BE PROVIDED WITH THE CLEANEST, QUIETEST, AND MOST ENERGY EFFICIENT EQUIPMENT FEASIBLE.

Objective 3.1 Establish land use designations and encourage development plans that reduce vehicle miles traveled and are transit supportive.



- Policy 3.1.1 The City shall inventory and prioritize all arterial, collector, and local street segments that have sidewalk gaps, and shall maintain such inventory on the City’s Geographic Information System (GIS) library to assist in the identification of gaps and priorities. The following criteria shall be used in prioritizing sidewalk gap improvements: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of walking; (4) proximity to the Traditional City; (5) arterial and collector streets; (6) proximity to transit routes; and (7) proximity to areas of significant blight.
- Policy 3.1.2 The City shall identify arterial and collector segments that should be made more walkable. Raised medians, wider sidewalks, and on-street parking should be used, where feasible, on these selected arterials and collector streets within, or adjacent to, the urban area and particularly within pedestrian-oriented areas, such as downtown, UF, and other mixed-use areas.
- Policy 3.1.3 The City shall use the “Complete Streets” principles in the design of all new streets.
- Policy 3.1.4 Development and redevelopment projects shall be encouraged to provide bicycle and pedestrian access to adjacent properties. Connectivity or stub-outs for future connections shall be included in development and redevelopment plans.
- Policy 3.1.5 Street intersection modification, street construction, restriping, reconstruction, and resurfacing shall not increase the difficulty of bicycle, transit, and pedestrian travel. Such changes shall include safety features for bicycles, transit, and pedestrians to offset any negative impact the modification may otherwise create.
- Policy 3.1.6 The City shall establish, as feasible and appropriate, pedestrian mid-block refuge areas at street mid-points, particularly for streets with continuous left-turn lanes, areas where a large volume of pedestrians and bicyclists are expected or encouraged, and 5 and 7-lane streets (or any street with a crossing distance greater than 60 feet). For streets within city limits that are not under the City’s maintenance responsibility, the City shall coordinate with the governmental unit that has maintenance responsibility to request placement of pedestrian mid-block refuge areas where feasible and appropriate.
- Policy 3.1.7 The City shall promote walking, transit use, and bicycling in new development and redevelopment by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic, and improved access to transit stops.



- Policy 3.1.8 The City shall collaborate with FDOT to implement the Long Range Transportation Plan that designates University Avenue from Waldo Road to NW 34th Street as a Multimodal Emphasis Corridor.
- Policy 3.1.9 The City's Land Development Code shall require new development and redevelopment to provide safe and convenient on-site pedestrian circulation with features such as, but not limited to, sidewalks and crosswalks that connect buildings, transit stops, and parking areas at the development site.
- Policy 3.1.10 At least 5 feet of unobstructed width shall be maintained on all sidewalks, except as necessitated by specific physical and/or natural feature constraints that require a more narrow dimension for a short length within a standard width sidewalk. Under no circumstances shall the sidewalk be less than 36 inches in width. Sidewalks shall be free of signs, furniture, and other pedestrian obstacles that reduce the useable width of the sidewalk.
- Objective 3.2 Design the City Regional Transit System (RTS) to strike a balance between the needs of those who are transit-dependent and those who have a choice about using the transit system and make up a substantially larger market. The transit system shall serve major trip generators and attractors such as the UF campus, existing transit hubs, and transit supportive areas with safe, pleasant and convenient transit stops, while also providing for the transportation-disadvantaged. Increase transit ridership consistent with the goals in the Transit Development Plan.**
- Policy 3.2.1 The City shall strive to increase the amount of land designated for multi-family development, when appropriate, on the Future Land Use Map near existing transit hubs or transit-supportive areas.
- Policy 3.2.2 The City shall strive to link its land use and transportation planning by using the Transportation Mobility Program.
- Policy 3.2.3 The City shall evaluate transit stops in city limits to identify needs for improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, or the need for new transit stop locations.
- Policy 3.2.4 The City shall acquire additional buses to accommodate expanded services and increased ridership.
- Policy 3.2.5 The City shall support expansion of the Employee Bus Pass Program.
- Policy 3.2.6 Upon completion of the Go Enhance RTS study, if a Bus Rapid Transit (BRT) route is found to be feasible, the City shall implement the BRT route by FY 2015 if sufficient funding for capital and operating costs from developers and other sources is available to support the route. In the interim period, the City



shall explore express bus service on that route as a precursor to eventual BRT service, if funding is available.

Policy 3.2.7 The City shall equip new RTS transit shelters with easy-to-understand timetable and route information and an easily recognizable RTS logo.

Policy 3.2.8 The City transit service shall be enhanced to improve reliability, availability, comfort, and convenience.

GOAL 4

PROVIDE A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS CONDUCTIVE TO BICYCLING.

Objective 4.1 Strive to increase the number of bicycle trips within city limits.

Policy 4.1.1 The City shall strive to provide an interconnected bicycle system with a route to every major destination in the City.

Policy 4.1.2 The City, in cooperation with the County and FDOT, shall strive to ensure that the installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection, consistent with FDOT design standards for road facilities.

Policy 4.1.3 The City, in cooperation with the County and FDOT, shall install or encourage the installation of bicycle detection devices at traffic-activated signals on arterial and collector streets, consistent with FDOT standards.

Policy 4.1.4 Traffic signalization should be context sensitive in areas of high pedestrian and bicycle use.

Policy 4.1.5 The City shall identify all arterials and collector segments that are not currently designed for in-street bicycle transportation and determine the most appropriate design to accommodate such transportation, where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be consulted to prioritize such modifications.

Policy 4.1.6 The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as Park and Ride ; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.



- Policy 4.1.7 New construction, reconstruction, and resurfacing of arterials and collectors shall be designed using “Complete Streets” and “Context Sensitive Street Design” principles.
- Policy 4.1.8 The City shall equip each transit system bus to carry bicycles.
- Policy 4.1.9 All new Park and Ride lots shall be designed to accommodate bicycle parking.
- Policy 4.1.10 The City shall strive to have bicycle parking facilities designed in conformance with City bicycle parking standards at all appropriate transit stops and transfer points within city limits.
- Policy 4.1.11 The City shall support bicycle and pedestrian safety programs in Alachua County schools.
- Policy 4.1.12 The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this Comprehensive Plan.

Objective 4.2 Improve bicycle-related security.

- Policy 4.2.1 The City’s bicycle parking design guidelines shall allow only bicycle racks that provide durability, security, ease of use, attractiveness, adaptability to different styles of bicycles and lock types, and minimal hazard to pedestrians. Examples include bicycle lockers and the “inverted U” bicycle rack.

GOAL 5

DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

Objective 5.1 Develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

- Policy 5.1.1 The City shall fill gaps in the Trail Network, as identified as Future Off-Road Trails on the map labeled Off-Street Paved Trail Network in the Transportation Mobility Map Series.
- Policy 5.1.2 The City shall extend the Trail Network by cooperating with Alachua County’s efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Archer Braid Trail within city limits.



- Policy 5.1.3 The City shall require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.
- Policy 5.1.4 The City shall evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.
- Policy 5.1.5 The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a “rails-with-trails” program is established.
- Policy 5.1.6 The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle, transit, and pedestrian facilities.
- Policy 5.1.7 Rail-banking shall be pursued as a way to promote additional trail opportunities and to keep options open for future inter-city passenger rail corridors.

GOAL 6

PROMOTE A MIX OF USES SUCH AS CAR TRAVEL, TRANSIT, AND BICYCLING BY DESIGNING STREETS USING “COMPLETE STREETS” AND “CONTEXT SENSITIVE STREETS” DESIGN PRINCIPLES.

- Objective 6.1 Apply “Complete Streets” and “Context Sensitive Streets” design principles to create a safe, balanced, livable transportation system that can be used for all forms of travel to the benefit of neighborhoods, local businesses, and the overall community.**
- Policy 6.1.1 The City shall use context-appropriate design features to create a more livable transportation system throughout the City that is rich in transportation choice.
- Policy 6.1.2 Use traffic calming, where appropriate, to promote transportation choice, reduce the negative impacts of car travel, alter driver behavior, and improve conditions for non-motorized street users.
- Policy 6.1.3 The City shall use the “City of Gainesville Engineering Design & Construction Manual” for street design and geometrics on City-maintained streets.
- Policy 6.1.4 The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick-imprinted, paver, or painted crosswalks, where feasible. If not a City project,



the City shall recommend that the State or the County make such enhancements.

- Policy 6.1.5 The City shall collaborate with the State and the County to design roadways that promote safety, provide pedestrian refuge, promote traffic calming, and provide space for landscaping.
- Policy 6.1.6 The street layout of new developments shall be coordinated with the streets and parking of surrounding areas. This shall be done by establishing street connections to adjacent or potentially adjacent streets and parking lots, when feasible, unless natural features prevent such a connection. When not feasible, the end of the street shall establish a right-of-way connection to adjacent, off-site property so that a future motorized or non-motorized connection to an adjacent street or property is not foreclosed.
- Policy 6.1.7 The City shall set aside at least one day each year as a designated and publicized sustainable transportation day to encourage citizens to switch from single-occupant car use to another commuting form of travel.

GOAL 7

STRIVE TO REDUCE SINGLE-OCCUPANT VEHICLE TRIPS WITHIN THE GAINESVILLE METROPOLITAN AREA.

- Objective 7.1 Provide multi-modal opportunities and mixed-use development areas to reduce single-occupant automobile trips and reduce vehicle miles traveled.**
- Policy 7.1.1 The maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes, except for I-75.
- Policy 7.1.2 The City shall review turn lanes on a case-by-case basis to ensure that intersections are safe for all modes of travel.
- Policy 7.1.3 The City shall periodically review the Land Development Code to ensure that parking standards are adequate to meet the needs of the community.
- Policy 7.1.4 The City shall encourage new public and private schools to provide bicycle and pedestrian connections to nearby residentially designated lands.
- Policy 7.1.5 The City shall use the Transportation Mobility Program Area as mapped in the Transportation Mobility Element Data and Analysis Report to encourage redevelopment within the City, and to promote transportation choices.



- Policy 7.1.6 Whenever redevelopment or reuse of a site would result in the combination of one or more parcels of land that had previously operated as separate uses with separate driveways and parking, but are now proposed to operate jointly or to share parking facilities, the total number and location and width of driveways shall be reviewed. In order to reduce access points on the street system, driveways shall be eliminated when the area served can be connected within the site.
- Policy 7.1.7 The City shall coordinate the transportation network with the land uses shown on the Future Land Use Map Series in order to encourage compact development patterns, provide safe and convenient access for work, school, shopping, and service-related trips, protect the cultural and environmental amenities of the City, and protect the integrity of the Florida Strategic Intermodal System.
- Policy 7.1.8 The City shall encourage large employers to develop incentives for employees to reduce single-occupant vehicle trips to work, such as flex hours, subsidized transit passes, or parking cash-out policies.
- Objective 7.2 Use the Transportation Mobility Program policies to improve the land use and transportation planning connection and reduce traffic congestion.**
- Policy 7.2.1 Widening a street shall not be used as a first response strategy to reduce car congestion. The City shall consider alternative solutions such as intersection modification, signal timing, roundabouts, and strategies that promote transit use, bicycling, and walking.
- Policy 7.2.2 The City shall encourage the use of sustainable forms of travel, more transportation choice, and a better retail environment to reduce traffic congestion and improve the City's transportation level of service.
- Policy 7.2.3 The Transportation Mobility Program shall promote multi-modal opportunities and better land use planning.

GOAL 8

CREATE A TRANSPORTATION ENVIRONMENT THAT IS FREE OF BARRIERS FOR PEOPLE WITH DISABILITIES.

Objective 8.1 Eliminate existing barriers for people with disabilities.

- Policy 8.1.1 Curb ramps, raised crosswalks, and transit stop improvements shall be installed incrementally, in conjunction with other street modifications or in response to specific problem locations.



Policy 8.1.2 The City shall maintain a transit fleet that can serve persons with disabilities.

Policy 8.1.3 Car parking spaces for persons with disabilities shall conform to the Florida Accessibility Code for Building Construction standards.

GOAL 9

PROVIDE AN AVIATION FACILITY TO MEET THE NEEDS OF PASSENGERS, COMMERCIAL AIRLINES, AND GENERAL AVIATION IN A SAFE AND EFFICIENT MANNER.

Objective 9.1 Promote the Gainesville Regional Airport as the aviation facility for Gainesville and its air service area, and support the implementation of the Airport Master Plan as long as its improvements and operations are consistent with the City's Comprehensive Plan.

Policy 9.1.1 The City shall provide transit service to the Gainesville Regional Airport and the surrounding area.

Policy 9.1.2 The City shall use the Airport Master Plan as the future land use guide for development in and around the airport.

Objective 9.2 Eliminate incompatible land uses within airport noise contours and hazardous obstructions affecting the landing, takeoff, or maneuvering of aircraft, and coordinate the siting of new (or expansion of existing) airports, or related facilities, with the Future Land Use and Conservation, Open Space and Groundwater Recharge Elements.

Policy 9.2.1 The City's Future Land Use Element shall designate compatible land uses within the vicinity of the airport.

Policy 9.2.2 The City shall collaborate with Alachua County to ensure that incompatible land uses within the adopted airport noise contours are eliminated. The adopted airport noise contours are illustrated on the Airport Noise Zone Map dated August 2009 that is located in Appendix F of the City's Land Development Code.

Policy 9.2.3 The City shall encourage the Gainesville-Alachua County Regional Airport Authority to acquire adjacent land that is not compatible with the Airport as identified in the FAR Part 150 Study, and determined to be economically feasible by federal and state land acquisition regulations.

Objective 9.3 Coordinate proposed airport expansions by the Gainesville-Alachua County Regional Airport Authority with transportation plans by the



Florida Department of Transportation and the Metropolitan Transportation Planning Organization.

Policy 9.3.1 The City shall ensure that future aviation projects and the Airport Industrial Park are integrated with the City's transportation system.

Objective 9.4 Coordinate airport growth with appropriate aviation or other related organizations.

Policy 9.4.1 The City shall collaborate with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.

Policy 9.4.2 The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process, and other appropriate agencies on all of its aviation projects.

GOAL 10

IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:

- A. URBAN REDEVELOPMENT;**
- B. INFILL DEVELOPMENT;**
- C. A VARIETY OF TRANSPORTATION CHOICES AND OPPORTUNITIES INCLUDING AUTOMOTIVE, PEDESTRIAN, BICYCLE AND TRANSIT;**
- D. THE CITY'S ECONOMIC VIABILITY;**
- E. DESIRABLE URBAN DESIGN AND FORM;**
- F. A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES;**
- G. STREETSCAPING/LANDSCAPING OF ROADWAYS WITHIN THE CITY; AND**
- H. PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND CONVENIENCE.**

Objective 10.1 The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.



- Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.
- Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.
- Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.
- Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.
- a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
 - b. Cross-access connections/easements or joint driveways, where available and economically feasible;
 - c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;
 - d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined



in the Access Management portion of the Land Development Code;
and

- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

Policy 10.1.6 For any development or redevelopment within Zone B, the developer shall, at the developer’s expense, meet the following transportation mobility criteria based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8



<p>Greater than 5,000</p>	<p>At least 12 and meet either a. or b.:</p> <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.
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Zone B Criteria

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPPO, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.
- h. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.



- i. Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- j. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- k. Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.
- l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- m. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage, or removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
- n. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- o. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- p. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- q. Funding for the construction of new or expanded transit facilities.
- r. Construction of bus shelters built to City specifications.
- s. Bus shelter lighting using solar technology designed and constructed to City specifications.
- t. Construction of bus turn-out facilities to City specifications.



- u. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- v. Business operations shown to have limited or no peak-hour roadway impact.
- w. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.7 For any development or redevelopment within Zone C, the developer shall, at the developer’s expense, meet the following transportation mobility criteria based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 3
101 to 400	At least 4.5
401 to 1,000	At least 7.5
1,001 to 5,000	At least 12
Greater than 5,000	At least 18 and meet either a. or b.: <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.



Zone C Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
 2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road;
 3. extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and
 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Use of joint driveways or cross-access connections to reduce curb cuts.
- d. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, transit signal prioritization, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- g. Provision of matching funds for transit or other transportation mobility-related grants.
- h. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the



addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- i. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- j. Pedestrian-scale lighting in priority areas, including:
 - 1. SW 35th Place;
 - 2. SW 37th/39th Blvd.;
 - 3. SW 23rd Terrace; and
 - 4. Williston Road.
- k. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- l. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- m. Funding for the construction of new or expanded transit facilities.
- n. Construction of bus shelters built to City specifications.
- o. Bus shelter lighting using solar technology designed and constructed to City specifications.
- p. Construction of bus turn-out facilities to City specifications.
- q. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- r. Business operations shown to have limited or no peak-hour roadway impact.
- s. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.8 The City establishes the following priority for transportation mobility projects within Zone C and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.



- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Construction of an extension of SW 47th Avenue to connect from its terminus east and south to Williston Road.
- c. Funding for the construction of new or expanded transit facilities.

Policy 10.1.9

For any development or redevelopment within Zone D, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: <ol style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.



Zone D Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone D if demonstrated to be a direct benefit to the transportation system in Zone D. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue; and
 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.
- e. Provision of Park and Ride facilities, built to RTS needs and specifications
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- i. Funding for the construction of new or expanded transit facilities.



- j. Construction of bus shelters built to City specifications.
- k. Bus shelter lighting using solar technology designed and constructed to City specifications.
- l. Construction of bus turn-out facilities to City specifications.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n. Business operations shown to have limited or no peak-hour roadway impact.
- o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.10 The City establishes the following priority for transportation mobility projects within Zone D and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Funding for the construction of new or expanded transit facilities.

Policy 10.1.11 For any development or redevelopment within Zone E, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.



Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	<p>At least 24 and meet either a. or b.:</p> <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.

Zone E Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone E if demonstrated to be a direct benefit to the transportation system in Zone E. Projects may include, but shall not be limited to, the following:
 - 1. widening of SR 121 to 4 lanes north of US 441 to CR 231; and
 - 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.



- e. Provision of Park and Ride facilities, built to RTS needs and specifications.
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- i. Funding for the construction of new or expanded transit facilities.
- j. Construction of bus shelters built to City specifications, where transit service is available.
- k. Bus shelter lighting using solar technology designed and constructed to City specifications, where transit service is available.
- l. Construction of bus turn-out facilities to City specifications, where transit service is available or planned as shown in the Transit Development Plan, Bus Stop Improvement Plan or 5-Year Schedule of Capital Improvements.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n. Business operations shown to have limited or no peak-hour roadway impact.
- o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.12 The City establishes the following priority for transportation mobility projects within Zone E and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Widening SR 121 to 4 lanes north of US 441 to CR 231.
- b. Funding for the construction of new or expanded transit facilities.



Policy 10.1.13 For any development or redevelopment within Zone M, the developer shall fund transportation mobility criteria, including transit, pedestrian, bicycle, and vehicular needs, in the zone. This may include projects outside of Zone M that can be demonstrated to be a direct benefit to the transportation system in Zone M. The required transportation mobility criteria shall be based on the development's (including all phases) trip generation and proportional impact on transportation mobility facilities. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer. The transportation mobility criteria for any development or redevelopment that has a net, new average daily trip generation of greater than 5,000 trips shall include either 1. or 2. as follows:

1. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours.
2. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions shall include capital and operating costs for a minimum of 3 years.

It is anticipated that the provision of all mobility needs in Zone M may span a 20 to 30-year time period, and the mobility needs in Zone M, as listed below, shall be identified in the City's 5-Year Schedule of Capital Improvements.

Zone M Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may include, but shall not be limited to, the following:
 1. extension of Hull Road consistent with MTPO Option M;
 2. extension of SW 62nd Boulevard to SW Archer Road in accordance with the MTPO design; and
 3. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion.



The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/ or bike trails.
- d. Construction of transit superstops in Zone M built to City specifications.
- e. A Park and Ride facility with a minimum of 100 spaces, including transfer station and restrooms/information center, built to RTS specifications.
- f. Traffic management system equipment for transit vehicles operating on routes in Zone M.
- g. Funding for new buses and other capital expenses for routes serving Zone M.
- h. Funding for articulated buses.
- i. Funding for Express Transit Service or Bus Rapid Transit, where appropriate.
- j. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- k. Funding for the construction of new or expanded transit facilities.
- l. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- m. Business operations shown to have limited or no peak-hour roadway impact.
- n. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.14 Within the portion of the University of Florida (UF) Context Area that is located inside city limits (as mapped in the Campus Master Plan), all new multi-family residential development shall fund the capital transit costs associated with transit service needs. Transit capital costs include transit vehicles, maintenance facilities, passenger facilities such as transit shelters, and technology equipment (such as GPS). Payments shall be based on a proportionate share contribution for any additional transit service enhancements needed to serve the proposed development and maintain existing service levels (frequencies) in the RTS a.m. and p.m. peak hours. The projected new trips shall be based on the expected mode split of all development trips that will use transit. If the development is within ¼ mile of



UF, there shall be a 25% reduction in the required payment in recognition of the pedestrian and bicycle trips that may occur. Any transit payments required under this policy shall not count towards meeting TMPA criteria in Zones B, C, D, or M.

- Policy 10.1.15 Redevelopment or expansions of existing developments that generate fewer than ten net, new average daily trips or two net, new p.m. peak hour trips (based on adjacent street traffic) shall not be required to meet Policies 10.1.4, 10.1.5, 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, or 10.1.14, as applicable.
- Policy 10.1.16 To encourage redevelopment and desirable urban design and form, any development or redevelopment within Zones B, C, D, E, or M that meets standards such as neo-traditional, new urbanist, transit-oriented development (TOD), or mixed-use development and includes a mix of both residential and non-residential uses at transit-oriented densities shall be provided credits, in relation to the multi-modal amenities provided, toward meeting the criteria in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13, as applicable.
- Policy 10.1.17 An existing DRI that was approved and built prior to the adoption of the TMPA may be granted TMPA credits for redevelopment or expansion if all of the following requirements are met. All other Chapter 380, F.S., DRI requirements, except those concerning transportation concurrency, shall continue to apply.
- a. The DRI is located entirely within the TMPA.
 - b. At least one public transit route serves the DRI and operates at 15-minute frequencies during the RTS a.m. and p.m. peak hours.
 - c. The DRI allows transit service to enter the site and drop off/pick up passengers as close as possible to main entry points to facilitate transit user comfort and safety. An appropriate number of bus shelters, as determined by RTS during development review, shall be located at the site. The DRI shall construct required shelters to RTS specifications.
 - d. The DRI provides a Park and Ride facility at the site, built to RTS specifications and needs.
 - e. Cross-access connections or easements shall be provided to adjacent developments/sites.
 - f. Any other transportation modifications (either on or off-site), including, but not limited to, signalization, turn lanes, cross walks, bicycle parking, public sidewalks and internal sidewalk connections, and/or traffic calming measures found to be required during development review shall be provided or paid for by the DRI. The City



may require a traffic study to determine the transportation impacts and required transportation modifications depending upon the size of the expansion.

- Policy 10.1.18 In order to promote highly desirable development within the TMPA, the City or Community Redevelopment Agency may enter into agreements with developers to provide all or part of the transportation mobility needs that are required by policies within this Element.
- Policy 10.1.19 The City shall collect trip generation information for developments within the TMPA. For redevelopment sites, the City shall also collect information about trip credits for the previous use of the property.
- Policy 10.1.20 The City may require special traffic studies within the TMPA, including, but not limited to, information about trip generation, trip distribution, trip credits, and/or signal warrants, to determine the need for transportation modifications for improved traffic operation and/or safety on impacted road segments.
- Policy 10.1.21 The City shall evaluate the TMPA in conjunction with the City's next required Evaluation and Appraisal process.
- Policy 10.1.22 The City shall amend the Concurrency Management section and any other relevant sections of the Land Development Code to reflect the adoption of the new Transportation Mobility Program and the rescinding of transportation concurrency and the Transportation Concurrency Exception Area.
- Policy 10.1.23 Developments approved prior to the adoption of the TMPA shall provide any transportation improvements, modifications, or mitigation required as part of the development plan approval, consistent with Future Land Use Element Policy 3.4.5. When development plans that were approved prior to the adoption of the TMPA are amended, they shall meet TMPA policies, consistent with Future Land Use Element Policy 3.4.5.
- Objective 10.2 The City shall promote multi-modal transportation choice by adopting the following policies that encourage an interconnected street network, encourage redevelopment, and specially regulate developments with 30 or more acres, and by adopting the Existing Transit Hubs & Transit-Supportive Areas Map as part of the Transportation Mobility Map Series.**
- Policy 10.2.1 The City shall not close or vacate streets except under the following conditions:
- a. the loss of the street will not foreclose reasonably foreseeable future bicycle/pedestrian use;



- b. the loss of the street will not foreclose non-motorized access to adjacent land uses or transit stops;
- c. the loss of the street is necessary for the construction of a high density, mixed-use project containing both residential and non-residential uses or creating close proximity of residential and non-residential uses; and
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area.

Policy 10.2.2 The City shall ensure that new streets are designed appropriately for transportation choice by setting design standards that call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities, and prohibition of cul-de-sacs, where feasible. Street design standards shall include consideration of usage by transit vehicles, where appropriate.

Policy 10.2.3 The City shall require new residential developments, where feasible, to provide street and/or sidewalk/path connections and/or stub-outs to adjacent properties and developments (such as schools, parks, bus stops, retail, and office centers) so that motorized vehicle trips are minimized on major roadways.

Policy 10.2.4 The City shall adopt the Existing Transit Hubs & Transit-Supportive Areas Map as part of the Transportation Mobility Map Series to increase and enhance multi-modal transportation choices and encourage redevelopment in these areas.

Policy 10.2.5 In order to encourage the redevelopment of properties within the TMPA, reduce or prevent blight, and encourage development in close proximity to transit, the following redevelopment trip credits shall apply to projects that are located within ¼ mile of the property lines of an existing transit hub or projects that are located in transit-supportive areas (as shown in the Existing Transit Hubs and Transit-Supportive Areas Map adopted in the Transportation Mobility Element) and are within ¼ mile of an existing transit route. The City shall reduce by 25% the net, new average daily trip generation for any redevelopment project or any project that expands or converts a building to a new use. The City shall reduce by 40% the net, new average daily trip generation for any mixed-use project that includes both a residential and non-residential component where residential dwelling units equal at least 10% of the floor area of commercial/office uses.

Policy 10.2.6 In recognition of the significant redevelopment problems facing the City in the NW 13th Street Activity Center area, the NW 13th Street Special Redevelopment Trip Credit Area (as shown in the Transportation Mobility Map Series) shall receive redevelopment trip credits as follows. The City shall



reduce by 30% the net, new average daily trip generation for any redevelopment or expansion/conversion project. The City shall reduce by 45% the net, new average daily trip generation for any mixed-use project that includes both a residential and non-residential component.

Policy 10.2.7

To facilitate a reduction in vehicle miles traveled and energy efficient land use patterns within the TMPA, developments on 30 or more vacant acres that have a residential, commercial, mixed-use, office, or Planned Use District (PUD) land use designation shall comply with the following conditions:

- a. A mix of residential and non-residential uses shall be required where residential dwelling units equal at least 10% of the floor area of commercial/office uses.
- b. The residential units may be vertically or horizontally mixed with the non-residential portion of the development.
- c. A residential unit credit may be received from off-site development that is within $\frac{1}{4}$ mile of the site, is in an area equal to the size of the development site, and has an existing built residential density of at least 6 units per acre.
- d. A minimum of 10,000 square feet of non-residential uses (office or commercial) shall be required to support the needs of residents and minimize trip lengths for goods and/or services.
- e. In the case of residential land use, an amendment to PUD will be required to implement the mixed-use requirements of this policy until such time as the City amends the land use categories to allow for a mix of uses.
- f. The development can be in the form of a Traditional Neighborhood Development (TND), transit-oriented development (TOD), or New Urbanist type development.
- g. There shall be an exemption from the mixed-use requirements of this policy for any infill development in Zones A, B, or C that is surrounded by an area that: a) is at least equal to the size of the development; b) is at least 75% developed with a mix of residential and non-residential uses that may provide support needs; and c) has existing adequate and safe sidewalk connections within $\frac{1}{4}$ mile of the development.



Objective 10.3 The City’s Land Development Code shall provide standards for all new developments and redevelopment within the TMPA. Within the transect zoning district areas, the Land Development code shall regulate urban form to ensure a compact, pedestrian-friendly environment that supports multi-modal opportunities.

Policy 10.3.1 Within the transect zoning districts, land development regulations shall address urban form in terms of: street types, maximum block perimeter sizes, required new streets or urban walkways, building frontage requirements, building setbacks, location of parking, glazing requirements, building façade articulation, and building entrance location.

Policy 10.3.2 New development of automotive-oriented uses within the TMPA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed with service bays and fueling (gas) pumps located to the rear or side of buildings. These design standards shall not apply in industrial zoning districts. Land development regulations shall specify the criteria for the placement of these uses. The number of fueling positions and service bays shall be regulated in the Land Development Code.

Objective 10.4 Automobile-oriented developments/uses within the TMPA, including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and gasoline service stations, shall be regulated by the Land Development Code.

Policy 10.4.1 Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and/or beverage sales, dry cleaning, express mail services, and other services that are extended mechanically or personally to customers who do not exit their vehicles. The following uses shall not be considered drive-throughs: auto fuel pumps and depositories that involve no immediate exchange or dispersal to the customer, such as mail boxes, library book depositories, and recycling facilities.

Policy 10.4.2 Drive-through facilities shall be specially regulated by the Land Development Code. The regulations shall include provisions that include; the maximum number of drive-through lanes; queuing space; minimization of the number of access points to public streets; by-pass lanes or driveway areas to avoid backups at the site; consideration of pedestrian/bicyclist safety; location of drive-through lanes; and minimization of the visual impacts of drive-through lanes on street frontage areas.

Policy 10.4.3 Gasoline and alternative fuel stations shall be specially regulated by the Land Development Code. The regulations shall include provisions that include: locating fueling pumps to the rear or side of buildings; minimization of the



number and width of driveways; limitations on the number of fueling positions; and consideration of pedestrian and bicycle safety at the site.

Policy 10.4.4 The Land Development code shall address design requirements for structured parking that include provisions for consideration of: pedestrian and bicycle routes; location and design of vehicle access points; and compatibility with neighborhoods.

Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment that supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.

Policy 10.5.1 The City shall use the November 1998 Gateway Corridor Design Concept Plan as a guideline for all City landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.

Policy 10.5.2 The City Arborist shall approve final landscaping proposals required in Policy 10.5.1.

Policy 10.5.3 The priority for landscaping of roadway right-of-ways and/or medians shall be within Zone A of the TMPA. First priority shall be given to major arterials within Zone A. Funding for the installation of landscape projects within Zone A shall be from the City, Community Redevelopment Agency, state and federal government, and/or grants, as an incentive for development within the area. Maintenance responsibility shall be provided by the City, Community Redevelopment Agency, or grant funds.

Policy 10.5.4 The City shall include right-of-way and median landscaping as part of any major roadway modification program.

Policy 10.5.5 For required landscaping, new development within Zones B, C, D, E, and M shall plant trees selected from the Tree List in the City's Land Development Code that at a minimum are 65-gallon-sized, 14-18 feet tall, and 3.5 inches in trunk caliper, or the equivalent winter-dug and hardened-off balled and burlapped trees. If 65-gallon or equivalent trees are not available, the number of required shade trees may be appropriately increased with the approval of the City Arborist or designee. Within Zone B, these requirements shall only apply along roadways as listed in the annual Level of Service Report produced by the North Central Florida Regional Planning Council. Within Zones C, D, E, and M, these requirements shall apply to all public and private streets. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Landscaping installations on right-of-way shall comply with the City of Gainesville Engineering Design & Construction Manual. Land Development Code regulations shall specify the type, size, and other tree landscaping standards for the TMPA. All new development within



Zones B, C, D, E, and M shall also install an automated irrigation system to preserve new landscaping.

Redevelopment sites shall be required to plant 50% of the number of street trees otherwise required by the City's Land Development Code. Redevelopment sites where 40% or more of the developed area (as defined in the Land Development Code) is being altered shall also meet the automated irrigation system requirement.

Developments meeting the criteria for Rapid Review pursuant to the Land Development Code and developments within landscape exempt areas, special area plans with pedestrian-oriented build-to line provisions, and the approach and clear zone areas as specified on the Gainesville Regional Airport Master Plan shall be exempt from these requirements.

Objective 10.6 The City shall adopt the following policies to regulate parking within the TMPA.

Policy 10.6.1 Parking in excess of that required by the Land Development Code shall be prohibited within the TMPA.

Policy 10.6.2 Developments may apply for a parking reduction within the TMPA, based on criteria in the Land Development Code.

Objective 10.7 The City shall coordinate with the Metropolitan Transportation Planning Organization (MTPO) to balance the need for and design of roadway modifications with the City's needs for urban redevelopment, infill, and quality urban design.

Policy 10.7.1 In cooperation with the MTPO, the City shall encourage consideration of features to improve multi-modal transportation in all designs of new roadways and redesigns of existing roadways, as appropriate. These considerations shall include construction of bus turn-out facilities, bicycle lanes, sidewalks, enhanced pedestrian crosswalks, pedestrian scale lighting, landscaped medians and right-of-ways, and traffic calming mechanisms.

Policy 10.7.2 As part of the ongoing coordination with the MTPO and the Florida Department of Transportation, the City shall designate corridors where road widening is not feasible or desirable. These roadway corridors shall then be designated as "Policy Constrained" or "Physically Constrained" facilities where alternatives to road widening are the primary strategy for roadway congestion.

Objective 10.8 The City shall coordinate with Alachua County on an ongoing basis concerning the TMPA.



- Policy 10.8.1 Alachua County staff shall be provided the development plans and associated traffic studies for any development within the TMPA that will generate more than 1,000 net, new average daily trips or any development that will generate more than 100 net, new average daily trips within 1/4 mile of an Alachua County-maintained road or the unincorporated area. Alachua County staff shall have the opportunity to comment on the proposed development and its impacts on Alachua County-maintained roads or state-maintained roads and any criteria proposed/required pursuant to Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, and 10.1.13. Alachua County staff may raise the trip threshold for review of plans at any time by informing the City of such change in writing. The City shall require large developments that meet the DRI threshold to address regional impacts on facilities.
- Policy 10.8.2 After receipt of the annual update of the Level of Service Report produced by the North Central Florida Regional Planning Council, the City shall annually monitor and evaluate the impacts to Alachua County-maintained roads of approved development within the TMPA and share the information with Alachua County.
- Objective 10.9 The City shall coordinate with the Florida Department of Transportation (FDOT) on an ongoing basis concerning the TMPA.**
- Policy 10.9.1 For any development that will access state roads, FDOT staff shall have the opportunity to comment on the proposed development and its impacts on state roads.



Transportation Mobility Map Series

- Major Thoroughfares and Transportation Routes
- Transit Routes
- Existing Transit Hubs & Transit-Supportive Areas
- Off-Street Paved Trail Network
- In-Street Bicycle Facilities – Existing
- Rail & Airport Facilities
- NW 13th Street Special Redevelopment Trip Credit Area
- Major Trip Generators & Attractors

PART 11 – NO BID SURVEY

GENERAL GOVERNMENT
PROCUREMENT DIVISION SURVEY
BID INFORMATION

RFP #: MOBX-230063-DS

DUE DATE: July 31, 2023 @ 3:00 pm

PROPOSAL TITLE: Mobility Plan

IF YOU DO NOT BID

If you choose to not bid, please complete this form, and either upload it into DemandStar.com or email to the procurement specialist. Your responses will assist the City in developing future solicitations, your responses will remain anonymous and will be aggregated into a spreadsheet for analysis purposes only.

Check the appropriate responses and provide additional information that may help the City develop future solicitations.

- 1. _____ The solicitation time-frame was too short
2. _____ My company did not learn of this solicitation until it was too late to develop a response
3. _____ My company's work load did not allow time to develop a submittal
4. _____ If awarded, my company's work load could not support this project
5. _____ Specifications were not clear
6. _____ My company does not handle this type of work
7. _____ My company does not submit responses to Municipalities
8. _____ Have experienced delays in payments from Government agencies in the past
9. _____ Is there anything the City could have done differently in the solicitation package to prompt your company to submit a proposal?
10. _____ Explain:
11. _____ If the City were to rebid this solicitation, would your company be interested in responding?
Please provide any additional information regarding this solicitation that may help us develop our next steps in fulfilling the City's needs for this project.

Three horizontal lines for providing additional information.

Bidder Name: _____

Address: _____

Is your company a certified City of Gainesville small business? [] YES [] NO

Is your company a certified City of Gainesville service-disabled veteran business? [] YES [] NO