



A. COVER PAGE

Project Name: Key West City-wide Comprehensive Safety Action Plan

Executive Summary: The Key West City-wide Comprehensive Safety Action Plan is designed to address the critical traffic safety challenges unique to Key West. This initiative, led by the **University of Florida (UF)**'s Transportation Institute (UFTI) and supported by **Elisa Levy Consulting**, leverages the expertise and resources of both organizations to create a robust, community-focused safety strategy.

UFTI's **Transportation Safety Center (TSC)** brings extensive experience, having developed **Safety Action Plans for 10 counties** across Florida between 2012 and 2024. As the custodian of the State of Florida Crash Database—**Signal4Analytics**—UFTI is uniquely positioned to conduct in-depth data analysis, identifying and addressing high-risk areas with precision. The TSC has also pioneered a Florida-specific framework that integrates AASHTO's Highway Safety Manual, ensuring a systematic approach tailored to the unique challenges of Key West. Additionally, UFTI has supported the Florida Department of Transportation (FDOT) on various safety initiatives, including developing the **Safe Routes to School (SRTS) Master Plan Framework**, administering the Florida Traffic Safety Resource Center, and enhancing pedestrian and bicyclist safety through community outreach.

This Safety Action Plan will build on the foundation of **Key West Forward: The Strategic Plan for the City of Key West 2021–2024**, which was successfully led by Elisa Levy Consulting. By integrating **Vision Zero** principles, rigorous data analysis, and extensive community engagement, our goal is to create a plan that not only addresses immediate safety concerns but also fosters a safer, more resilient Key West for the future.

Unique Value Proposition: The UF team, consisting of national experts in highway safety, traffic operations, planning, community engagement, equity, and data science, brings unparalleled expertise in developing comprehensive safety action plans. With a proven record of delivering 10 successful safety plans across Florida, we are uniquely positioned to lead this project. Elisa Levy's deep local knowledge of Key West, combined with her global experience and established relationships with local officials, offers a significant advantage. Her ability to navigate both local and strategic landscapes ensures that the proposed plan will address immediate safety challenges while laying a foundation for long-term growth and sustainability.

This partnership integrates national expertise with local insights, delivering a strategic plan that is both visionary and tailored to Key West's specific needs. Our commitment to equity, community engagement, and data-driven decision making guarantees a comprehensive, inclusive, and impactful plan for the community.

B. INFORMATION PAGE

Project Name: Key West City-wide Comprehensive Safety Action Plan

Principal Investigator	Shraddha Sagar, Ph.D. Assistant Engineer Faculty University of Florida Transportation Institute (UFTI) University of Florida 2100 NE Waldo Rd., Sta. 106, Gainesville, Florida 32609 Email: ssagar@ufl.edu Phone: (352) 273-1747
Other UF Team Members	Nithin Agarwal, Ph.D. Pruthvi Manjunatha, Ph.D. Mehri Mohebbi, Ph.D. Jasper Masciocchi, P.E., P.S.M
Subconsultant	Elisa Levy Elisa Levy Consulting 3723 Cindy Ave. Key West, Florida 33040 Email: elisa@elisalevy.com Phone: (305) 923-3348
Division of Sponsored Programs (DSP) Administrator	Stephanie Gray Assistant Vice President & Director 207 Grinter Hall, P.O. Box 115500 Gainesville, FL 32611-5500 Email: ufawards@ufl.edu Phone: (352) 392-9267

C. FIRM BACKGROUND

University of Florida

The Transportation Safety Center (TSC) at the University of Florida (UF)'s Transportation Institute (UFTI) comprises a team of professionals with expertise in transportation safety, equitable communities, multimodal pedestrian and bicycle planning, and the application of research-to-practice. Our team has extensive experience applying AASHTO's Highway Safety Manual (HSM) principles to identify systemic transportation safety issues, determine causal factors, develop countermeasures for correctable crashes, and prioritize projects that reflect community needs and interests. **Over the past decade, we have collaborated with 10 public agencies across Florida to develop comprehensive safety action plan (Figure 1).**

The UFTI encompasses a range of specialized centers, including the Technology Transfer (T2) Center, Transportation Safety Center (TSC), Florida Traffic Safety Resource Center (FTSRC), Florida's Pedestrian and Bicycle Safety Resource Center, Occupant Protection Resource Center, and the Center for Transportation Equity. All these centers are directed by the project staff leading this proposal.

To ensure these plans are both comprehensive and data-driven, the TSC has refined the road safety audit process and developed a Florida-specific crash tree tool using Signal 4 Analytics software to assess crash data from state databases. This integrated framework has been widely adopted in safety plans across Florida and published in peer-reviewed national and international journals. Figure 1 highlights the counties where the TSC has completed safety action plans. These efforts have involved integrating proactive and reactive approaches, engaging stakeholders, and applying advanced crash reduction methods tailored to the unique needs of smaller communities. The safety action plans developed for these counties are publicly available on the UFTI [T2 Center website](#).

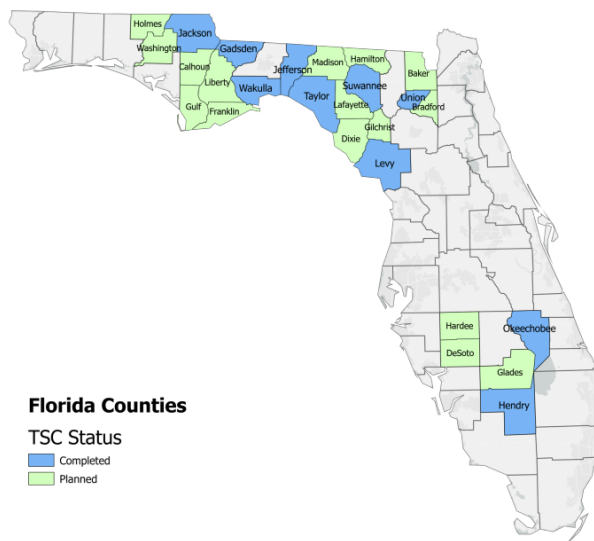


Figure 1. Map of TSC developed safety action plans.

Beyond the TSC's work, the UFTI has actively participated in various safety initiatives, including the Safe Routes to School (SRTS) program. We developed a master plan to identify priority schools and created decision support tools and safety models to help SRTS coordinators prioritize projects for safety improvements. In 2024, we conducted a pilot study at 10 school sites, leading to the development of tailored safety action plans catered to meet the challenges of the inherent multimodal environment. Additionally, the TSC assisted Hernando County with speed mitigation strategies through stakeholder engagement and field data collection.

Most recently, the UFTI-T2 team was awarded the Safe Streets and Roads for All (SS4A) grant to develop a Supplementary Safety Action Plan for the City of Gainesville, focusing on

integrating vulnerable road users and equity considerations into Gainesville's Vision Zero Action Plan. This project aims to enhance the city's road safety strategies by incorporating comprehensive road safety audits and prioritizing the protection of all road users, particularly those most at risk.

Elisa Levy Consulting

Elisa Levy brings 24 years of expertise in organizational development, specializing in strategic planning, conflict resolution, and leadership. Her career began as a Peace Corps volunteer in Moldova, where she launched the country's first women's rights program in collaboration with the United Nations Development Program (UNDP). This success led to her role at UNDP headquarters in New York, where she developed strategic plans and conducted workshops across 26 countries, contributing to global policies on women's rights and democracy.

In recent years, Elisa has focused her expertise on Key West and Monroe County, crafting strategic plans for the City of Key West, the Monroe County School District, and nonprofits such as AH Monroe and Habitat for Humanity. Her leadership in developing Key West's first municipal strategic plan in over a decade resulted in significant advancements, including affordable housing initiatives, a climate change action plan, and public transportation improvements. Elisa's deep understanding of the local community, coupled with her global experience, makes her an invaluable asset in addressing the city's most pressing challenges.

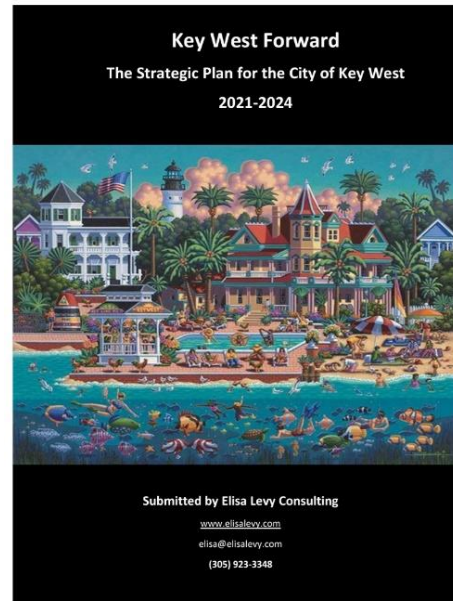


Figure 2. City of Key West 5-Year Strategic Plan developed by Elisa Levy Consulting

D. PERSONNEL

Dr. Shraddha Sagar | Principal Investigator | Assistant Engineer Faculty, University of Florida

Education: Ph.D. and M.S., Civil Engineering, University of Kentucky

Expertise: Project Management, Safety Analysis, Data Collection, Action Plan Documentation

Dr. Shraddha Sagar's doctoral research focused on risky driver behavior and the integration of scientific analysis into safety policy. At the Transportation Safety Center (TSC), she has been pivotal in assisting local agencies to develop and prioritize safety action plans. Notably, she successfully implemented the Safe Routes to School (SRTS) program, developing comprehensive safety action plans. Currently, Dr. Sagar serves as the Principal Investigator for the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) project, focusing on creating a Supplementary Action Plan for Gainesville's Vision Zero initiative.

Prior to her academic career, Dr. Sagar worked as an engineer at Gresham Smith, where she designed and implemented safety strategies for state transportation departments to leverage

Highway Safety Improvement Program (HSIP) funds. Her extensive experience in both research and practical application, combined with her strong collaborations with local communities, positions her exceptionally well to lead the development of a comprehensive safety action plan for the City of Key West, addressing the city's unique challenges and needs.

Dr. Nithin Agarwal | Director, UFTI Technology Transfer (T2) Center

Education: Ph.D. and M.S., Civil Engineering, University of Kentucky

Expertise: Safe System Design, Systemic Safety Analysis, Strategic Advisor

Dr. Nithin Agarwal is the Director of the UFTI-T2 Center, Manager of the Transportation Safety Center (TSC), and a graduate faculty member in the Civil Engineering Department at the University of Florida. He leads national and state-level initiatives focused on technology transfer and research-to-practice, serving as Principal Investigator for several federal grants aimed at improving roadway safety. Dr. Agarwal directs key programs such as the FDOT's Traffic Safety Resource Center, Pedestrian and Bicycle Safety Resource Center, and Occupant Protection Safety Resource Center, expanding resources to address safety for all road users. His leadership in the T2 Center's pedestrian and bicycle safety program, which trains community champions and promotes safety education, is particularly relevant to the challenges of Key West, including tourism dynamics, high foot traffic, and multimodal conflict points.

Elisa Levy | Business Consultant, Elisa Levy Consulting

Education: M.A., International Development, Columbia University

Expertise: Local Expert, Stakeholder, and Community Engagement Lead

Elisa Levy is a seasoned business consultant with 23 years of experience in strategic planning and facilitation for nonprofit organizations, municipalities, and international institutions. Based in Key West, Florida, she has worked with high-profile clients such as the United Nations, Habitat for Humanity, and Oxfam International. Elisa excels in collecting and synthesizing stakeholder input to inform planning activities, mediating between teams, and developing effective strategies. She is also the author of "Emotional Equity," a book on inspirational leadership, and has developed strategic plans for municipal governments, school districts, and non-profit organizations, supported by rigorous metrics to measure progress.

Elisa has been instrumental in establishing communication platforms that facilitate ongoing engagement between community members and organizations. Her dedication to service is evident through her volunteer work, including teaching English in Moldova as a Peace Corps volunteer, launching a child abuse prevention program with UNICEF, and supporting food-insecure families. Elisa's deep community ties and global experience make her a valuable partner in developing a safety action plan for the City of Key West, ensuring equitable considerations and meaningful community engagement.

Dr. Pruthvi Manjunatha | Research Assistant Professor, I-STREET Emerging Technologies Program Manager, UFTI

Education: Ph.D., Civil Engineering, University of Florida; M.Tech., Transportation Systems Engineering, Indian Institute of Technology Bombay, India

Expertise: Survey Design, Data Analysis, Data Collection, Community Involvement

Dr. Pruthvi Manjunatha specializes in Community-Based Participatory Research (CBPR), emerging transportation technologies, multimodal transportation systems evaluation, human factors, traffic operations, and data management. As the [I-STREET](#) Emerging Technologies Program Manager, he leads a partnership between UFTI, the City of Gainesville, and the FDOT. He also reports to a nine-member committee appointed by the Florida legislature through a 2023 bill that recognizes I-STREET as a state resource.

Dr. Manjunatha's recent work focuses on evaluating transportation systems with technology deployments. He has a strong background in conducting focus groups, participant experiments, and surveys in diverse communities. His research includes statewide studies on adaptive signals, providing the FDOT with guidelines for prioritizing deployments based on corridor suitability. Dr. Manjunatha is excited to contribute his expertise to the City of Key West's project, evaluating and planning for safety action steps in their multimodal transportation system.

Dr. Mehri “Mehrsa” Mohebbi | Director, UFTI’s Equity in Transportation Program

Education: Ph.D., Urban and Regional Planning, University of Cincinnati

Expertise: Health and Social Equity in Transportation and Community Planning

Dr. Mehri “Mehrsa” Mohebbi, Director of UFTI’s Transportation Equity Program, brings over 15 years of experience addressing health and social equity in transportation and community planning across the U.S. and internationally. She has collaborated with national professional associations and served on committees such as the American Planning Association (APA) Social Equity Task Force and the APA Equity, Diversity, and Inclusion (EDI) Committee. Dr. Mohebbi offers a nationally recognized Transportation Equity Certification Program that equips professionals with the knowledge to incorporate equity principles into their work, focusing on topics such as accessibility, evaluation, and artificial intelligence in transportation. Her extensive expertise will be crucial in ensuring that equity considerations are at the forefront of the Key West safety action plan.

Jasper Masciocchi, P.E., P.S.M. | Program Manager, Transportation Workforce Development

Education: B.S., Civil Engineering, University of South Florida

Jasper Masciocchi, Program Manager at the University of Florida’s Transportation Institute’s Technology Transfer (T2) Center, brings extensive experience in civil engineering, surveying, and project management. She is a licensed Professional Engineer (P.E.) and Professional Surveyor and Mapper (P.S.M.). Over her two-decade career, Jasper has specialized in data collection, analysis, and mapping, utilizing advanced software tools like AutoCAD, ArcGIS, and specialized survey instruments. She has led the development of statewide electronic certification databases and created training resources and marketing materials to effectively communicate research findings.

Jasper’s expertise in data collection and survey methodologies has been vital in supporting local agencies with the technical resources needed for public infrastructure projects. Her ability to integrate engineering insights with practical applications makes her particularly well-suited for the City of Key West project, where she will focus on ensuring accurate data collection and

analysis to drive the success of the Safety Action Plan. Jasper’s commitment to delivering high-quality results and her deep understanding of transportation systems and mapping will significantly contribute to development of a comprehensive, data-driven action plan for the city.

Rationale for team selection:

The Safety Action Plan is built on three critical pillars: Transportation Safety and Data Analytics, Local Expertise, and Equity Integration and Community Impact. By combining

advanced safety analysis and data-driven insights with deep local knowledge and a strong commitment to equity, the plan ensures that all voices are heard and that solutions are both effective and sustainable. This holistic approach is designed to create a comprehensive and inclusive strategy that addresses the community's unique challenges and opportunities, resulting in a safer and more resilient environment for all.

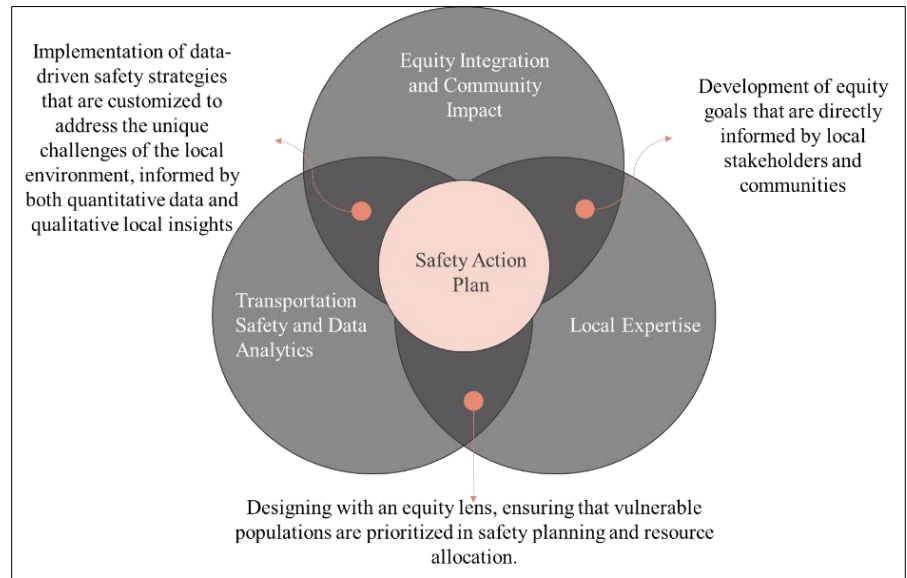
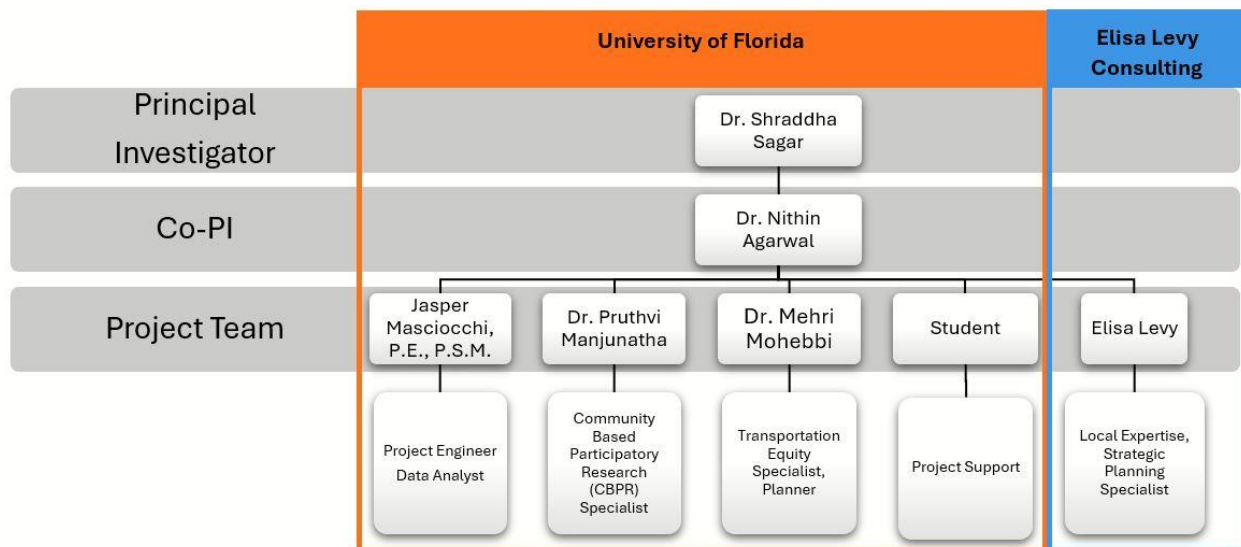


Figure 3. Critical Pillar in Safety Action Plan.

Organizational Chart



E. EXPERIENCE AND REFERENCES

The following table lists selected projects and references relevant to the proposed project. While some funding was provided by the U.S. Department of Transportation (USDOT), it was administered through the FDOT, involving close collaboration with local agencies, counties, and cities. The table is sorted by direct relevance to the proposed effort and also highlights the team’s diverse experience and capabilities.

Funding Agency	Service Period	Budget	Primary Contact Information	Project Information
USDOT; Federal Highway Administration; FDOT	2020–2022	\$935,520.00	Dr. Rupert Giroux, Safety Data Coordinator, Public Transportation Specialist II; FDOT State Safety Office; (850) 414-4072; rupert.giroux@dot.state.fl.us	Develop Florida-specific framework to develop and implement safety action plans for six counties, focusing on rural road safety improvements
Monroe County School District	2021–2023	\$50,000.00	Theresa Axford, Superintendent; 241 Trumbo Rd., Key West, FL 33040; (305) 293-1400 ext. 53392; Theresa.Axford@KeysSchools.com	Provide strategic planning services to the Monroe County School District, focusing on long-term educational and operational goals
City of Key West	2020–2023	\$150,000.00	Katie Halloran, Director of Planning; and Mayor (former) Terri Johnston, Mayor of Key West; 1300 White St., Key West, FL 33040; (305) 809-3764; katie.halloran@cityofkeywest-fl.gov tjohnstonkw@gmail.com	Provide strategic planning consulting services, focusing on the development and implementation of the city’s strategic plan.
Hernando County, Florida	2/9/2021–5/10/2021	\$34,791.00	J. Scott Herring, P.E., Public Works Director/County Engineer; (352) 754-4062; sherring@hernandocounty.us	Evaluate community safety concerns on Lawrence Street
FDOT	5/9/2018–6/30/2019	\$534,083.00	Brenda Young, FDOT State Safety Engineer; (850) 414-4146; Brenda.Young@dot.state.fl.us	Develop safety action plans for small rural counties, focusing on reducing crash rates and improving overall road safety
USDOT; Federal Highway Administration	10/1/2018–4/30/2019	\$117,177.00	Kevin Burgess, Safety Engineer; (850) 553-2229; Kevin.Burgess@dot.gov	Support implementation of safety activities, focusing on high-impact, low-cost safety improvements
FDOT	6/29/2021–6/31/2024	\$313,261.00	Brenda Young, FDOT State Safety Engineer; (850) 414-4146; Brenda.Young@dot.state.fl.us	Develop master plan for prioritizing schools under Safe Routes to School Program in Florida

Funding Agency	Service Period	Budget	Primary Contact Information	Project Information
National Highway Traffic Safety Administration; FDOT	3/16/2021–9/30/2024	\$1,666,000.00	Chris Craig, CPM, FCCM, Traffic Safety Administrator; FDOT State Safety Office; (850) 414-4009; Chris.Craig@dot.state.fl.us	Administer Florida Traffic Safety Resource Center, manage education and outreach effort to promote traffic safety, including pedestrian, bicycle, and occupant protection
USDOT; National Highway Traffic Safety Administration	10/4/2019–9/30/2024	\$2,717,060.00	Chris Craig, CPM, FCCM, Traffic Safety Administrator; FDOT State Safety Office; (850) 414-4009; Chris.Craig@dot.state.fl.us	Provide resources and support for pedestrian and bicycle safety across the state
FDOT; City of Gainesville	5/7/2018–10/31/2020	\$289,649.00	Gabe Matthews, State Rail and Transit Manager; (850) 414-4803; Jesus Gomez, Director of Transportation, City of Gainesville; (352) 334-2600; gomezjm@cityofgainesville.org	Develop and test alternative transportation safety systems, focusing on technology integration and safety improvements

F. APPROACH AND METHODOLOGY

Task 1: Project Administration

Project administration will involve regular virtual meetings for team coordination, monthly progress reviews, and maintaining a shared online repository for project documents. Onsite meetings will be conducted as needed for key milestones.

Tasks	Meeting with project team and city staff		Task force meetings (Hybrid)
	Virtual meetings	Onsite meetings	
Task 1: Project Administration	Optional	✓	—
Task 2: Vision Zero Goal	✓	—	—
Task 3: Task Force	—	✓	—
Task 4: Equity Framework	✓	—	—
Task 5: Community Engagement	—	✓	✓
Task 6: Crash Analysis	—	—	✓
Task 7: Policies, Guidelines & Standards	✓	—	✓
Task 8: Projects & Strategies	✓	—	✓
Task 9: Evaluation & Reporting	✓	—	✓
Task 10: Action Plan	✓	—	✓
Task 11: Implementation Grant Assistance	✓	Optional	✓

Task 2: Vision Zero Goal

Key West has integrated the Vision Zero initiative into its broader strategy, "Key West Forward," to enhance road safety and reduce traffic-related fatalities and injuries. A key focus of this initiative is improving safety for non-motorists, as demonstrated by the city's pilot pedestrian-only street in Old Town. These efforts align with Vision Zero's goal of creating a safer, more accessible urban environment for all.

2.1. Analyze "Key West Forward" Outcomes: Gather insights from the Key West Forward strategic plan to identify existing objectives and strategies that align with Vision Zero principles.

2.2. Engage City Stakeholders: Gather input from key stakeholders, including city officials, business leaders, and community representatives.

2.3. Review Prior Public Feedback: Assess previous public feedback to understand community needs and priorities.

2.4. Review Vision Zero Plans from Other Jurisdictions: Examine Vision Zero plans from diverse cities to identify best practices that can be adapted for Key West. This will include leveraging the Vision Zero Toolkit developed by Federal Highway Administration (FHWA) and reviewing plans from both Florida-based and national jurisdictions. A few examples are provided in the table below.

Vision Zero Jurisdiction	Link to Safety Plan
City of Sarasota, Florida	Safety Action Plan
City of St. Cloud, Florida	Vision Zero Action Plan
City of Deerfield Beach, Florida	Vision Zero Plan
City of Gainesville, Florida	Vision Zero Framework and Action Plan
Hillsborough County, Florida	Vision Zero Plan
City of Savannah, Georgia	2022 Vision Zero Plan
City of Minneapolis, Minnesota	Vision Zero Action Plan 2023-2025
City of Phoenix, Arizona	Vision Zero Road Safety Action Plan

2.5. Develop Key West's Vision Zero Goal: Synthesize all gathered information to develop a tailored Vision Zero goal for Key West, focusing on improving safety for non-motorists and enhancing overall road safety for all users.

Deliverable: A Vision Zero Goal Framework Document that incorporates best practices, expert insights, and a tailored goal with specific targets and equity considerations.

Task 3: Task Force

3.1. Identification and Organization of Task Force Members: Below is a potential list of stakeholders who will be part of the Task Force, along with their respective roles in contributing to the Vision Zero initiative.

Table 1 Potential Stakeholder Group and Their Role

Stakeholder Group	Role in Vision Zero Development, to implement, or to maintain
City Manager's Office	Provides overall leadership, coordinates between departments, and ensures that the Vision Zero initiative aligns with the city's broader strategic goals.
Public Works Department	Leads the design and implementation of infrastructure changes, focusing on street redesigns, traffic calming measures, and pedestrian/bike lane improvements.
Planning Department	Integrates Vision Zero principles into urban planning efforts, including land use planning, zoning, and new development approvals to ensure safer streets.
Transportation and Transit Dept.	Oversees traffic flow, public transportation systems, and the development of transportation policies that align with Vision Zero goals, such as lowering speed limits and optimizing transit routes for safety.
Parks and Recreation Dept.	Coordinates with other departments to ensure that parks, trails, and public spaces are integrated into the Vision Zero plan, with a focus on safe routes for walking and biking.
Legal Department	Provides legal advice on policy development, liability issues, and the drafting of new traffic laws or regulations necessary to achieve Vision Zero goals.
Local School Districts	Collaborates on safe routes to school programs, educates students and parents about road safety, and ensures that school zones are prioritized in the Vision Zero plan.
Local Advocacy Groups/Nonprofits	Advocates for vulnerable populations, represents the community's voice, and assists with public education and outreach efforts. Includes groups focused on pedestrian, cycling, and disability rights.
Sustainability Coordinator	ensures that Vision Zero initiatives align with environmental sustainability goals, promoting active transportation and reducing carbon emissions.
Local Bike Businesses	Supports Vision Zero by promoting bike safety, encouraging cycling as a mode of transportation, and providing input on infrastructure needs for cyclists.
Parking Department	Manages parking strategies that support Vision Zero goals, including optimizing parking policies to reduce congestion and enhance pedestrian and cyclist safety.

A focus group will be established for a one-time meeting with community members such as parents, local environmentalists, and commuters who regularly travel between “New Town” and “Old Town.” Their input will provide valuable insights to the Task Force.

3.2. Meetings with Task Force and Incorporation of Task Force Recommendations: Regular meetings will be held throughout the development of the Action Plan, particularly focusing on Tasks 4 through 10 as outlined in the scope of service. These meetings will prioritize, review progress, and make necessary adjustments. The diverse involvement of departments and stakeholders ensures a comprehensive Vision Zero plan that addresses the safety needs of all road users in Key West. The project team will ensure that Task Force decisions and recommendations are effectively incorporated into the Action Plan.

Deliverable: Report summarizing the establishment and engagement of the Task Force.

Task 4: Equity Framework

Developing a transportation equity framework for Key West's Safety Action Plan ensures fair and just access to safe, affordable, and reliable transportation for all community members. This framework will consider Key West's unique demographics, economy, and geographical constraints, using the latest 2024 CLIA data on age, racial identity, income, and transportation habits to inform an equity-focused plan. Below is the approach to developing this framework.

4.1 Draft Equity Framework: The first step is to collaboratively define equity within the context of Key West's transportation system, involving city staff, local organizations, and community groups. The framework will be grounded in these principles:

- **Inclusion:** Address the diverse needs of all community members, including low-income individuals, people of color, seniors, persons with disabilities, and those without private vehicles.
- **Accessibility:** Provide comprehensive and convenient transportation options, enhancing infrastructure for walking, biking, public transit, and other non-motorized modes.
- **Affordability:** Develop strategies to keep transportation costs reasonable, particularly for lower-income residents.
- **Adaptability:** Create a transportation system that can adjust to changing community needs and circumstances, allowing for flexible responses to evolving demands.
- **Acceptability:** Engage with the community to ensure that transportation options are culturally and socially acceptable, reflecting the values and preferences of Key West residents.
- **Availability:** Guarantee that transportation options are consistently available and reliable, ensuring that all community members have dependable access to the services they need.

These principles will serve as the basis for the equity framework, setting equity-related goals and providing a roadmap for the remainder of the framework. The framework will encompass the following key components, which will be further refined through subsequent tasks.

- **Community Engagement:** Conduct targeted outreach through surveys, focus groups, and public meetings, collaborating with local advocacy groups to understand the challenges faced by vulnerable populations.
- **Assess Current Conditions:** Perform an equity analysis to identify disparities in transportation access and safety, using mapping and data collection focused on disadvantaged areas.

-
- **Identify Priority Areas:** Prioritize high-need areas and vulnerable populations in the Safety Action Plan, focusing on improving safety for pedestrians, cyclists, and public transit users.
 - **Develop Targeted Strategies:** Implement strategies such as safer infrastructure, enhanced public transit services, and educational programs promoting road safety.
 - **Integrate Equity:** Ensure that equity is integrated into all aspects of the Safety Action Plan, from policy development to cross-department collaboration.
 - **Monitoring and Accountability:** Establish clear metrics and a transparent reporting process to measure progress on transportation equity, including annual reports and community feedback.
 - **Funding and Resources:** Identify specific funding for equity-focused transportation projects.
 - **Adapt and Evolve:** Develop a strategy for ongoing community engagement and continuous improvement of equity measures, ensuring the framework remains adaptable.

4.2 Finalize Equity Framework: The team will collaborate with city staff to establish measurable equity goals and develop the framework. The draft will be presented to stakeholders and the Task Force for feedback, which will be incorporated into the final framework, documented in a technical memorandum.

Deliverable: Draft Equity Framework Document and Technical Memorandum summarizing the equity goals and framework outline.

Task 5: Community Engagement

5.1 Develop the Community Engagement Framework: Identify key stakeholders and effective engagement methods, with a focus on underrepresented and geographically diverse community members. The framework will include a comprehensive outreach plan, timelines, and strategies, using traditional and digital media channels, incorporating feedback from Task Force meetings.

5.2 Project Webpage, Online Survey, and Social Media: A webpage, online survey, and social/print media presence will be essential to the plan. The consultant will collaborate with staff to design and distribute the survey, then review and summarize the results. Additionally, she will help develop a webpage and work with staff to share updates through social media, local journalists (*The Keys Weekly*, *The Key West Citizen*, US1 Radio), and civic/business organizations (The Key West Chamber of Commerce, The Business Guild, Rotary clubs, schools, etc.).

5.3 Public Workshops: Organize in-person and online workshops, with translation into Creole and Spanish, at three key phases of the Action Plan: (1) Safety concerns based on crash analysis, (2) Input on proposed solutions, and (3) Feedback on the final plan. Workshops will be held in multiple locations (e.g., City Hall, Bahama Village, Stock Island) to ensure inclusivity. The consultant will present the workshop results to staff for incorporation into the Action Plan.

5.4 Ongoing Community Events: Coordinate with city staff to publicize the Action Plan at major community events (e.g., Children’s Day at Bayview Park, Wesley House Holiday

Fundraiser, Lobster Fest). As part of UF's Pedestrian and Bicycle Outreach, we propose hosting an educational campaign and distributing resources, including bicycle helmets for children.

Deliverable: Technical memorandum detailing the community engagement process, summarizing feedback, and explaining how input has been incorporated into the Action Plan.

Task 6: Crash Analysis

6.1 Data Collection and Development: The team will gather and validate severe injury and fatal crash data from the past five years using Signal 4 Analytics at the University of Florida. These data will be cross-verified with local law enforcement agencies, including the Florida Highway Patrol, Monroe County Sheriff's Office, and Key West Police Department. The team will review police reports to identify causal factors and potential countermeasures. Additionally, we will gather and analyze datasets on road classification, transit, bicycle, and pedestrian facilities, including traffic volume, speed, and road curvature. Demographic data will be incorporated to support an equity-focused analysis, ensuring the needs of disadvantaged communities are considered.

Using this data, the team will develop a customized crash tree diagram specifically for the City of Key West. An example of a crash tree is shown in the figure below. The purpose of a crash tree in crash analysis is to systematically categorize and visualize the various factors and circumstances surrounding traffic crashes. This hierarchical structure helps identify patterns such as crash types, locations, times of occurrence, and contributing factors like driver behavior or environmental conditions. By breaking down the data in this way, a crash tree enables the identification of the most common and severe types of crashes, facilitating targeted interventions and strategies to reduce future incidents and enhance road safety. This analysis will be supplemented with visual graphics available in the Signal4Analytics dashboard.

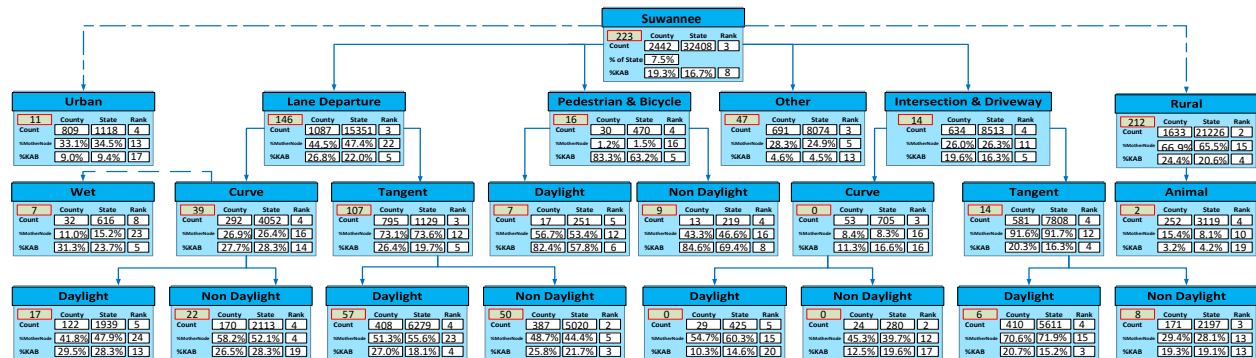


Figure 4. Example Crash Tree from Prior TSC effort

In addition to historical crash data, the following proactive safety measures will be employed:

- **Citation Data Review:** Examine citation data to identify locations with frequent traffic violations.
- **Agency Collaboration:** Work with local agencies like the Public Works Department and Key West Fire Department to gather anecdotal information on high-risk areas.

-
- **Community Surveys:** Distribute surveys to identify "near-miss" locations based on residents' experiences.
 - **Risk-Based Location Analysis:** Analyze high-risk roadway features such as intersections and curves.

6.2 Develop Crash Analysis Methodologies and Conduct Analysis: Advanced methodologies from previous TSC work, including GIS mapping and statistical modeling, to identify trends, hot spots, and patterns in crash data. These methodologies will be adapted from the Highway Safety Manual and customized for Key West, focusing on high-risk locations and vulnerable road users. Collaboration with the Task Force will ensure these methodologies address the city's unique safety challenges.

6.3 Conduct Crash Analysis: Identify systemic and geographic trends in crashes, soliciting community input on safety concerns. Conduct traditional crash analysis to understand trends, causal factors, and high-risk locations. Feedback from the Task Force will be incorporated to ensure the analysis is comprehensive and effectively guide the next phases of the Action Plan.

Deliverable: A technical memorandum summarizing the crash data analysis and findings.

Task 7: Policies, Guidelines, and Standards

7.1. Review Existing Policies, Guidelines, and Standards: Conduct a thorough review of current transportation policies, guidelines, and standards in Key West to evaluate how well they align with and support the City's Vision Zero goals. Identify any gaps or areas where existing policies may not fully support Vision Zero objectives, focusing on critical areas such as speed management, pedestrian safety, and traffic enforcement.

7.2. Recommend New and/or Revised Policies, Guidelines, and Standards: Based on the analysis, recommend new or revised policies, guidelines, and standards designed to better align with Vision Zero goals as suggested in the scope of service, taking equity into consideration. The recommendations will be informed by best practices and proven strategies, including those outlined in the FHWA and USDOT [Proven Safety Countermeasures program](#), which the consultant has extensive experience in implementing.

Deliverable: A technical memorandum detailing the analysis of existing policies, recommended updates, and specific implementation strategies to advance the city's Vision Zero objectives.

Task 8: Projects and Strategies

The team has assisted 10 local agencies over the past decade in prioritizing projects that qualify for Highway Safety Improvement Program (HSIP) funding. During this time, the team has developed a custom framework (see figure for an example), which will be further enhanced and tailored specifically for this project. The foundational principles will include the following:

8.1. Identify Projects and Strategies: The project team will use insights gleaned from the crash analysis and best practices in Safe Systems design to identify geographic and systemic projects and strategies to advance the city's Vision Zero goal. Specific methods for identifying projects and strategies will be shared with the client for review and revision.

8.2. Develop Prioritization Methodology: We will propose to develop a composite index to prioritize projects. The composite index will provide a quantitative approach which will include

benefit-cost for projects. The composite index will allow for weightage such as leadership's priority that may not be captured in any other way.

8.3. Prioritize Projects and Strategies:

Using the developed prioritization methodology, the consultant will rank all identified projects and strategies. Adjustments will be made to account for unique aspects of each project, including qualitative factors that may influence their prioritization. The consultant will also provide expected benefit-cost calculations, proposed implementation timelines, and potential funding sources.

Deliverables: A detailed report outlining the identification, prioritization, and implementation planning for the projects and strategies essential to advancing the city's Vision Zero goals.

Task 9: Evaluation & Reporting

The project team will develop a structured framework for evaluating and reporting the progress of the Vision Zero Action Plan, emphasizing safety and equity outcomes. This framework will include key metrics, timelines, and processes for data collection and reporting. We will engage with the Task Force and community stakeholders to review and refine the evaluation metrics and methodologies, ensuring alignment with local priorities. Feedback will be used to finalize the framework. The webpage developed in Task 5 will serve as a permanent Vision Zero dashboard. The consultant will establish protocols for city staff to update this dashboard annually, ensuring ongoing public access to the latest data and progress reports.

Deliverable: A technical memorandum summarizing the evaluation and reporting process. The final version of the equity framework technical memorandum will also be submitted.

Task 10: Action Plan

10.1. Presentation Preparation: The project team will assist city staff in preparing a presentation for the Key West Sustainability Advisory Board and the City Commission, detailing the Action Plan's background, development process, and next steps.

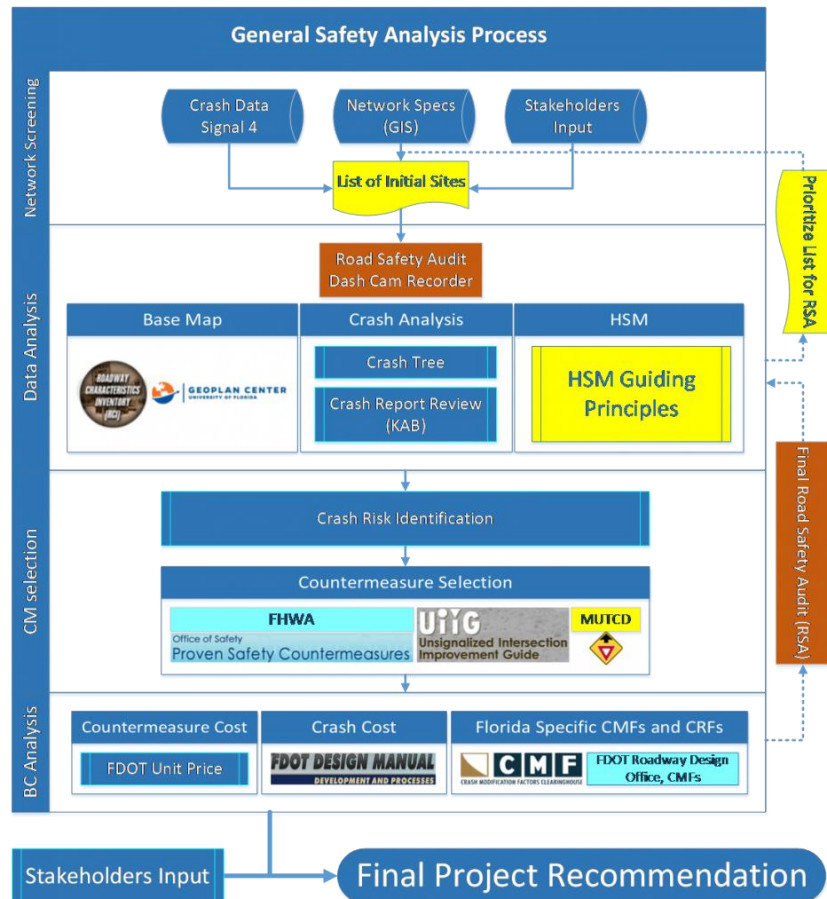


Figure 5. Example of Project Prioritization Framework from Prior Work

10.2. Action Plan Documentation: We will develop a comprehensive Action Plan document that consolidates all previously produced technical memoranda, recommendations from the Task Force, and the adopted Vision Zero goals. The draft Action Plan will be presented to the Task Force for review, with their feedback incorporated into the final version.

Deliverable: A complete Action Plan document and presentation materials for relevant boards.

Task 11: Implementation Grant Assistance

11.1. Identify Grant Projects: After prioritizing the projects and strategies in Task 8, the consultant will identify top candidates for an implementation grant. The focus will be on projects with high potential for enhancing safety and equity, which can be packaged into a coordinated and coherent grant proposal. The deliverable will include an Executive Summary of the proposed grant activities, complete with project names, narratives, maps, cost estimates, and schedules.

11.2. Grant Application Support: The team will assist the city’s staff in preparing all necessary materials for the grant application, including a benefit-cost analysis (BCA), detailed cost estimates, project schedules, and performance measure narratives addressing equity impact, climate impact, labor and workforce considerations, and critical infrastructure resilience.

Deliverable: An Executive Summary and comprehensive support for the grant application, including all required analyses and documentation.

Budget

The total budget for this project is allocated at \$329,736. The table below provides a detailed breakdown of the costs by task.

Table 2 Proposed Budget by Task

Task 1: Project Administration	\$14,809
Task 2: Vision Zero Goal	\$35,999
Task 3: Task Force	\$39,010
Task 4: Equity Framework	\$35,158
Task 5: Community Engagement	\$39,010
Task 6: Crash Analysis	\$25,995
Task 7: Policies, Guidelines & Standards	\$22,893
Task 8: Projects & Strategies	\$48,335
Task 9: Evaluation & Reporting:	\$22,831
Task 10: Action Plan	\$22,831
Task 11: Implementation Grant Assistance	\$22,865
TOTAL	\$329,736

Timeline

The project is proposed to span 18 months, running from 11/1/2024 to 5/31/2026. A schedule of key tasks and task force meetings is shown in the table below.

Table 3 Proposed Timeline by Task

Tasks	2024			2025											2026			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Task 1: Project Kick Off	■																	
Task 2: Vision Zero Goal		■	■															
Task 3: Task Force Development (*Task Force Meetings)		■	■		*	*		*			*		*		*			*
Task 4: Equity Framework				■	■													
Task 5: Community Engagement					■	■		■			■		■				■	
Task 6: Crash Analysis							■	■	■									
Task 7: Policies, Guidelines & Standards										■	■	■						
Task 8: Projects & Strategies												■	■	■				
Task 9: Evaluation & Reporting															■	■		
Task 10: Action Plan Development																■	■	■
Task 11: Implementation Grant Assistance																	■	■

G. KNOWLEDGE OF KEY WEST

Key West is truly unique, often described by locals as unlike any other place in the United States. While the city shares common challenges with other regions, such as housing shortages, rising sea levels, traffic congestion, immigration pressures, and the high cost of living, it also faces distinct circumstances that require tailored solutions such as multimodal transportation system conflicts, risks of illegal parking, and driving under the influence.

One of the most significant challenges is Key West’s geographic isolation. Situated 300 miles from the mainland and connected by only a single road, US-1, the city faces considerable difficulties in terms of traffic flow, emergency evacuations, and the delivery of essential services like water and electricity. This isolation also makes Key West particularly vulnerable to the impacts of sea level rise. In 2019, the Army Corps of Engineers identified Key West as the third most vulnerable place in America for potential displacement due to rising waters, underscoring the urgency of addressing these environmental risks.

Housing in Key West presents another critical issue, exacerbated by state-imposed growth restrictions, height limitations due to hurricane risks, and an influx of wealthy retirees who purchase properties for short-term rentals. These factors have led to a severe shortage of affordable housing, which, in turn, has created significant labor shortages in essential sectors

such as healthcare and education. The city's popularity as a tourist destination further complicates workforce stability and puts additional pressure on local resources.

Key West's transportation infrastructure is constrained by its limited road network, consisting of just a few main arteries. These roads frequently experience heavy congestion, especially during peak tourist seasons, and suffer from insufficient parking facilities. The congestion hampers the efficiency of bus services and makes it impractical to introduce dedicated bus lanes or priority signaling. Additionally, the geographical limitations of the island significantly restrict the expansion of the road network, making it difficult to increase public transit routes.

Key West plays an active role in improving safety and accessibility for residents and visitors through programs like Car Free Key West. This initiative aims to increase the ease of walking, biking, and using public transport systems in the city. However, the challenges of public transportation in Key West are compounded by financial and demographic factors. The system relies heavily on city funding and the seasonal influx of tourists, as the relatively small year-round population cannot sustain an extensive transit system independently. Consequently, public transportation in Key West must be designed to fit the island's modest scale and unique character, rather than attempting to replicate large-scale metro systems found in more populous cities.

Moreover, Key West's subtropical climate presents additional obstacles for public transportation. The high temperatures and humidity make it uncomfortable for both residents and visitors to walk long distances or wait at bus stops without adequate shelter. As a result, many opt for alternative transportation options such as trolleys, rideshares, or renting scooters and bicycles, which are better suited to the warm weather. To attract and retain ridership throughout the year, the public transit system in Key West must incorporate features that enhance comfort and usability, such as ample shade, seating, and protection from the elements.

Additionally, Key West has seen a growing influx of immigrants, primarily from Haiti and South America. This has significantly increased demand for housing, medical care, and social services, challenging the capacity of local institutions and nonprofits to meet these needs.



Figure 6. Preliminary hotspot analysis based on the five-year crash data from Signal 4 Analytics

Preliminary analysis of crash data reveals that Key West experienced 204 fatal and serious injury crashes over the past five years (2019–2023), a notably high number for a small community. This finding underscores the city's pressing traffic safety challenges and the need for targeted interventions. The figure below presents a preliminary hotspot analysis based on the five-year crash data from Signal 4 Analytics.

In addition to these challenges and more, culturally, Key West has a unique internal system in which the generations of people residing on the island (known as “conchs”) and the “newcomers” must adjust and find ways to work together. There are often ideological clashes between the new and old guards, and these delicate relationships must be navigated carefully when working on major issues that impact the community.

Local Partnerships or Affiliations

Addressing these complex challenges requires deep local knowledge and strong partnerships. Our collaboration with Elisa Levy Consulting, a firm with over 20 years of experience in Key West, ensures that our strategies are not only informed by best practices but are also deeply attuned to the unique needs and cultural context of the community.

The University of Florida, with over three decades of experience serving as the Local Technical Assistance Center for the Florida Department of Transportation, and Elisa Levy Consulting’s strong local presence provide direct access to key stakeholders, community leaders, and organizations within Key West. In addition to working closely with the leadership at the City of Key West, the team has established partnerships with the Monroe County Sheriff’s Office and the Florida Department of Transportation (FDOT). Furthermore, the effort will be strengthened by leveraging a network of local non-profits, such as the Florida Keys Healthy Start Coalition, as well as community leaders and advocacy groups like the Key West Business Guild and Bahama Village Community Coalition. Local businesses, including Conch Republic Seafood Company and Historic Tours of America, along with healthcare providers such as Womankind Key West, and educational institutions like Key West High School and The College of the Florida Keys, will also play integral roles.

These collaborations are critical for securing the support and engagement necessary for the successful implementation of the Comprehensive Safety Action Plan. By drawing on these local affiliations, we can develop solutions that are practical, culturally sensitive, and capable of making a meaningful impact on the community.

RESUMES

This Page Intentionally Left Blank

SHRADDHA SAGAR, Ph.D., EIT

2100 NE Waldo Rd., Sta 106, Gainesville, FL 32609 | (352) 273-1747 | ssagar@ufl.edu

Service for the project: Project Management, Safety Analysis, Data Collection, Action Plan Documentation

Education

Doctor of Philosophy, Civil Engineering, University of Kentucky, 2020
Graduate Certificate, Applied Statistics, University of Kentucky, 2018
Master of Science, Civil Engineering, University of Kentucky, 2017
Bachelor of Science, Civil Engineering, University of Kerala, 2015

Professional Experience

2022–Present *Assistant Engineer Faculty*, University of Florida Transportation
Technology Transfer Center
2020–2022 *Transportation Engineer*, Gresham Smith, Nashville, Tennessee
2016–2020 *Research Assistant*, Kentucky Transportation Center

Professional License

2022 Engineer in Training, Texas License #76344, NCEES

Highlighted Sponsored Projects

Title of Grant	Funding Agency	Role	Effective Dates
Integrating Road Safety Audits to Enhance Gainesville's Vision Zero Action Plan	U.S. Department of Transportation, SS4A	PI	2024–
Explore the Use of Tele-operated or Autonomous Vehicles (TAVs) in Active Incident Management	Florida Department of Transportation	Research Engineer	2023–
NCHRP Project 23-30 – Strategies to Improve the Application of Research Results in the Research Life Cycle	National Cooperative Highway Research Program	Research Engineer	2023–
Study to Understand the Influence of Emergency Vehicle Color, Reflectance, Signing/Arrow Boards, and Lighting Configurations	Florida Department of Transportation	Research Engineer	2023–
Transportation Safety Center	Florida Department of Transportation	Research Engineer	2022–
A Data-driven Approach to Prioritize Schools for Safe Routes to Schools Program	Florida Department of Transportation	Research Engineer	2022–2024

Highlighted Publications

Sagar, S., Lee, I. J., Gonzalez, L., Agarwal, N., Srinivasan, S. and Steiner, R. (2024). A Data-driven Approach to Prioritize Schools for Safe Routes to Schools Program. *Transportation Research Record*. <https://doi.org/10.1177/03611981241250019>.

NITHIN K. AGARWAL, Ph.D., RSP₁

2100 NE Waldo Rd., Sta 106, Gainesville, FL 32609 | (352) 273-1674 | nithin.agarwal@ufl.edu

Service for the project: Safe System Design, Systemic Safety Analysis, Strategic Advisor

Education

Doctor of Philosophy, Civil Engineering, University of Kentucky, 2011

Master of Science, Civil Engineering, University of Kentucky, 2008

Bachelor of Science, Civil Engineering, Visveswaraya Technological University, Belgaum, India, 2006

Professional Experience

2019–Present *Director*, University of Florida Transportation Technology Transfer Center

2017–2019 *Assistant Engineer Faculty*, University of Florida

2012–2016 *Research Engineer*, Kentucky Transportation Center, University of Kentucky

Highlighted Sponsored Projects

Title of Grant	Funding Agency	Role	Effective Dates
Integrating Road Safety Audits to Enhance Gainesville's Vision Zero Action Plan	U.S. Department of Transportation, SS4A	Co-PI	2024–
Explore the Use of Tele-operated or Autonomous Vehicles (TAVs) in Active Incident Management	Florida Department of Transportation	PI	2023–
NCHRP Project 23-30 – Strategies to Improve the Application of Research Results in the Research Life Cycle	National Cooperative Highway Research Program	Co-PI	2023–
Study to Understand the Influence of Emergency Vehicle Color, Reflectance, Signing/Arrow Boards, and Lighting Configurations	Florida Department of Transportation	PI	2023–
Research Center Technology Transfer Support	Florida Department of Transportation	PI	2022–2023
Workforce in the Southeast – Gaps and Symposium	U.S. Department of Transportation	PI	2022–2023
Research to Practice Support to Federal Transit Agency	Federal Transit Agency	Co-PI	2022–2023
Safe Routes to School Master Plan Development	Florida Department of Transportation	PI	2021–2023

Highlighted Professional Societies and Committee Membership

Florida Association of County Engineers and Superintendents (FACERS), *Board Member* (2019– present)

Highlighted Honors and Awards

Certificate of Appreciation, UFTI for Outstanding Leadership, 2019

Certificate of Appreciation, USDOT Region 4 (Southeast) University Transportation Center (UTC) for hosting Exploring Transportation and STEM: From the Community to the Classroom Teacher Workshop, 2019

ELISA LEVY

3723 Cindy Ave, Key West, FL 33040 | (305) 923-3348 | elisa@elisalevy.com

Service for the project: Local Expert, Stakeholder and Community Engagement Lead

Education

Master of Arts, International Development, Focus on Organizational Psychology, Columbia University
Bachelor of Arts, English Literature/Creative Writing, Ohio University

Professional Experience

2004–Present	<i>Business Consultant, Elisa Levy Consulting</i>
1996–2004	<i>Program Consultant on Women’s Rights, United Nations</i>
1993–Present	<i>Volunteer, United States Peace Corps Chisinau, Moldova</i>

Highlighted Skills and Accomplishments

- Led annual strategic planning workshops for three years for more than 75 women leaders around the world
- Developed performance metrics for grant-funded programs on violence against women in Africa, Europe, and Asia
- Taught English as a second language to 150 students in rural Moldova
- Launched a program with UNICEF on child abuse prevention
- Raised funds to feed local families with food insecurities in rural communities
- Coach over 50 executives in leadership roles both virtually and on-site.
- Author of "Emotional Equity," a how-to book about inspirational leadership
- Develop and oversee strategic plans for municipal government, a school district, a United Nations agency, and more than 10 non-profit organizations with operating budgets ranging from \$1 to \$250 million
- Develop metrics for measuring progress for training programs and strategic plans using qualitative and quantitative measurements
- Create training resources for programs and facilitators on leadership
- Conduct training on customer service, leadership, stress management/mindfulness, and conflict resolution for thousands of individuals through public seminars and workshops
- Teach conflict resolution in war-torn countries through the United Nations and other international agencies in Iraq, Kosovo, Serbia, Kenya, and South Africa
- Establish two-way communication platforms with community members and staff from organizations, including Apps, social media sites, and weekly messages to reinforce skills learned in training

Highlighted Projects

Strategic Planning consultant for the City of Key West

Strategic Planning consultant for the Monroe County School District

PRUTHVI MANJUNATHA, Ph.D.

365 Weil Hall Gainesville, FL 32611 | (352) 215-8941 | pruthvim@ufl.edu

Service for the project: Survey Design, Data Analysis, Data Collection, Community Involvement

Education

Doctor of Philosophy, Civil Engineering, University of Florida, 2018

Master of Technology, Transportation Systems, Indian Institute of Technology, Mumbai, India, 2012

Bachelor of Engineering, Civil Engineering, Visveswaraya Technological University, Mysore, India, 2010

Professional Experience

2019–Present	<i>Research Assistant Professor and I-STREET Testbed Manager</i> , Civil and Coastal Engineering University of Florida
2018–2019	<i>Post-Doctoral Associate</i> , Civil and Coastal Engineering, University of Florida
2013–2018	<i>Graduate Assistant</i> , University of Florida Transportation Institute
2012–2013	<i>Graduate Transport Planner</i> , Atkins Global, India
2010–2011	<i>Teaching Assistant</i> , Indian Institute of Technology (Bombay), Mumbai, India

Highlighted Publications, Reports, and Presentations

Manjunatha, P., Duan, X., Ankomah, A., Elefteriadou, L., Srinivasan, S., and Ponnaluri, R. (2020).

Evaluation of Adaptive Signal Control Technologies in Florida. In *Proceedings of the 99th Transportation Research Board Annual Meeting* Washington D.C.: Transportation Research Board.

Jeghers, M., Classen, S., **Manjunatha, P.**, and Elefteriadou, L. (2024). An Examination of Two Diverse Communities: Residents' Transportation Behaviors, Challenges, and Opportunities. *OTJR: Occupational Therapy Journal of Research* 44(1):37–46.

Elefteriadou, L., **Manjunatha, P.**, et al. (2021). *Transportation Mobility Assessment and Recommendations for Smart City Planning* (FDOT Report BDV31-977-115).

Classen, S., Mason, J., **Manjunatha, P.**, and Elefteriadou, L. (2021). *Develop, Refine, and Validate a Survey to Assess Adult's Perspectives of Autonomous Ride-Sharing Services* (FDOT Report BDV31-977-128).

Elefteriadou, L., **Manjunatha, P.**, et al. (2023). *Before and After Study of Gainesville Pedestrian-Bicyclists Connected Vehicle Pilot* (FDOT Report- BDV31-977-120).

Manjunatha, P., Kondyli, A, and Elefteriadou, L. (2017). How Has Driver Behavior Been Considered in Traffic Microsimulation and How Can We Use Cognitive Sciences and Psychology Studies to Enhance Them? In *Proceedings of the 96th Transportation Research Board Annual Meeting, Washington D.C.*

Zheng, Y., **Manjunatha, P.**, Elefteriadou, L, and Ponnuluri, R. (2017). Empirical Assessment of Adaptive Signal Control Technologies in Florida. In *Proceedings of the 96th Transportation Research Board Annual Meeting, Washington D.C.*

Manjunatha, P., Mathew, T. V., and Vortisch, P. (2013). Methodology for the Calibration of VISSIM in Mixed Traffic. In *Proceedings of the 92nd Transportation Research Board Annual Meeting, Washington, D.C.*

MEHRI M. MOHEBBI, Ph.D.

512 Weil Hall, P.O. Box 116580, Gainesville, FL 32611 | (352) 294-7823 |
Email: mmohebbi@ufl.edu

Service for the project: Project Management, Equity Framework Development, Community Engagement

Education

Doctor of Philosophy, Urban and Regional Planning, University of Cincinnati, 2018
M.Arch. & B.Arch., Architectural Engineering, University of Tehran, Iran, 2005

Professional Experience

2021–Present *Transportation Equity Program Director*, University of Florida
Transportation Institute (UFTI)
2020–Present *Research Assistant Scientist*, Engineering School of Sustainable Infrastructure &
Environment, University of Florida
2016–2019 *Senior Urban Planner / Social Sustainability Strategist*, Planning Communities
LLC, Raleigh, NC

Highlighted Sponsored Projects

Title of Grant	Funding Agency	Role	Effective Dates
Promoting Transportation Equity (TE)	Region 4 University Transportation Center (STRIDE), U.S. Department of Transportation	PI	2022–2023
Pathway to Promote Diversity within Public Transit Workforce	USDOT & Mineta Consortium for Transportation Mobility (MTI)	PI	2021–2022
Evaluation of East Gainesville’s Microtransit Mobility Project	Region 4 University Transportation Center (STRIDE), U.S. Department of Transportation	Co-PI	2020–2021

Select Publications:

Mohebbi, M., Raghuram, S., and Zandiatashbar, A. (2022). *Pathway to Promote Diversity within Public Transit Workforce*. Mineta Consortium for Transportation Mobility.

Mohebbi, M. (2022). Hidden Enemy for Healthy Urban Life. In *The Palgrave Encyclopedia of Urban and Regional Future*. London, UK: Springer.

Steiner, R., Hadi, M., Martin, J., Sisiopiku, V., Michalaka, D., Click, S., **Mohebbi, M.**, and Griffith, J. (2022). *A Framework for the Development of a Diverse Transportation Workforce for State DOTs to Address Congestion for the Southeast Region*. Southeastern Transportation Research, Innovation, Development and Education Center (STRIDE).

Elefteriadou, L., Srinivasan, S., Classen, S., **Mohebbi, M.**, Manjunatha, P. Steiner, R., Bejleri, I., Jeghers, M., Kibet, L., Yan, X., and Patni, S. (2022). *Transportation Mobility Assessment and Recommendations for Smart City Planning*. Southeastern Transportation Research, Innovation, Development and Education Center.

JASPER MASCIOCCHI, P.E., P.S.M.

2100 NE Waldo Rd., Sta 106, Gainesville, FL 32609 | (352) 273-1747 | j.masciocchi@ufl.edu

Service for the project: Data Analysis, Data Collection, Project Support

Education

Bachelor of Engineering, Civil Engineering, University of South Florida, 2014

Graduate Certificate, Mapping with Unmanned Aerial Systems, University of Florida, 2023

Professional Experience

2017–Present *Program Manager*, University of Florida Transportation Technology Transfer Center

2017 *Project Engineer*, CHW

2016–2017 *CAD Technician*, Cariotti Engineering

2011–2017 *Project Manager*, Cross Surveying and Engineering

Professional Licenses and Certifications

Professional Engineer, Florida License #99464

Professional Surveyor and Mapper, Florida License LS#7105

Child Passenger Safety Technician, National SafeKids Worldwide Certification #784223

Highlighted Skills and Accomplishments

- Instruct certification safety courses; 98% positive student feedback; consistently improving based on feedback
- Assist research principal investigators in leading team of graduate students by encouraging well-thought-out projects to deliver useful products, including GIS analysis, crash analysis, sidewalk infrastructure project synopsis
- Cultivate partnerships and relationships with local government organizations to provide resources and training
- Interpret state and national standards and specification to improve safety; technology transfer through self-learning programs and live instructor-led courses
- Manage auxiliary course schedule coordination and majority of teaching within the T2 Center; develop workflows; onboard new staff to database systems, procurement procedures, develop and update existing SOPs; train staff; coordinate federal effort reporting; develop center’s financial overview documents
- Develop and deliver presentations virtually and in-person
- Proficient in mapping and visual aide development software, including AutoCad, Microsoft Excel, Word, Powerpoint, Office, Access Database, ArcGIS
- Use Qualtrics survey software to collect data efficiently; responsible for analyzing data, proposing initiatives and reporting data to T2 Center director for adoption
- Manage agreements with multistate partners to distribute assets, negotiate terms with vendors; submit requisitions to procure materials for distribution;

Highlighted Projects

- Wakulla County Local Road Safety Plan
- Safe Routes to School Infrastructure Funding Application Technical Assistance
- Rural County Safety Workshop
- Dissemination of Traffic Safety Education through community leaders and partnerships

H. SWORN STATEMENTS AND AFFIDAVITS

This Page Intentionally Left Blank

September 3, 2024

RE: City of Key West: Request for Proposals RFP # 24-008
 Key West City-Wide Comprehensive Safety Action Plan
 (UF#PRO00062637)
 Exceptions and Comments regarding Proposal Documents

Dear Sir or Madam,

Please consider this the University of Florida’s (“UF”) formal comment and request for exceptions regarding the Key West City-Wide Comprehensive Safety Action Plan Request for Proposals. The University of Florida has comments related to the following terms by section or term number:

Section 1 General Terms and Conditions. 1.16	Termination for Default.	UF is a not-for-profit institution and does not have supplemental funding to cover uncompensated research activities. UF does not have secondary or supplemental funding sources to cover “damages”. Therefore, UF cannot agree to be “liable” for damages, including, but not limited to, the excess cost of procuring similar supplies or services. UF cannot agree to be or “liable” or to indemnification language.
Section 1 General Terms and Conditions. 1.24(A) 1.24(B)	“Indemnify, defend, and hold harmless” language	UF cannot agree to indemnification language. UF can agree to be liable for the actions of its employees acting within the scope of their employment to the extent allowed in Fla. Stat. 768.28. As a research University, UF does not warrant or provide Patent Indemnity. UF will agree to perform the SOW in accordance with the standard of a United States institution of higher education.
Section 1 General Terms and Conditions. 1.25	Equal Benefits	UF agrees to continue to provide all available benefits as provided by UF as a state University in Florida.

<p>Section 2 Special Conditions</p> <p>2.2.4</p> <p>2.8</p> <p>Exhibit "A" Minimum Insurance Requirements</p>	<p>Professional Liability Insurance.</p> <p>Insurance Requirements</p>	<p>UF, as a public body corporate entity, is self-funded for liability insurance with said protection being applicable to its officers, employees, servants, and agents while acting within the scope of their employment. The Florida Board of Governors, pursuant to Fla. Stat. 1004.22, created this self-insurance program to provide comprehensive liability protection for state universities.</p> <p>UF does not provide professional liability insurance.</p> <p>UF requests to be excused from compliance with the insurance provisions.</p> <p>Since the State of Florida has sovereign immunity under Fla. Stat. 768.28, state universities are insured up to the statutory maximum (\$200,000 per claim, or \$300,000 per occurrence).</p> <p>UF will not name the City of Key West as an Additional Insured, as UF's insurance does not extend to third parties. UF can provide Certificates of Insurance.</p>
<p>Section 2 Special Conditions</p> <p>2.18</p>	<p>Payment/Invoices</p>	<p>UF is a not-for-profit institution and does not have supplemental funding to cover uncompensated research activities. Therefore, UF cannot agree that "compensation" will be paid to the City of Key West due to non-performance.</p>
<p>Section 3</p> <p>3.6</p>	<p>Contract Cancellation</p>	<p>In the case of cancellation of the contract by UF as the Proposer, UF cannot agree to the payment of reparations. UF is a not-for-profit and does not have excess or secondary funding to cover reparations.</p> <p>Remedies for damages are provided and to the extent allowed by law.</p>

City of Key West Indemnification Form	Indemnification	<p>UF cannot agree to indemnification language. UF can agree to be liable for the actions of its employees acting within the scope of their employment to the extent allowed in Fla. Stat. 768.28.</p> <p>Please see additional terms included in the provided City of Key West Indemnification Form</p>
---------------------------------------	-----------------	--

Thank you for your consideration. If UF is awarded, you may send the final agreement to ufawards@ufl.edu. We look forward to working with you, and thank you for your attention.

Regards,



Cordially yours,

Sharon Neil, J.D.
 Contracting Officer
 sharon.neil@ufl.edu
 UF Research Sponsored Programs



ANTI-KICKBACK AFFIDAVIT

STATE OF Florida)

: SS

COUNTY OF Alachua)

I, the undersigned hereby duly sworn, depose and say that no portion of the sum herein bid will be paid to any employees of the City of Key West as a commission, kickback, reward, or gift, directly or indirectly by me or any member of my firm or by an officer of the corporation.

By: Lisa Stroud, Associate Director of Reserch

Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this day of, 2024, by Lisa Stroud.



(Signature of Notary Public- State of Florida)

(NOTARY SEAL)

Elizabeth Keeter

(Name of Notary Typed, Printed, or Stamped)

Personally Known OR Produced Identification

Type of Identification Produced _____

NON-COLLUSION AFFIDAVIT

STATE OF Florida)

: SS

COUNTY OF Alachua)

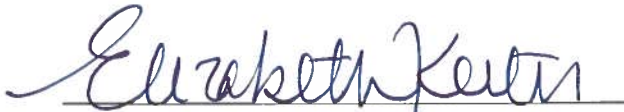
I, the undersigned hereby declares that the only persons or parties interested in this Proposal are those named herein, that this Proposal is, in all respects, fair and without fraud, that it is made without collusion with any official of the Owner, and that the Proposal is made without any connection or collusion with any person submitting another Proposal on this Contract.

BY: Lisa Stroud, Associate Director of Research 

Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this day of, 2024, by Lisa Stroud.



(NOTARY SEAL)


(Signature of Notary Public- State of Florida)

Elizabeth Keeter
(Name of Notary Typed, Printed, or Stamped)

Personally Known OR Produced Identification

Type of Identification Produced _____

**SWORN STATEMENT UNDER SECTION 287.133(3)(A)
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES**

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid or Proposal for RFP-24-008

2. This sworn statement is submitted by: University of Florida Board of Trustees
(Name of entity submitting sworn statement)

whose business address is: 207 Grinter Hall, PO Box 115500, Gainesville FL 32611-5500

and (if applicable) its Federal Employer Identification Number (FEIN) is: 59-6002052

(If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement)

3. My name is Lisa Stroud
(Please print name of individual signing)

and my relationship to the entity named above is: Associate Director of Research

4. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including but not limited to, any bid or contract for goods or services to be provided to any public or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication guilt, in any federal or state trial court of record relating to charges brought by

indictment information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

1. A predecessor or successor of a person convicted of a public entity crime; or
2. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(8), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement (indicate which statement applies).

 X Neither the entity submitting this sworn statement, or any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

 The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

 The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the

management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list (attach a copy of the final order).

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH ONE (1) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES, FOR THE CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

Wm Jr

(Signature)

9-3-2024

(Date)

STATE OF Florida

COUNTY OF Alachua

Sworn to (or affirmed) and subscribed before me by means of [] physical presence or [] online notarization, this day of, 2024, by Lisa Stroud.



Elizabeth Keeter

(Signature of Notary Public- State of Florida)

(NOTARY SEAL)

Elizabeth Keeter

(Name of Notary Typed, Printed, or Stamped)

Personally Known OR Produced Identification

Type of Identification Produced _____

EQUAL BENEFITS FOR DOMESTIC PARTNERS AFFIDAVIT

STATE OF Florida)

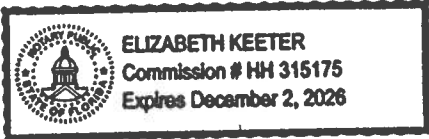
: SS

COUNTY OF Alachua)

I, the undersigned hereby duly sworn, depose and say that the firm of University of Florida Board of Trustees provides benefits to domestic partners of its employees on the same basis as it provides benefits to employees' spouses, per City of Key West Code of Ordinances Sec. 2-799.

By: Lisa Stroud, Associate Director of Research *ls*

Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this day of, 2024, by Lise Stroud.



Elizabeth Keeter
(Signature of Notary Public- State of Florida)

(NOTARY SEAL)

Elizabeth Keeter
(Name of Notary Typed, Printed, or Stamped)

Personally Known OR Produced Identification _____

Type of Identification Produced _____

CONE OF SILENCE AFFIDAVIT

Pursuant to City of Key West Code of Ordinances Section 2-773 (attached below)

STATE OF Florida)

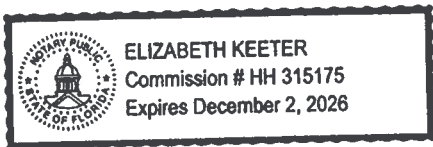
: SS

COUNTY OF Alachua)

I, the undersigned hereby duly sworn, depose and say that all owner(s), partners, officers, directors, employees, and agents representing the firm of University of Florida Board of Trustees have read and understand the limitations and procedures regarding communications concerning City of Key West Code of Ordinances Sec. 2-773 Cone of Silence (attached).

By: Lisa Stroud, Associate Director of Research *us jr*

Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this day of, 2021, by Lisa Stroud.



Elizabeth Keeter
(Signature of Notary Public- State of Florida)

(NOTARY SEAL)

Elizabeth Keeter
(Name of Notary Typed, Printed, or Stamped)

Personally Known OR Produced Identification _____

Type of Identification Produced _____

Sec. 2-773. Cone of Silence.

- a. Definitions. For purposes of this section, reference to one gender shall include the other, use of the plural shall include the singular, and use of the singular shall include the plural. The following definitions apply unless the context in which the word or phrase is used requires a different definition:
 - (1) Competitive solicitation means a formal process by the City of Key West relating to the acquisition of goods or services, which process is intended to provide an equal and open opportunity to qualified persons and entities to be selected to provide the goods or services. Competitive solicitation shall include request for proposals ("RFP"), request for qualifications ("RFQ"), request for letters of interest ("RFLI"), invitation to bid ("ITB") or any other advertised solicitation.
 - (2) Cone of silence means a period of time during which there is a prohibition on communication regarding a particular competitive solicitation.
 - (3) Evaluation or selection committee means a group of persons appointed or designated by the city to evaluate, rank, select, or make a recommendation regarding a vendor or the vendor's response to the competitive solicitation. A member of such a committee shall be deemed a city official for the purposes of subsection (c) below.
 - (4) Vendor means a person or entity that has entered into or that desires to enter into a contract with the City of Key West or that seeks an award from the city to provide goods, perform a service, render an opinion or advice, or make a recommendation related to a competitive solicitation for compensation or other consideration.
 - (5) Vendor's representative means an owner, individual, employee, partner, officer, or member of the board of directors of a vendor, or a consultant, lobbyist, or actual or potential subcontractor or sub-consultant who acts at the behest of a vendor in communicating regarding a competitive solicitation.
- b. Prohibited communications. A cone of silence shall be in effect during the course of a competitive solicitation and prohibit:
 - (1) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and the city's administrative staff including, but not limited to, the city manager and his or her staff;
 - (2) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and the mayor, city commissioners, or their respective staff;
 - (3) Any communication regarding a particular competitive solicitation between a potential vendor or vendor's representative and any member of a city evaluation and/or selection committee; therefore, and
 - (4) Any communication regarding a particular competitive solicitation between the mayor, city commissioners, or their respective staff, and a member of a city evaluation and/or selection committee, therefore.
- c. Permitted communications. Notwithstanding the foregoing, nothing contained herein shall prohibit:
 - (1) Communication between members of the public who are not vendors or a vendor's representative and any city employee, official or member of the city commission;
 - (2) Communications in writing at any time with any city employee, official or member of the city commission, unless specifically prohibited by the applicable competitive solicitation. (A) However, any written communication must be filed with the city clerk. Any city employee, official or member of the city commission receiving or making any written communication must immediately file it with the city clerk. (B) The city clerk shall include all written communication as part of the agenda item when publishing information related to a particular competitive solicitation;

- (3) Oral communications at duly noticed pre-bid conferences;
- (4) Oral presentations before publicly noticed evaluation and/or selection committees;
- (5) Contract discussions during any duly noticed public meeting;
- (6) Public presentations made to the city commission or advisory body thereof during any duly noticed public meeting;
- (7) Contract negotiations with city staff following the award of a competitive solicitation by the city commission; or
- (8) Purchases exempt from the competitive process pursuant to section 2-797 of these Code of Ordinances;

d. Procedure.

(1) The cone of silence shall be imposed upon each competitive solicitation at the time of public notice of such solicitation as provided by section 2-826 of this Code. Public notice of the cone of silence shall be included in the notice of the competitive solicitation. The city manager shall issue a written notice of the release of each competitive solicitation to the affected departments, with a copy thereof to each commission member, and shall include in any public solicitation for goods and services a statement disclosing the requirements of this ordinance.

(2) The cone of silence shall terminate at the time the city commission or other authorized body makes final award or gives final approval of a contract, rejects all bids or responses to the competitive solicitation or takes other action which ends the competitive solicitation.

(3) Any city employee, official or member of the city commission that is approached concerning a competitive solicitation while the cone of silence is in effect shall notify such individual of the prohibitions contained in this section. While the cone of silence is in effect, any city employee, official or member of the city commission who is the recipient of any oral communication by a potential vendor or vendor's representative in violation of this section shall create a written record of the event. The record shall indicate the date of such communication, the persons with whom such communication occurred, and a general summation of the communication.

e. Violations/penalties and procedures.

(1) A sworn complaint alleging a violation of this ordinance may be filed with the city attorney's office. In each such instance, an initial investigation shall be performed to determine the existence of a violation. If a violation is found to exist, the penalties and process shall be as provided in section 1-15 of this Code.

(2) In addition to the penalties described herein and otherwise provided by law, a violation of this ordinance shall render the competitive solicitation void at the discretion of the city commission.

(3) Any person who violates a provision of this section shall be prohibited from serving on a City of Key West advisory board, evaluation and/or selection committee.

(4) In addition to any other penalty provided by law, violation of any provision of this ordinance by a City of Key West employee shall subject said employee to disciplinary action up to and including dismissal.

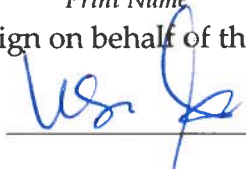
(5) If a vendor is determined to have violated the provisions of this section on two more occasions it shall constitute evidence under City Code section 2- 834 that the vendor is not properly qualified to carry out the obligations or to complete the work contemplated by any new competitive solicitation. The city's purchasing agent shall also commence any available debarment from city work proceeding that may be available upon a finding of two or more violations by a vendor of this section. (Ord. No. 13-11, § 1, 6-18-2013)

VENDOR CERTIFICATION REGARDING
SCRUTINIZED COMPANIES LISTS

Respondent Vendor Name: <u>University of Florida Board of Trustees</u>		
Vendor FEIN: <u>59-6002052</u>		
Vendor's Authorized Representative Name and Title: <u>Lisa Stroud, Associate Dir of Research</u>		
Address: <u>207 Grinter Hall, PO Box 115500</u>		
City: <u>Gainesville</u>	State: <u>Florida</u>	Zip: <u>32611-5500</u>
Phone Number: <u>(352) 392-9267</u>		
Email Address: <u>ufawards@ufl.edu</u>		

Section 287.135(2)(a), Florida Statutes, prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services of any amount if, at the time of contracting or renewal, the company is on the Scrutinized Companies that Boycott Israel List, created pursuant to section 215.4725, Florida Statutes, or is engaged in a boycott of Israel. Section 287.135(2)(b), Florida Statutes, further prohibits a company from bidding on, submitting a proposal for, or entering into or renewing a contract for goods or services over one million dollars (\$1,000,000) if, at the time of contracting or renewal, the company is on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, both created pursuant to section 215.473, Florida Statutes, or the company is engaged in business operations in Cuba or Syria.

As the person authorized to sign on behalf of Respondent, I hereby certify that the company identified above in the section entitled "Respondent Vendor Name" is not listed on either the Scrutinized Companies that Boycott Israel List, Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List I understand that pursuant to section 287.135, Florida Statutes, the submission of a false certification may subject such company to civil penalties, attorney's fees, and/or costs and termination of the contract at the option of the awarding governmental entity.

Certified By: <u>Lisa Stroud</u>	Associate Director of Research
<i>Print Name</i>	<i>Print Title</i>
who is authorized to sign on behalf of the above referenced company.	
Authorized Signature: <u></u>	

CITY OF KEY WEST INDEMNIFICATION FORM

PROPOSER agrees to protect, defend, indemnify, save and hold harmless The City of Key West, all its Departments, Agencies, Boards, Commissions, officers, City's Consultant, agents, servants and employees, including volunteers, from and against any and all claims, debts, demands, expense and liability arising out of injury or death to any person or the damage, loss of destruction of any property which may occur or in any way grow out of any act or omission of the PROPOSER, its agents, servants, and employees, or any and all costs, expense and/or attorney fees incurred by the City as a result of any claim, demands, and/or causes of action except of those claims, demands, and/or causes of action arising out of the negligence of The City of Key West, all its Departments, Agencies, Boards, Commissions, officers, agents, servants and employees. The PROPOSER agrees to investigate, handle, respond to, provide defense for and defend any such claims, demand, or suit at its sole expense and agrees to bear all other costs and expenses related thereto, even if it (claims, etc.) is groundless, false or fraudulent. The City of Key West does not waive any of its sovereign immunity rights, including but not limited to, those expressed in Section 768.28, Florida Statutes. PROPOSER understands and agrees that any and all liabilities regarding the use of any subcontractor for services related to this agreement shall be borne solely by the PROPOSER. Ten dollars of the consideration paid by the City is acknowledged by PROPOSER as separate, good and sufficient consideration for this indemnification. This indemnification shall be interpreted to comply with Section 725.06 and 725.08, Florida Statutes.

These indemnifications shall survive the term of this agreement. In the event that any action or proceeding is brought against the City of Key West by reason of such claim or demand, PROPOSER shall, upon written notice from the City of Key West, resist and defend such action or proceeding by counsel satisfactory to the City of Key West.

The indemnification provided above shall obligate PROPOSER to defend at its own expense to and through appellate, supplemental or bankruptcy proceeding, or to provide for such defense, at the City of Key West's option, any and all claims of liability and all suits and actions of every name and description covered above which may be brought against the City of Key West whether performed by PROPOSER, or persons employed or utilized by PROPOSER.

The PROPOSER's obligation under this provision shall not be limited in any way by the agreed upon Contract Price as shown in this agreement, or the PROPOSER's limit of or lack of sufficient insurance protection.

In the event the PROPOSER is a state entity covered by Section 768.28, Florida Statute then the above indemnity provisions are not applicable. Notwithstanding anything herein to the contrary, nothing in this Agreement constitutes consent by the State of Florida or its agents and agencies to be sued or a waiver of sovereign immunity of the State of Florida beyond the limited waiver provided in Section 768.28, Florida Statutes. ↵

COMPANY SEAL

University of Florida Board of Trustees

PROPOSER:

Address

207 Grinter Hall, PO Box 115500, Gainesville FL 32611-5500

Signature

Lisa Stroud

Lisa Stroud

9/3/2024

Print Name

Date

Associate Director of Research

Title

NOTARY FOR THE PROPOSER

STATE OF Alachua

COUNTY OF Florida

The foregoing instrument was acknowledged before me by means [] physical presence or [] online notarization, this day of, 2024, by Lisa Stroud.



Elizabeth Keeter

(Signature of Notary Public- State of Florida)

(NOTARY SEAL)

Elizabeth Keeter

(Name of Notary Typed, Printed, or Stamped)

Personally Known OR Produced Identification _____

Type of Identification Produced _____

AFFIDAVIT ATTESTING TO NONCOERCIVE CONDUCT
FOR LABOR OR SERVICES

Entity/Vendor Name: University of Florida Board of Trustees
Vendor FEIN: 59-6002052
Vendor's Authorized Representative: Lisa Stroud, Associate Dir of Research

(Name and Title)
Address: 207 Grinter Hall, PO Box 115500
City: Gainesville State: Florida Zip: 32611-5500
Phone Number: 352-392-9267
Email Address: ufawards@ufl.edu

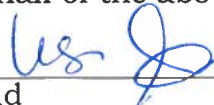
As a nongovernmental entity executing, renewing, or extending a contract with a government entity, Vendor is required to provide an affidavit under penalty of perjury attesting that Vendor does not use coercion for labor or services in accordance with Section 787.06, Florida Statutes.

As defined in Section 787.06(2)(a), coercion means:

1. Using or threatening to use physical force against any person;
2. Restraining, isolating, or confining or threatening to restrain, isolate, or confine any person without lawful authority and against her or his will;
3. Using lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or service are not respectively limited and defined;
4. Destroying, concealing, removing, confiscating, withholding, or possessing any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
5. Causing or threatening to cause financial harm to any person;
6. Enticing or luring any person by fraud or deceit; or
7. Providing a controlled substance as outlined in Schedule I or Schedule II of Section 893.03 to any person for the purpose of exploitation of that person.

As a person authorized to sign on behalf of Vendor, I certify under penalties of perjury that Vendor does not use coercion for labor or services in accordance with Section 787.06. Additionally, Vendor has reviewed Section 787.06, Florida Statutes, and agrees to abide by same.

Certified By: Lisa Stroud, who is authorized to sign on behalf of the above referenced company.

Authorized Signature: 
Print Name: Lisa Stroud
Title: Associate Director of Research

CERTIFICATION REGARDING LOBBYING

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents of all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, United States Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Organization: University of Florida Board of Trustees

Street address: 207 Grinter Hall, PO Box 115500

City, State, Zip: Gainesville, FL 32611-5500

Lisa Stroud

CERTIFIED BY: (type or print)

Associate Director of Research


TITLE:


(signature)

9/3/2024
(date)

Disclosure of Lobbying Activities

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure)

<p>1. Type of Federal Action: a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance</p>	<p>2. Status of Federal Action: a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award</p>	<p>3. Report Type: a. initial filing <input type="checkbox"/> b. material change For material change only: Year _____ quarter _____ Date of last report _____</p>
<p>4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, if Known: Congressional District, if known: FL-003</p>	<p>5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime: Congressional District, if known:</p>	
<p>6. Federal Department/Agency: US Dept of Transportation</p>	<p>7. Federal Program Name/Description: CFDA Number, if applicable: _____</p>	
<p>8. Federal Action Number, if known:</p>	<p>9. Award Amount, if known: \$</p>	
<p>10. a. Name and Address of Lobbying Registrant (if individual, last name, first name, MI): NA</p>	<p>b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI):</p>	
<p>11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.</p>	<p>Signature: <u></u> Print Name: <u>Lisa Stroud</u> Title: <u>Associate Director of Research</u> Telephone No.: <u>352-392-9267</u> Date: <u>9/3/2024</u></p>	
<p>Federal Use Only</p>	<p>Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)</p>	