

VILLAGE OF KEY BISCAIYNE

**REQUEST FOR PROPOSALS 2015-01
FOR A VILLAGEWIDE MOBILITY PLAN**



Submitted by:



January 26, 2015



Response to Village of Key Biscayne RFP
2015-01 for a Villagewide Mobility Plan

Submitted To:
The Village of Key Biscayne

Submitted By:
THE CORRADINO GROUP

January 26, 2015



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C. Letter of Intent:

Conchita H. Alvarez, MMC Village Clerk
88 West McIntyre Street, Suite 220
Key Biscayne, Florida 33149
Phone: 305-365-5506 - Fax: 305-365-8914 - calvarez@keybiscayne.fl.gov

RE: Villagewide Mobility Plan - RFP #15-01

Ms. Alvarez:

This letter briefly introduces the Corradino Group, and provides a description of our proposal.

Since 1971, the Corradino Group (Corradino) has been providing transportation and use planning, engineering, and construction management services to local governments across the nation. Today the firm has nearly 150 people in offices located in Doral, Fort Lauderdale, Orlando, Louisville, Nashville, and Indianapolis, providing planning and engineering services that are critical to the operations of municipal government.

Over the years, Corradino has been influential in the planning and implementation of many of our region's most impactful projects, including the Metrorail (the State's first Heavy Rail), the US-1 Busway (one of the nation's first Bus Rapid Transit Systems (BRT)), and the I-95 Express (one of the nation's first BRT/managed lane systems). Our firm has developed and measured many transit systems and local circulators across the nation. Similarly, Corradino has pioneered concepts such as using Bus on Shoulder lanes, Safe Routes to School, and Bicycle and Pedestrian networks in communities throughout the nation. Additionally, the firm has produced award winning bicycle and pedestrian master plans, implemented multiple Safe Routes to Schools programs, and developed award winning methods of measuring and tracking concurrency.

Most relevant to this effort, Corradino specialized in providing similar studies for cities across Florida, including Miami Beach, Miami Gardens, Hialeah, Homestead, Cutler Bay, Palmetto Bay, Doral, Gainesville/Alachua County, Miami, Islamorada, Key West, and Sarasota, to name a few. These studies resulted in added value by allowing communities to maintain their character, enhance their quality of life, and continue to provide economic opportunity, all while focusing on responsible growth and the diversification of the transportation mobility systems. Although the details of the solutions were all different, Corradino's approach has been to understand the problem, then determine responsible multimodal transportation, land use, and policy solutions to provide capacity for a variety of modes of travel, thereby spreading their impact and making it easier for people to travel to, through, and around the community.

Typically the result of these studies are multimodal lists of projects, serving as five year capital improvement programs for the cities. Not only have these strategies been innovative but the individual projects that have implemented them have been as well. They have resulted in award winning efforts both at the local and regional level.



Corradino approaches these studies as a blending of Art and Science. The art is figuring out what the community wants, and the science is in determining what it needs. The entire project is underpinned by an extensive public engagement process, which uses traditional and modern techniques of reaching out to the citizens, users, and stakeholders in the community to determine their feelings toward the issues and potential solutions. Each city is different and they desire diverse solutions to problems. From here, a list of desired projects arise and can be analyzed.

The science of the project focuses on gaining an accurate understanding of how each mode of transportation functions on Key Biscayne. Levels of service for the roadways, transit system, bicycles, pedestrians, and even golf carts will be assessed. Extensive data will be collected in the process. Data is analyzed by projecting it into the future and determine where capacity or service deficiencies will exist. From here, a list of projects are generated in each of the modal categories.

The “wants” and “needs” of the community are blended and a list of projects is produced in each project category (roadway, transit, bicycle/pedestrian, golf cart, policy). Each project is described as to their purpose, need, cost to plan, design, and construct. Ultimately these are prioritized. Corradino’s plans are highly implementable because the prioritized projects are both wanted and needed, leaving little to argue about.

Finally, a highly graphic, easily read and understood executive summary of the process is produced to assist in implementation and coordination with outside agencies. This process has been highly successful in surrounding areas. Many of Corradino’s clients have performed multiple rounds of these evaluations over the years, parlaying grant money, and gaining synergy to build progressive mobility into their systems.

Corradino should be selected for this project because the firm has extensive and detailed experience in this exact field. The firm’s project team, led by Joseph M. Corradino, AICP has been providing these services for municipalities since the mid 1990’s, so there is consistency. Corradino is a municipal expert, providing a unique perspective on municipal needs. The firm does its work in complex environments and we pride ourselves on the ability to lead extraordinary planning and engineering efforts which result in overwhelmingly successful projects, produced on time, and within budget.

Respectfully,

A handwritten signature in blue ink, appearing to read "J. Corradino", is positioned below the word "Respectfully,".

Joseph M. Corradino, AICP

President

The CORRADINO Group



D. Firm's Experience:

The Corradino Group has been in operation since 1971. Joseph M. Corradino, AICP is the President of the firm. He is authorized to represent the firm. He will serve as Project Manager. Attached below are the business licenses, insurance certificates, as well as Mr. Corradino's professional certification. The firm has no official complaint history or any disciplinary administrative action against it over the past five (5) years.

The following professional licenses are provided in this section:

- State of Florida, Board of Professional Engineers – The Corradino Group
- Professional Surveyor and Mapper Business License – The Corradino Group
- State of Florida Business License – The Corradino Group
- Florida Department of Transportation, Work Pre-Qualifications Letter
- AICP, Certified Planner – Joe M. Corradino

Corradino, as a multi-disciplinary firm, is adept at handling the myriad of issues faced by cities of all sizes and all stages of development. Having practiced these services extensively in South Florida, the firm understands the enormous pressures that our municipalities are under as they try to protect their neighborhoods, and preserve their quality of life, as development pressures mount.

Specific to mobility studies, the firm has multimodal transportation planners and engineers familiar with every phase of the mobility planning process, including model development, needs assessment, cost/benefit analysis environmental regulations, public involvement, design and construction management.

Corradino has performed multiple transportation mobility plans for municipalities including Miami Beach, Miami Gardens, Doral, Palmetto Bay, Cutler Bay, Homestead, the Coastal Communities (all barrier island communities in Miami Dade County), and the North East Corridor Communities (all communities boarding the west coast of Biscayne Bay in Miami Dade County). The firm has won multiple awards for its work and tends to have long term relationships with its clients.

State of Florida

Board of Professional Engineers

Attests that

The Corradino Group, Inc.



is authorized under the provisions of Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes.

Expiration: 2/28/2017

Audit No: 228201700582

CA Lic. No:

7665



Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkwy Tallahassee, Florida 32399-6500

License No.: **LB6841**

Expiration Date: February 28, 2015

Professional Surveyor and Mapper Business License

Under the provisions of Chapter 472, Florida Statutes

THE CORRADINO GROUP INC
4055 NORTHWEST 97 AVENUE
MIAMI, FL 33178

ADAM H. PUTNAM
COMMISSIONER OF AGRICULTURE

This is to certify that the professional surveyor and mapper whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes

State of Florida

Department of State

I certify from the records of this office that THE CORRADINO GROUP, INC. is a Kentucky corporation authorized to transact business in the State of Florida, qualified on January 13, 1997.

The document number of this corporation is F97000000207.

I further certify that said corporation has paid all fees due this office through December 31, 2014, that its most recent annual report/uniform business report was filed on January 14, 2014, and its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Fourteenth day of January,
2014*



Ken DeFina
Secretary of State

Authentication ID: CC7019926369

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

<https://efile.sunbiz.org/certauthver.html>



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

June 11, 2014

Mike Ciscar, Vice President of Planning and Engineering
THE CORRADINO GROUP, INC.
4055 NW 8th Avenue, Suite 200
Miami Florida 33178

Dear Mr. Ciscar:

The Florida Department of Transportation has reviewed your application for qualification package and determined that the data submitted is adequate to technically qualify your firm for the following types of work:

- Group 2 - Project Development and Environmental (PD&E) Studies
- Group 3 - Highway Design - Roadway
 - 3.1 - Minor Highway Design
 - 3.2 - Major Highway Design
- Group 5 - Bridge Inspection
 - 5.1 - Conventional Bridge Inspection
 - 5.4 - Bridge Load Rating
- Group 6 - Traffic Engineering and Operations Studies
 - 6.1 - Traffic Engineering Studies
- Group 7 - Traffic Operations Design
 - 7.1 - Signing, Pavement Marking and Channelization
 - 7.2 - Lighting
 - 7.3 - Signalization
- Group 10 - Construction Engineering Inspection
 - 10.1 - Roadway Construction Engineering Inspection
 - 10.3 - Construction Materials Inspection
 - 10.4 - Minor Bridge & Miscellaneous Structures CEI
 - 10.5.1 - Major Bridge CEI - Concrete
 - 10.5.2 - Major Bridge CEI - Steel

www.dot.state.fl.us

This certificate hereby qualifies

Joseph Michael Corradino, AICP

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

Certified Planner Number 012032



Paul Farmer, FAICP
Chief Executive Officer



Lee Brown, FAICP
President



The American Planning Association's
Professional Institute
**American Institute
of Certified Planners**

Making Great Communities Happen



E. Qualifications of Project Team:

This team of planners and engineers consists of a highly experienced group of professionals, the core of which have worked together since the 1990's on similar efforts. The resumes for the team members are provided later in this proposal. The most relevant projects are briefly described below. They are explained in detail in the attached project sheets.

The project team will be led by Joseph M. Corradino, AICP who has been the project manager and/or principal in charge for efforts across Miami Dade County, the region and state. Mr. Corradino is expert at working for municipalities on similar efforts. His philosophy is to provide municipal projects with a comparable level of analysis and detail as larger governments, like Counties and MPOs, produce in their Long Range Transportation Plans, which also examine areas from a multimodal perspective. In doing so it is critical to examine the capacity and service levels of the roads, sidewalks, bicycle systems and transit systems today and in the future based on existing traffic and projected growth.

Mobility plans focus heavily on public engagement and the analysis of data to find the perceived and actual issues with the transportation system. As the strengths and weaknesses of the transportation system, and public desires become known, projects both wanted and needed emerge. Corradino details these projects to explain their purpose, need, location and cost to plan, design and construct. The projects are typically prioritized within each category. Emphasis is put on projects that are both wanted and needed. This eases implementation, because it eliminates much controversy surrounding the individual efforts.

As a specific example, Mr. Corradino led the Miami Beach Municipal Mobility Plan in early 2000s. This effort was the genesis of \$97 million in General Obligation Bonds which set out to address multimodal transportation issues city-wide. As a master plan, it looked at the entire community in each mode. It suggested many key projects which have been built on incrementally over the years. Resulting projects included the ElectroWave, (the first municipal circulator, which at the time was run by an electrically powered bus). Operational improvements, such as enhanced crosswalks, signal optimization, pedestrian prioritization, and improved turning radii were suggested at nearly 100 intersections. Transit circulators were suggested and in North Beach, and Middle Beach. A city-wide parking analysis was completed by Corradino, as was an intermodal feasibility study.

By the mid-2000s this Mobility Plan was updated by the Coastal Communities Transportation Master Plan. That analysis was funded by an MPO grant and participated in by all of the cities on the barrier islands from Golden Beach to Miami Beach. Its focus was an elaborate origin and destination study which actually tracked, via camera, each vehicle that entered and exited the system over the causeways. A detailed picture of travel patterns was established and improvements to the roadway network were suggested and implemented. Projects such as the shared bicycle programs, and greenway enhancements were all implemented as a result.

Similarly, the North East Communities Transportation Master Plan was undertaken and completed for the group of communities on the north eastern mainland coast of the Miami Dade County. Similar multimodal suggestions were made.



Corradino has also produced these mobility studies and subsequent analyses over the last 10 years for the following clients:

- Doral (three updates of the Mobility Plan, multiple traffic calming analyses, multiple development review analyses)
- Palmetto Bay (Mobility Plan, Bicycle and Pedestrian Master Plan, Safe Routes to School, multiple traffic calming analyses, Transit Circulator, multiple development review analyses)
- Cutler Bay (two updates of the Mobility Plan, Bicycle and Pedestrian Plan, Transportation Element of the Comprehensive Plan, Land Development Regulations, Transit Circulator)
- Miami (Evaluation and Appraisal Report of the Comprehensive Plan)
- Miami Gardens (Mobility Plan, Transportation Concurrency Management areas, Transit Circulator)
- Sarasota (Transportation Concurrency Management Areas)

The following project sheets detail some of the aforementioned projects, among others, such as studies performed for Miami Beach and Hialeah.

THE CORRADINO GROUP, INC.

CITY OF DORAL TRANSPORTATION MASTER PLAN

CLIENT

City of Doral

REFERENCE

Mr. Jose Olivo, JR.,
Project Engineer
Phone: 305.593.6740
E-mail: jose.olivo@cityofdoral.com
8401 NW 53rd Terrace
Doral, FL 33166

TYPE OF CONTRACT

Project Specific

Service Performed

Transportation Planning

START/COMPLETION

2005/ 2014

PROJECT COST

\$90,000

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph M. Corradino, AICP
Edward Ng

PRIME

THE CORRADINO GROUP, INC.

In 2005, as a new municipality, Doral was trying to develop and upgrade its transportation mobility infrastructure in a multimodal manner. The City needed this type of plan to prove to the Miami-Dade County Commission that they had an organized plan to deal with transportation, so that funds could be obtained from the Peoples Transportation Plan.

This plan focused on an intensive public involvement process which would build consensus on projects developed in the areas of roadway capacity, alternative modes, and transportation demand management. A set of 27 projects was developed in these areas. The City the implemented all of the projects.

In 2014, The Corradino Group completed a comprehensive rewrite and update of the Plan and which was renamed the Transit Mobility Plan.

Joseph M. Corradino, served as The Corradino Group, Inc. (Corradino)'s project manager on this effort and is being assisted by Edward Ng and Salman Rathore.

THE CORRADINO GROUP, INC.

COASTAL COMMUNITIES TRANSPORTATION MASTER PLAN

CLIENT

City of Miami Beach, Florida

REFERENCE

Mr. Xavier Falconi
Senior Planner
Phone: 305.673.7411
xavierfalconi@miamibeachfl.gov
1700 Convention Center Drive
Miami Beach, FL 33139

TYPE OF CONTRACT

Project Specific

Service Performed

Transportation Planning and
Traffic Engineering

START/COMPLETION

2006/ 2007

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph M. Corradino, AICP

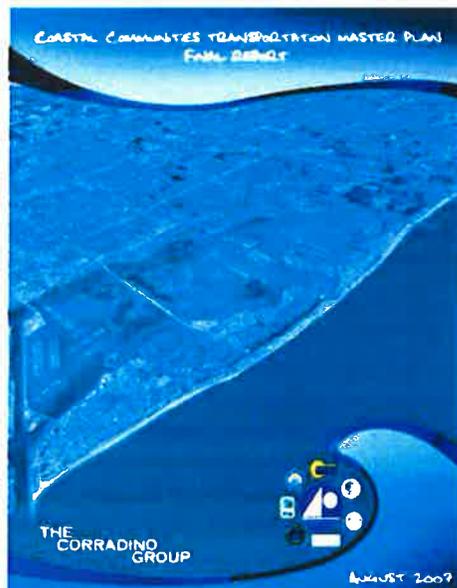
PRIME

THE CORRADINO GROUP, INC.

The City of Miami Beach, in a joint effort with its neighboring coastal communities in northeastern Miami-Dade County (City of Aventura, City of Sunny Isles Beach, Town of Bal Harbour Village, Town of Bay Harbor Islands, Town of Surfside, Town of Golden Beach and City of North Bay Village) was interested in the development of a transportation master plan that assesses the traffic and transportation issues on the barrier islands. The goal of this plan was to produce short, mid, and long term multi-modal solutions to transportation issues, on a sub-regional basis.

This effort strived to set an example as a targeted sub-regional attempt at transportation planning which is multi-modal in nature. Issues arrived at through accepted methodologies were supported by an extensive public involvement process. The study portrayed existing conditions and provided a picture of the origin and destination of traffic affecting the coastal communities. Recommendations were made which focused coordinated multimodal improvements, as well as promoted the viability of routes for commuters traveling from the barrier islands throughout the greater Miami area, as there are a limited number of ways to access the islands from the mainland.

This project included coordination with the Coastal Communities Transit Plan which was developed by the Center for Urban Transportation Research (CUTR).



THE CORRADINO GROUP, INC.

TOWN OF CUTLER BAY COMPREHENSIVE PLAN

CLIENT

Town of Cutler Bay, Florida

REFERENCE

Mr. Rafael Casals
Town Manager
Phone: 305.234.4262
E-mail: rcasals@cutlerbay-fl.gov
10720 Caribbean Blvd., Ste. 105
Cutler Bay, FL 33189

TYPE OF CONTRACT

Project Specific

Service Performed

Planning

START/COMPLETION

2007/ 2008

PROJECT COST

\$210,000

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph M. Corradino, AICP

PRIME

THE CORRADINO GROUP, INC.

The Town of Cutler Bay's Growth Management Plan will be the Town's blueprint for existing and future development. The goals, objective and policies presented in this Growth Management Plan, the Town's first, were established to reflect the Town's continued vision for the future. The goals, objectives and policies are organized by subject and are governed by the Florida Growth Management Act. The various Elements that make up the Growth Management Plan are as follows:

- Future Land Use
- Housing
- Infrastructure
- Coastal Management
- Conservation
- Intergovernmental Coordination
- Capital Improvements
- Transportation
- Recreation and Open Space
- Educational Facilities

Town of Cutler Bay



THE CORRADINO GROUP, INC.

HIALEAH TRANSIT SYSTEM EXPRESS BUS ROUTE AND ENHANCE SERVICES

CLIENT

City of Hialeah, Florida

REFERENCE

Mr. Jorge delaNuez
Director Hialeah Transit System
Phone: 305.681.5757
E-mail: jdelanuez@hialeahfl.gov
900 East 56th Street
Hialeah, FL 33013

TYPE OF CONTRACT

Project Specific

Service Performed

Planning

START/COMPLETION

6.2003/ 12.2003

PROJECT COST

\$24,000

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph M. Corradino, AICP

PRIME

THE CORRADINO GROUP, INC.

The City of Hialeah Transit System operates two fixed routes providing mobility throughout Hialeah and Hialeah Gardens. The City has committed significant local funds to the circulator, which was started prior to the People's Transportation Plan and is a continuing example of the success of local and regional transit programs.

The objectives of the Hialeah Transit System Services and Opportunities Study were to improve the Hialeah Transit System to: provide local alternatives to the automobile and reduce traffic congestion; improve access for seniors and youth to need services; and to stimulate economic development by improving access to jobs. The study specifically focused on developing new routes and services, ensuring and improving the relationship of the Hialeah Transit System with Metro-Dade Transit (MDT) and Tri-Rail, and other public and private transportation services, and evaluating performance of the newly implemented system and recommending any adjustments.

The study involves five tasks:

- Task 1: Existing Conditions
- Task 2: Community Involvement Program
- Task 3: Service Modification and Expansion
- Task 4: Marketing and Implementation
- Task 5: Recommendations and Final Report

The report documented work conducted during the study and the consultant recommendations. The report and findings were reviewed with the Hialeah Transit System staff and the MPO project manager and presented to the Hialeah City Council. The Hialeah City Council approved the concepts of changing the routes and adding the Hialeah Gardens service as recommended in the report.

THE CORRADINO GROUP, INC.

MIAMI BEACH MUNICIPAL MOBILITY PLAN

CLIENT

City of Miami Beach, Florida

REFERENCE

Mr. Joseph Johnson
Planning Department Director
Phone: 305.673.7550
1700 Convention Center Drive
Miami Beach, FL 33139

The objective of the City-wide study was to prepare a multi-modal transportation plan which addressed the dynamics of urban growth, density, residential life, tourism, business, and stewardship of a unique environment. The work plan includes an extensive public involvement program, data collection, analysis of the existing system, neighborhood traffic management investigation, population forecasting, special users assessment; and multi-modal connections.

TYPE OF CONTRACT

Project Specific

Service Performed

Transportation Planning

START/COMPLETION

1998

PROJECT COST

\$250,000

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph Corradino

PRIME

THE CORRADINO GROUP, INC.



THE CORRADINO GROUP, INC.

PALMETTO BAY BICYCLE AND PEDESTRIAN MASTER PLAN

CLIENT

Village of Palmetto Bay, Florida

REFERENCE

Ms. Corrice E. Patterson, Director,
Public Works Department
Phone: 305.969.5011
cpatterson@palmettobay-fl.gov

9705 East Hibiscus Street
Palmetto Bay, FL 33157

TYPE OF CONTRACT

Project Specific

START/COMPLETION

2008 / 2009

PROJECT COST

\$50,000

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph M. Corradino, AICP
Andrew M. Davis

PRIME

**THE CORRADINO GROUP,
INC.**

As a community's population density increases, the number of short trips (those of less than ½ mile) increases. These trips can often times be made as easily by walking or bicycling rather than by driving. As a community becomes more dense, the construction of bicycle and pedestrian facilities as an alternative to automobile travel becomes more important to maintain mobility within the community. The population of Miami-Dade County is expected to exceed 3 million by the year 2025. To meet the transportation needs of individuals who walk or bike for all or a portion of their trip, the Miami-Dade Metropolitan Planning Organization (MPO) is planning for these types of facilities in its transportation plan.



It is a stated intention of federal transportation policy to increase non-motorized trips to at least 15 percent of all trips and to reduce the number of non-motorized users killed in traffic crashes by at least 10 percent. In Florida, concurrency requirements were revised in 1999 to encourage a more

comprehensive multi-modal evaluation of transportation facilities. Local governments are directed to use professionally accepted techniques for measuring level of service for all modes: automobile, bicycle, pedestrian, transit and trucks. The creation of a Bicycle and Pedestrian Plan in Palmetto Bay is a step towards achieving a higher percentage of non-motorized trips by identifying areas in greatest need of bicycle and pedestrian improvements and focusing improvements where they are most needed.

The information from the data collection and analysis points to the existing bicycle and pedestrian level of service and need for enhancements in Palmetto Bay. This task has utilized the technical analysis and coupled it with the information gleaned from the public involvement and the many group and individual meetings which were held. The vision or goal of this master plan is to provide for a safe convenient and connected transportation system, focused on encouraging bicycle and pedestrian mobility for multiple levels of users.

The vision can be implemented by achieving several objectives. In defining the vision several topics were examined. These included:

- Preferred Modes
- Areas of Connection
- Costs
- Characteristics of Non-Motorized Systems

THE CORRADINO GROUP, INC.

SARASOTA TRANSPORTATION CONCURRENCY MANAGEMENT AREA

CLIENT

City of Sarasota, Florida

REFERENCE

Mr. John Hawthorne
Redevelopment Specialist
Phone: 941.373.1165
1782 Dr. Martin Luther King, Jr. Way
Sarasota, FL 34234

TYPE OF CONTRACT

Project Specific

Service Performed

Development of a Transportation
Concurrency Management Area

START/COMPLETION

Dec. 2005/ Ongoing

PROJECT COST

\$80,000

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph M. Corradino, AICP

The Newtown Comprehensive Redevelopment Plan adopted by the City on October 2002, seeks to revitalize a well-defined urban area through focused regulatory and policy strategies that promote economic redevelopment.

The transportation strategy that the City of Sarasota desired to promote their redevelopment with is the designation of the area as a Transportation Concurrency Management Area (TCMA). The Corradino Group was hired to develop this TCMA and it is currently working in such development.



PRIME
THE CORRADINO GROUP, INC.

THE CORRADINO GROUP, INC.

SOUTH DADE CORRIDOR ALTERNATIVE ANALYSIS

CLIENT

Miami, Florida

REFERENCE

Mr. Wilson Fernandez

Miami-Dade MPO

Phone: 305.375.4507

E-mail:

wfernandez@miamidademopo.org

111 NW 1st Street, Ste.910

Miami, FL 33128

TYPE OF CONTRACT

Project Specific

Service Performed

Alternative Development
Coordination w/FTA, Station Area
Planning, Public Involvement,
Modeling, Fatal Flaw Analysis

START/COMPLETION

2004/ Ongoing

PROJECT COST

\$1.56 Million

CONSTRUCTION COST

N/A

KEY PERSONNEL:

Joseph M. Corradino, AICP

PRIME

THE CORRADINO GROUP, INC.



The Miami-Dade MPO entered into contract with The Corradino Group to examine the need for additional transit improvements in the South Dade Corridor between Dadeland South and Florida City. The study will recommend an initial broad set of alternatives for the US 1/Busway Corridor. The initial set of alternatives will be analyzed and

narrowed down to a smaller set of alternatives. The second tier of alternatives will be evaluated at an increased level of detail before being presented to the public. Public recommendations for a selected alternative will be forwarded to the MPO board who will select the final alternative (known as the Locally Preferred Alternative or LPA), which may be further analyzed in a more detailed phase of the study.



The following is summary of the work that will be accomplished during this process:

Task 2.0 - Public and Agency Involvement

This task will provide an open, proactive, participatory process for the public, affected agencies and

others to become partners with the Citizens Advisory Committee.

Task 3.0 - Project Initiation

The purpose of this task is to present background information on existing conditions in the South Dade Corridor and to provide input to the preparation of the Methodology Report, which will prescribe methods and assumptions to be used in the screening and detailed evaluation of alternatives.

Task 3.1 Methodology Report

Task 3.2 Prepare Purpose and Need Statement

Task 3.3 Criteria and Measures



F. Principal in Charge's Experience:

Mike Ciscar, PE will serve as the Principal in Charge on this project. Mr. Ciscar has been with the firm for over a decade and is the former lead environmental engineer for FDOT District 6. He has worked on multiple transportation and mobility studies. Mr. Ciscar directs the engineering and project development services for The Corradino Group's Florida operations. He has served as Principal-In-Charge for several of Corradino's recent mobility plans as well as the SR-826/SW 8th Street Interchange Post Design Services, the Districtwide Minor Design Services contract, and the final design of US-1 on Big Coppitt Key for FDOT District 6; and as the Deputy Project Manager and Public Involvement Functional Manager for the Krome Avenue South PD&E Study, and the SR-70 PD&E Study. He served as Project Manager for the completion of the NW 7/9 Connector PD&E Study for the City of Fort Lauderdale/Broward County/FDOT, and as the project manager for the US-1 Big Coppitt Key PD&E Study in FDOT District 6. He also served as the City Traffic Engineer for the City of Fort Lauderdale.



G. Project Manager's Experience:

Joseph M. Corradino, AICP, the President of the Corradino Group, will be the project manager on this study. Mr. Corradino has detailed experience with managing similar efforts. He has been working with municipalities conducting multimodal mobility studies since the mid 1990s, having assisted multiple communities "address" their multimodal issues by figuring out how to better utilize capacity in a form other than roadway capacity. He has developed master plans which have funded multimodal mobility projects that would absorb person trips thereby increasing capacity without widening roads. He implemented the state's first Transportation Concurrency Management Areas, for communities who wanted to continue to provide capacity projects as opposed to being exempt from concurrency. His work in the field is extensive, having done similar projects for Miami Beach, Doral, Miami Gardens, Sarasota, Hialeah, Hallandale, Cutler Bay, Palmetto Bay, and many others.

He is adept at managing complicated issues and coordinating between multiple governments. The issues related to traffic, congestion, density and development can be controversial and often draw the attention of the public. Mr. Corradino is not only an expert at traffic, transit bicycle and pedestrian mobility, concurrency and growth management, but he is skilled at building consensus, particularly at the municipal level. He has spent the last 4 years as the Development Services Director for the City of Homestead, processing hundreds of development applications. Not only that, but Mr. Corradino has spent the last eight years as an elected official in the Village of Pinecrest, dealing with similar issues from that side of the dais. This multifaceted experience provides him with unique insights as to how to accomplish the Villages goals efficiently and effectively.

Many progressive communities are seeking to find methods of moving people to, through and around their cities. They have found that continually widening roadways is cost prohibitive, politically unpalatable, and does not solve the congestion problem. It is often not physically possible, nor desirable, for streets or intersections to become wider; therefore, it is critical to make the necessary operational improvements on the existing roadway network to accommodate a desired level of cars, while incentivizing a complementary layer of multimodal projects to absorb overflow trips. The philosophical approach to this is that mitigation measures should be focused on sidewalks, bicycle lanes, enhanced public transit service, and Transportation Demand Management strategies. In this sense it is also very important to coordinate with other regional transportation providers. The enhancement of the multimodal environment is paramount to successful infill strategies and creating vibrant urban environments.



H. Fee Proposal:

The Corradino Group will provide these services as proposed for a lump sum of \$67,000.

A handwritten signature in blue ink, appearing to read "J. Corradino".

Joseph M. Corradino, AICP

President

THE CORRADINO GROUP



I. Insurance:



CERTIFICATE OF LIABILITY INSURANCE

CORRA-2 OP ID: DT

DATE (MM/DD/YYYY)
01/23/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Robert H. Clarkson Agency, LLC P.O. Box 70129 Louisville, KY 40270 Bradley C. Cook		CONTACT NAME: PHONE (INC. No. Exp.): E-MAIL: ADDRESS:		FAX (INC. No.): ADDRESS:	
INSURED The Corradino Group, Inc. 4055 NW 97th Ave. 2nd Floor Miami, FL 33178		INSURER Mitsui Sumitomo Ins Group		CLASS # 28362	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

TYPE	TYPE OF INSURANCE	CLASS	INSURER	POLICY EFF. DATE (MM/DD/YYYY)	POLICY EXP. DATE (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC.	X	PN63128086	05/01/2014	05/01/2015	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (EA OCCURRENCE) \$ 100,000 MED EXP (Per ann patient) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMPOF ADD \$ 2,000,000
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> NAMED AUTO <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-SCHEDULED AUTOS	X	DV78482866	05/01/2014	05/01/2015	COMBINED SINGLE LIMIT (EA ACCIDENT) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (PER ACCIDENT) \$
A	UMBRELLA LMB <input checked="" type="checkbox"/> UMBRELLA LMB <input type="checkbox"/> RETENTION \$ 10,000	X	UM65700138	05/01/2014	05/01/2015	EACH OCCURRENCE \$ 4,000,000 AGGREGATE \$ 4,000,000
A	WORKERS COMPENSATION AND EMPLOYERS LIABILITY ANY PROFESSIONAL SERVICE EXCLUDED? (Mandatory to NY) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/M N	WCP9112503	05/01/2014	05/01/2015	<input checked="" type="checkbox"/> W-STATS <input type="checkbox"/> DIF-FER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Description Schedule, if more space is required)
 Certificate holder is named as additional insured as respects to liability for work performed by insured if required per written contract.

CERTIFICATE HOLDER Village of Key Biscayne Suite 220 88 West McIntyre Street, Key Biscayne, FL 33149	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE:
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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
1/23/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER: Arthur J. Gallagher Risk Management Services, Inc. Two Liberty Square, 5th Floor Boston MA 02109	CONTACT NAME: Lindsay Volpe PHONE (A/C No. Ext.): 617-531-7712 FAX (A/C No.): 617-531-7724 E-MAIL ADDRESS: Lindsay_Volpe@aig.com														
INSURED: THECORR-03 Corradino LLC 200 S Meridian Street Indianapolis IN 46225	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">INSURER A:</th> <th style="text-align: left;">NAIC #</th> </tr> <tr> <td>Endurance American Specialty Ins Co</td> <td>41718</td> </tr> <tr> <td>INSURER B:</td> <td></td> </tr> <tr> <td>INSURER C:</td> <td></td> </tr> <tr> <td>INSURER D:</td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </table>	INSURER A:	NAIC #	Endurance American Specialty Ins Co	41718	INSURER B:		INSURER C:		INSURER D:		INSURER E:		INSURER F:	
INSURER A:	NAIC #														
Endurance American Specialty Ins Co	41718														
INSURER B:															
INSURER C:															
INSURER D:															
INSURER E:															
INSURER F:															

COVERAGES CERTIFICATE NUMBER: 2114375807 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

TYPE OF INSURANCE	ACORD FORM NO.	ACORD FORM REV.	POLICY NUMBER	POLICY EFF. DATE (MM/DD/YYYY)	POLICY EXP. DATE (MM/DD/YYYY)	LIMITS
COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR (SEAL) AGGREGATE LIMIT APPLIES PER POLICY: <input type="checkbox"/> PER POLICY <input type="checkbox"/> LDC <input type="checkbox"/> OTHER:						EACH OCCURRENCE: \$ CLAIMS SETTLEMENT PROVISIONS: \$ MED EXP (per one person): \$ PERSONAL & ADV INJURY: \$ GENERAL AGGREGATE: \$ PRODUCTS - COMPOUND AND: \$
AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> PASSENGER AUTO <input type="checkbox"/> NON-OWNED AUTO <input type="checkbox"/> HIRE/AUTO <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> RETENTION:						UNINSURED MOTORIST (Per accident): \$ BODILY INJURY (Per person): \$ BODILY INJURY (Per accident): \$ PROPERTY DAMAGE (Per accident): \$
AUTOMOBILE LIABILITY <input type="checkbox"/> PASSENGER AUTO <input type="checkbox"/> NON-OWNED AUTO <input type="checkbox"/> HIRE/AUTO <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> RETENTION:						EACH OCCURRENCE: \$ AGGREGATE: \$
SPECIAL COMPENSATION AND EMPLOYER LIABILITY ANY PERSONS OR PARTS THEREOF (ACTIVE OR RETIRED) BY THIS (Insured) In Any (If you, describe the work LEASING (LIM) OF EQUIPMENT) (and below)						<input type="checkbox"/> PER PERSON <input type="checkbox"/> PER ACCIDENT <input type="checkbox"/> PER EMPLOYEE - EA EMPLOYEE <input type="checkbox"/> PER EMPLOYEE - POLICY LIMIT
A Professional Liability			DPL 90003246500	1/21/2014	1/21/2015	Each Claim: \$5,000,000 Aggregate: \$5,000,000 Each Claim Retention: \$50,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if space is insufficient)

Retrospective Date: 07/08/1988

CERTIFICATE HOLDER Village of Key Biscayne 88 West McIntyre Street, Suite 220 Key Biscayne, FL 33149	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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I1 Project Team:

Below is an organization chart of the team's staff that will be directly assigned and involved in this project. Resumes are attached below. There will be no sub-consultants on this project.

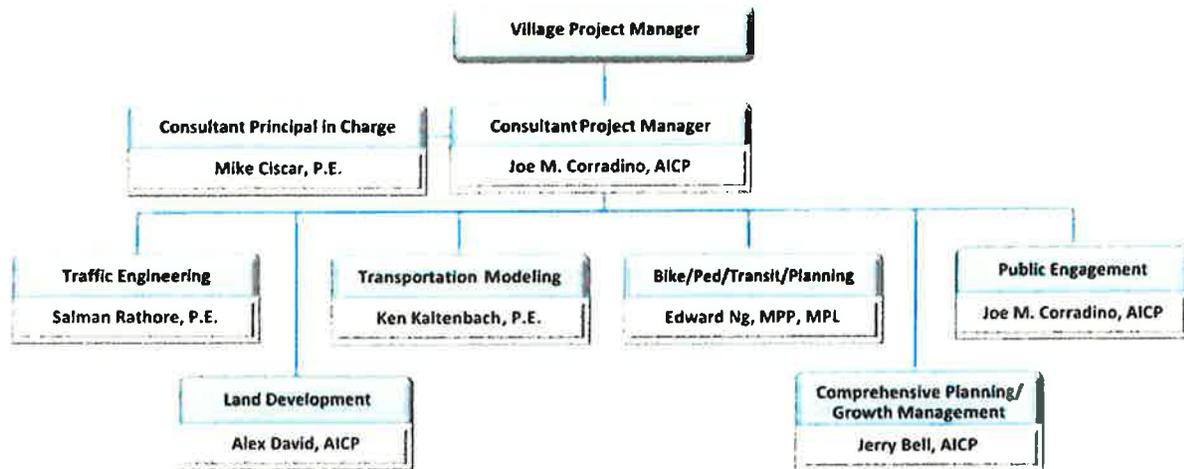


Table of Responsibilities

Name	Title	Role	Specific Tasks	Hours per Week
Mike Ciscar, P.E.	Principal In Charge	Project Oversight	NA	1
Joe M. Corradino, AICP	Project Manager	Project Management, Presentations, Public Engagement	ALL	10
Salman Rathore, P.E.	Traffic Engineer	Data Collection, LOS Analysis	Data Collection/Analysis	8
Ken Kaltenbach, P.E.	Transportation Modeler	Long Range Capacity Projections	Analysis	3
Edward Ng, MPP, MPL	Bicycle/Pedestrian Planner	Data Collection Analysis, Bike/PED LOS, Transit LOS	Data Collection / Analysis, Public Involvement, Reporting, Prioritization	16
Jerry Bell, AICP	Comprehensive Planner	Land Use Review	Data Collection	1
Alex David, AICP	Zoning Planner	Land Development Regulations Review	Data Collection	1



Table of Experience

	Mike Ciscar	Joe Corradino	Salman Rathore	Ken Kaltenbach	Edward Ng	Alex David	Jerry Bell
Similar Plans							
Miami Beach Municipal Mobility Plan		X		X			
Doral Transit Mobility Plan	X	X	X		X	X	X
Cutler Bay Transportation Master Plan	X	X	X		X	X	X
Palmetto Bay Transportation Master Plan	X	X		X			
Coastal Communities Transportation Master Plan	X	X		X			
Sarasota TCMA		X		X			
Hialeah TCMA		X		X			
Miami Gardens Transportation Master Plan	X	X		X		X	

THE CORRADINO GROUP

YEARS OF EXPERIENCE

24

EDUCATION

1985, BS (Civil Engineering),
University of Florida,
Gainesville, FL

PROFESSIONAL REGISTRATION

Professional Engineer:
Florida, No. 0043244, 1990

AWARDS

FDOT Sustained Superior
Accomplishment Award
FDOT Jay W. Brown Award,
Manager of the Year
FDOT Ben G. Watts Award, Leader
of the Year

MIKE CISCAR, P.E.

Vice President of Engineering and Planning



EXPERIENCE

2002-Present: Corradino's Vice President of Engineering and Planning has 24 years of experience in the field of civil and transportation engineering. Mr. Ciscar oversees all of Corradino's engineering operations in South Florida. Corradino's projects range from water and sewer planning and design to major expressway corridor studies, highway design, and construction assistance. Prior to joining

Corradino, Mr. Ciscar had a distinguished 16 year career with the Florida Department of Transportation's District Six office and served as the District Environmental Management Engineer for 5 and ½ years. In his capacity as the Environmental Management Engineer, he directed the activities of the District Environmental Management Office to ensure compliance with all FDOT objectives, Departmental policies, and FHWA requirements, as well as, all federal, state, and local laws and regulations. The primary function of the office was to perform Project Development and Environmental (PD&E) studies. This entails performing engineering and environmental studies, documenting the studies in the form of

engineering reports and environmental documents, and conducting extensive public and inter-governmental coordination. Mr. Ciscar was responsible for obtaining all environmental permits and approvals for all of the District's projects.

2009-Present: SR-924 (Gratigny Parkway) West Extension Project Development and Environment Study Project Manager.

The Miami-Dade Expressway Authority (MDX) is conducting a Project Development and Environment (PD&E) Study for State Road 924 (SR-924), also known as the Gratigny Parkway, from SR-826 (Palmetto Expressway) to the Homestead Extension of the Florida's Turnpike (HEFT) in Miami-Dade County, Florida. The objective of the study is to extend the SR-924 corridor from its current western terminus at SR-826 to the HEFT. The purpose of this extension is to improve access and meet east-west mobility needs for commuters and freight traffic. This improvement will alleviate existing and future local traffic congestion by providing improved access to the integrated expressway network of HEFT, SR-924, I-75 and SR-826. The current lack of access to the expressways in the area and the lack of direct connections within the expressway network have created congested traffic conditions throughout the study area.

SR-924 is an 8.5-mile east/west highway connecting I-75 and SR-826 in Hialeah and SR-909 (West Dixie Highway) in North Miami, FL (2010-2012). The westernmost five (5) miles (west of NW 32nd Avenue), named the Gratigny Parkway, is a limited access all-electronic toll road maintained by the MDX. The easternmost three (3) miles is a surface street called NW 119th Street, also known as Gratigny Road. Despite its relatively short length, SR-924 is a major east/west arterial in northern Miami-Dade County. Project cost: \$2,300,000. Construction cost: TBD. **Reference: Mayra Diaz, 305-637-3277**

2007-2008: I-95 Express PD&E Study, FDOT District 4 and 6, Project Manager for the preparation of a CE-II for the implementation of two express lanes in each direction on I-95 from I-395 in Miami to Broward Boulevard in Fort Lauderdale.

The Florida Department of Transportation (FDOT), in cooperation with local transit partners, developed a project to manage congestion and provide travel options in South Florida. The project, called 95 Express, was a combined Bus Rapid Transit/Managed Lane project. Existing lane and shoulder widths were slightly reduced so that an additional lane can be provided on I-95 in each direction without expanding the corridor. The two existing High Occupancy Vehicle (HOV) lanes and two new lanes on Interstate I-95 were converted to limited access Managed Lanes. The Managed Lanes can be used by 95 Express Buses, vanpools and registered car pools for free while other vehicles can use the facility by paying a variable toll. The toll rate will vary depending on the time of day so that the Managed Lanes can be free flowing – at approximately 50 MPH - at all times. The Managed Lanes provide a reliable option that is there for you when you need it. Project Cost: \$1,500,000. **References: Mr. Kenneth Jeffries, 305-470-6736 / Richard Young, PE, 954-777-4323**

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THE CORRADINO GROUP

MIKE CISCAR, PE · Page 2 of 2

2007-Present: I-75 PD&E Study, FDOT District 6, Miami-Dade County, FL. Project Manager for the preparation of a CE-II to add express lanes and/or general purpose lanes and modify interchanges on I-75 from SR-826 to the Miami-Dade/Broward County line. Project Development and Environment Study for roadway and transit improvements to SR-93/I-75. Proposed improvements include the following elements:

- The implementation of reversible lanes within the median. Access to and from the reversible lanes may be by either slip-ramps or special-use lane access ramps, with access control mechanisms;
- Development of transitway (BRT) along the roadside of I-75. The southern terminal station is proposed to be the Palmetto Metrorail Station (PalTran);
- An Interchange Justification Report (IJR) for a new interchange in north Miami-Dade County to be provided at either NW 154 Street or NW 170th Street;
- Restrict movement from I-75 directly to NW 122nd Street via SR-826.

The proposed modifications include the addition of a new ramp movement from I-75 running parallel to SR-826 but west of the existing southbound roadway overpassing NW 122nd Street and merging onto southbound SR-826 prior to NW 103rd Street. They also include a slip ramp from I-75 to the existing frontage road south of I-75 to provide access to NW 122nd Street. Project Cost: \$2,500,000. Construction Cost: Est. \$5,700,000. **Reference: Dat Huynh, PE, 305-470-5217 (dat.huynh@dot.state.fl.us)**

2003-2008: Krome Avenue South PD&E Study, FDOT District 6, Miami-Dade County, FL. Public Involvement Manager and Deputy Project Manager for the preparation of an Environmental Impact Statement (EIS) to widen Krome Avenue from two to four lanes in each direction. The FDOT was evaluating roadway and safety improvement alternatives along a 10-mile segment of SR 997/SW 177th Ave. (Krome Ave.) from SW 296th St. (Avocado Dr.) to SW 136th St. (Howard Dr.). The project corridor is located in South Miami-Dade County, Florida. Additional improvements included drainage systems, bicycle and pedestrian facilities, signage, intersection improvements and other enhancements along the roadway. Krome Avenue is part of the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS). Project Cost: \$1,300,000. **Reference: Monica Cejas, PE, 305-470-5217**

2005-2006: Deputy Project Manager and Public Involvement Functional Manager, FDOT District 4, SR-70 PD&E Study. Public Involvement Manager and Deputy Project Manager for the preparation of an Categorical Exclusion Type 2, (CE-II) to widen SR-70 from four to six lanes in each direction between the Florida Turnpike and I-95 in St. Lucie County. A Project Development and Environment (PD&E) Study was initiated as part of the planning process to evaluate roadway and safety improvement alternatives along a 1.2-mile segment of SR 70 (Okeechobee Road) from the Florida's Turnpike Entrance/Kings Highway to Jenkins Road (CR-611B). The project corridor is located in St. Lucie County, Florida. Project objectives include the following: improve roadway conditions; increase capacity to mitigate existing traffic congestion and to accommodate future traffic demand; improve drainage by providing the necessary stormwater treatment; improve access management; improve bicycle/pedestrian access and continuity; incorporate landscaping and aesthetic treatments; maintain an adequate level of service for traffic during construction. **Reference: Richard Young, PE, 954-777-4323**

2002-2004: NW 7/9 Connector PD&E Study, Project Manager, FDOT/City of Fort Lauderdale/Broward County, FL. Served as project manager for the completion of the NW 7/9 Connector PD&E Study for the City of Fort Lauderdale/Broward County/FDOT. This project entailed the preparation of an EA/FONSI for the construction of a new four lane arterial connection, which required extensive right-of-way acquisition just north of downtown Fort Lauderdale. NW 7th & NW 9th Avenues are parallel to each other through the heart of Fort Lauderdale. The linking of these roads into one corridor produced one of the most important corridors in Fort Lauderdale and Broward County and a gateway to the Downtown area and adjacent neighborhoods. Multitudes of vehicles travel north/south each year in the area. I-95 & Andrews Avenue currently facilitates this traffic. The connection of these Avenues intended to provide a continuous north/south arterial. Project/Construction costs: \$30,000,000. **Reference: Mr. Dennis Girisgen, PE, 954-761-5055**

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THE CORRADINO GROUP

YEARS OF EXPERIENCE

23

EDUCATION

BA (Geography), Villanova University, 1990

MA (Community Planning), University of Cincinnati, 1992

PROFESSIONAL

REGISTRATIONS/QUALIFICATIONS

American Institute of Certified Planners No. 012032

Vice Mayor, Council Member Village of Pinecrest, FL (2006-2014)

Miami Dade MPO, Transportation Planning Council – (2009-Present)

Miami-Dade MPO, Citizens Transportation Advisory Committee, (2004-2006)

Miami-Dade County, Development Permitting Advisory Committee, (2005-2007)

Chairman of the Board, American Planning Association; Gold Coast Section Executive Board (2005-2007)

Chairman of the Board, Bd of Dir Chamber South (2006-Current)

Chairman of the Board, Doral Business Council (2005-2007)

Chairman, Planning Board, Pinecrest (2004-2006)

HONORS AND AWARDS

American Planning Association
Award for Excellence: Miami Beach Municipal Mobility Study
American Planning Association
Award for Excellence:
Clearwater "One City, One

JOSEPH M. CORRADINO, AICP President



EXPERIENCE

1995-Present: The Corradino Group, Inc., Miami - President.

Mr. Corradino is president of The Corradino Group and heads the company's urban planning operations in South Florida. He works with local, regional and state governments developing policy and strategic planning efforts, including public involvement, charrettes and workshops; transportation, traffic and transit studies; as well as comprehensive plans and mobility studies. Mr. Corradino is a

skilled transportation/land use planner, and has two decades of experience in the field. His specialty is working with municipalities, in transportation master plans, urban design studies, traffic calming, traffic impact analysis, transit planning, comprehensive planning and growth management/concurrency. Mr. Corradino has won nearly a dozen awards from the American Planning Association. He has served as the Vice Mayor for the Village of Pinecrest, Chairman of the Village of Pinecrest Planning Board. He also serves on the Miami-Dade County MPO, Transportation Planning Council, which is the board of technical professionals and agency heads that make direct recommendations to the MPO on regional transportation decisions. He has directed the development of regional Transportation Master/Mobility Plans for municipalities such as Doral, Miami Gardens, Palmetto Bay and Miami Beach.

Vice President-Planning (1995-April 2008)

2006-Present: Town of Cutler Bay City Engineer / Planner, Cutler Bay, FL -

Principal-in-Charge. The Corradino Group acts as City Engineer/Planner for the Town of Cutler Bay. Immediately after incorporation the firm served as interim planning director, until the position was permanently filled. The firm continues to serve as staff for a myriad of issues. Tasks include, plans review, zoning, land use, traffic impact review, GIS, and transportation planning and engineering. This diverse catch all position enables the Town to be flexible. By hiring Corradino, with 200 professionals, any need that the town had could be serviced, avoiding unnecessary in-house staff redundancy, and resulting in marked efficiency and effectiveness in developing projects. Services provided: Urban Planning, Plans Review, Permitting, Traffic Impact Analysis, Comprehensive Planning, Transportation and Transit Planning. Project Cost: \$500,000.

Reference: Steve Alexander, 305-234-4262

2005-Present: Palmetto Bay Professional Services, Palmetto Bay, FL – Principal-

in-Charge. Corradino is to provide the City with the following services: General Urban Planning Services to include but not limited to: comprehensive planning, land

THE CORRADINO GROUP

JOSEPH M. CORRADINO, AICP · Page 2 of 2

HONORS AND AWARDS

American Planning Association
Award for Outstanding
Achievement: Transportation
Concurrency
Management Areas
APA Award for Outstanding
Mobility Project: Palmetto
Bay Transportation Master
Plan
Florida Redevelopment
Association Award: Hialeah
Transportation Concurrency
Management Areas

development regulation, charrettes; neighborhood plans, and code enforcement regulations. General Traffic Engineering Services to include but not limited to: traffic counts and reports; traffic planning and surveys; and comprehensive traffic analysis, safety analysis, parking studies, traffic intrusion studies, and neighborhood traffic management. General Architectural and Engineering Services to include but not limited to: building renovations and/or alterations; facility design, and specifications; space planning; cost estimating; construction inspection/construction management; landscape design; and park facility master planning. Project Cost: Task Order.

Reference: Meighan Pier, 305-259-1234

2006-2009: Miami Dade County MPO, General Planning Consultant (GPC), Miami-Dade, FL - Principal-in-Charge. In this contract The Corradino Group provided a variety of transportation and planning services, on time and within budget for this effort. These included:

- Data Collection
- Analysis and Evaluation of Alternatives
- Level of Service Determination
- Travel Demand Forecasting
- Preparation of Maps, Reports, and Presentations
- Public Involvement

Project/Construction Costs: \$400,000/NA. **Reference: Jesus Guerra, 305-375-4507**

2006-2008: FDOT District Six On-Site Planning Support Planning Offices, Miami, FL - Principal-in-Charge.

Corradino provided on-site support to the District Six Planning Office via the placement of a qualified planner with certification from the American Institute of Certified Planners (AIC) at the District Six Planning Office. Corradino staff functioned as an extension of FDOT Planning staff as directed to assist with the following tasks:

- Growth Management and Land Development Reviews
- Preparation of Reports and Presentations as required
- Policy and Legislative Review
- Metropolitan Planning Office Administration

Project cost: \$180,000. **Reference: Aileen Boucle, 305-470-5121**

2010-Ongoing: FDOT District 4 Districtwide General Planning Consultant, Systems Planning Support, Fort Lauderdale, FL - Project Manager.

The Corradino Group was selected as part of a team to assist FDOT District 4 in providing professional transportation planning services to supplement the FDOT District 4 Systems Planning staff as well as to serve as an extension to the FDOT District 4 Planning and Environmental Management Office. The primary tasks included:

- Site Impact and Growth Management Reviews
- Project Traffic/Travel Demand Forecasting Review
- Interchange Proposal Review
- Model Application
- Corridor Analysis
- Transportation Studies Review and Development
- Transportation Plan Development
- On Site Services and Support

Project Cost: \$1,500,000. **Reference: Lisa Dykstra, 1-866-336-8435**

ENGINEERS · PLANNERS · PROGRAM MANAGERS · ENVIRONMENTAL SCIENTISTS

THE CORRADINO GROUP

EDUCATION

BS (Civil Engineering), National University of Science & Technology, Risalpur, 1995
MS (Transportation Engineering & Planning), Michigan State University, East Lansing, Michigan, 1999

PROFESSIONAL REGISTRATIONS

Professional Engineer:
Florida, No. 75281

SALMAN RATHORE, P.E. Traffic Engineer



EXPERIENCE

2012 – Present: The Corradino Group, Inc., Miami, FL - Project Manager/Traffic Engineer. Mr. Rathore has more than 15 years of experience as a traffic engineer and planner and has participated in multiple projects in a variety of fields of discipline. His experience includes traffic impact studies, developments of regional impacts, traffic operations studies, signal / stop warrant analysis, development of traffic signal designs, accident/crash analysis and intersection improvement plans. He is proficient in the use of HCS, Synchro, TGEN and other traffic operations analysis software.

2012 – Present: Review of Traffic Impact Studies, Various cities in South Florida - Traffic Engineer. Responsible for reviewing traffic engineering studies, intersection safety analysis, crash analysis, collision diagrams and capacity analysis for a variety of traffic studies in South Florida region.

References: *Xavier Falconi, City of Miami Beach, 305-673-7000 ext. 6129*
Rafael G. Casals, Town of Cutler Bay, 305-234-4262
Darby P. Delsale, Village of Palmetto Bay, 305-259-1234
Michelle Lopez, City of Homestead, 305-224-4529

2013 – Present: 97th Avenue Street Closure Feasibility Study, Cutler Bay, FL. Performed traffic operations analysis for the intersections and roadway links in the immediate vicinity of the 97th Avenue in the Town of Cutler Bay, Florida. The analysis was based on the assumption of closing 97th avenue and redirecting traffic through alternative routes. Speed data was also collected and the 85th percentile speed was compared against the posted speed limits to determine if the vehicular traffic will have any negative impacts on the pedestrian safety of the surrounding streets. **Reference:** *Rafael G. Casals, 305-234-4262*

2012 – 2013: Ball Harbor Traffic Study, Village of Ball Harbor, FL. Conducted traffic operations and pedestrian safety analysis for a Traffic Impact Study for the proposed development located at 10200 Collins Avenue within the Village of Ball Harbor, Florida. The proposed development plan consisted of a 260-unit luxury condominium building, 2,500 square feet of a sit-down restaurant and 4,500 square feet of spa facility on the east side of S.R. A1A/Collins Avenue between Harbor Way East and Harbor Way West in the Village of Ball Harbor, Florida. **Reference:** *Marcos Corte Madera, 786-208-9023*

2007 – 2009: Traffic Planning & Design, Inc., Traffic Studies, Various locations in the State of Florida - Traffic Engineer. Performed intersection safety analysis, traffic engineering studies, crash analysis, collision diagrams and capacity analysis for the following studies:

- Bridgewater Commons shopping center development, Seminole County, FL (2008-2009)
- Retail Development at S50 & CR 565A, City of Groveland, Lake County, FL (2008-2009)
- Fore Property Apartments residential development, City of Apopka, FL (2008-2009)
- Grissom Ridge commercial development, City of Cocoa, Brevard County, FL (2008-2009)

Reference: *Mohammed Abdullah, 407-575-5439*

2007 – 2008: Land stone Communities Mixed-Use Development, Sumter County, FL - Transportation Planning Engineer. Project Engineer for managing and conducting a comprehensive traffic engineering analysis for the Land stone Communities DRI. The proposed development was located on a 4,130-acre property situated along the southern frontage of CR 470 in Sumter County, Florida. The development of the DRI occurred in two phases with a total program consisting of over 8,000 residential units, approximately 500,000 square feet of supporting commercial uses, an elementary school, a regional park, and a potential golf course.

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THE CORRADINO GROUP

SALMAN RATHORE, PE · Page 2 of 2

2007 – 2008, Lowe's at US 192, Osceola County, Fla. - Transportation Planning Engineer. This DRI was undertaken in order to assess the traffic impact of a proposed retail development in the City of St. Cloud, Osceola County. The development consisted of 411,200 square feet of retail/commercial land uses. The project site was located in the southeast quadrant of the Florida Turnpike and US 192 interchange. The purpose of this traffic study was to examine the impacts of this project on the roadway system for the build-out year of 2012. **Reference: Mohammed Abdullah, 407-575-5439**

2005 – 2006: Serenbe Mixed-Use Development, Fulton County, Georgia - Traffic Engineer. Provided traffic impact analysis and planning for an initial phase of a 1,000 acre, mixed-use, sustainable development. Alternative modes of transportation such as, bicycling and walking were incorporated into transportation / traffic impacts as encouraged by Serenbe community. Internal traffic circulation was also analyzed as part of the traffic impact study. **Reference: Teresa D. Eppe, 770-321-3936 x249.**

2005 – 2007: Southeastern Engineering, Inc., Traffic Studies, Various locations in the State of Georgia - Traffic Engineer. Performed intersection safety analysis, traffic engineering studies, crash analysis, collision diagrams and capacity analysis for the following studies:

- Intersection operations and safety improvements for Jonesboro Road & Old Jonesboro Road, Fulton County, GA (2005-2005)
- White Sculpture Road mixed use development, City of Gainesville, GA (2005-2006)
- Spring Drive residential development, Cherokee County, GA (2005-2005)
- Etowah Shoals mixed-use development, Cherokee County, GA (2006-2006)
- River stone Plantation residential development, Forsyth County, GA (2006-2006)
- Driveway analysis as well as Left / Right turn warrant evaluation for Union Road at Stone Gate residential development, Fulton County, GA (2005-2005)

Reference: Teresa D. Apple, 770-321-3936 x249

THE CORRADINO GROUP

YEARS OF EXPERIENCE

41

EDUCATION

B.S.C.E., University of Kentucky,
Lexington, Ky., 1971

M.S.C.E., University of Kentucky,
Lexington, Ky., 1972

PROFESSIONAL REGISTRATIONS

Professional Engineer:

Kentucky, No. 9379, 1975

Florida, No. 23921, 1976

Ohio, No. E-62616, 1998

California, No. 37494, 1983

Indiana, No. PE60900287, 1990

Virginia, No. 0402-021073, 1990

Michigan, No. 40881, 1996

North Dakota, No. 3810, 1996

PROFESSIONAL TRAINING

"Traffic Impact Study Training,"
University of Kentucky, College
of Engineering, Kentucky
Transportation Center (2008)

"FSUTMS/CUBE Tranplan
Workshop," Florida Department
of Transportation (2006)

"Thinking Beyond the Pavement,
Context Sensitive Design
Workshop," University of
Kentucky (2004)

"Freight Modeling Workshop,"
Florida Department of
Transportation (2002)

"Travel Surveys," Kentucky
Transportation Cabinet/FHWA
(2002)

"Congestion Performance
Measures Workshop," Kentucky
Transportation Cabinet/TTI
(2003)

KENNETH D. KALTENBACH, PE Senior Vice President



EXPERIENCE

1976 - Present

The Corradino Group, Inc.: Senior Vice President, Transportation Systems Planning. Mr. Kaltenbach is responsible for the nationwide management of transportation planning and travel demand forecasting projects.

Mr. Kaltenbach is currently managing Corradino's work as the on-call modelers for the Virginia Department of Transportation, as well as the General Planning Consultant for Travel Demand Modeling for the Florida Department of Transportation (FDOT), District 4 (Ft. Lauderdale). He is also working on an activity-based model for the Southeast Florida region. In recent work for FDOT District 4 he developed models for managed lanes (high occupancy toll) for the 95 Express HOT lanes, which are now in operation, and planned extensions.

Mr. Kaltenbach has managed a wide range of transportation planning and travel demand forecasting studies. Recent projects include the development of a TransCAD model for the Indianapolis MPO; the development and calibration of the 4,000-plus zone Southeast Florida Regional Planning Model for Miami-Dade, Broward, and Palm Beach counties, Fla.; development of the Florida Statewide Model; management of the 1999 Southeast Florida Travel Characteristics Study; an update of the Kentucky Statewide Model; and, development of a travel demand model for Ashland and Owensboro, Ky. In Michigan, Mr. Kaltenbach developed a commodity flow model in support of the Detroit Intermodal Freight Terminal Feasibility Study and EIS.

Since the late 1970s, Mr. Kaltenbach has been a key player in the continuing development of the Florida Standard Urban Transportation Modeling Structure (FSUTMS). FSUTMS is the cornerstone of travel demand modeling and transportation planning activities in Florida. Using these models, he has managed model development, corridor studies and long-range transportation studies in Jacksonville, Fla.; Panama City, Fla.; the Treasure Coast region; Orlando, Fla.; Gainesville, Fla.; and, Broward, Miami-Dade and Palm Beach counties.

Mr. Kaltenbach has been project manager for major transportation planning studies, including the I-65 Corridor Study in southern Indiana, which is now open to traffic, and a study of a new crossing of the St. Johns River in northeast Florida. He has developed project traffic and evaluation data for major traffic projects in Michigan, including I-75, the Ambassador Bridge, and the Detroit River International Crossing EIS/EPE, and Florida's Turnpike in Broward County, Fla.

Mr. Kaltenbach has extensive experience in the development and calibration of mode choice models, and played a major role in the study of the now-operating Red Line in Los Angeles,

and other fixed-guideway transit studies in Florida, California and Texas.

Mr. Kaltenbach has used his experience and expertise with travel demand modeling, transportation planning, geographic information systems, and computer programming to develop innovative modeling techniques and applications such as the Concurrency Management system in use in Miami Beach and Hialeah, Fla.

THE CORRADINO GROUP

KENNETH D. KALTENBACH, PE · Page 2 of 2

1972 - 1976

Kentucky Department of Transportation (now Kentucky Transportation Cabinet [KYTC]), Frankfort, Ky.: Senior Civil Engineer/Section Manager. Responsible for directing the division's programs for small urban area transportation studies, including technical assistance to project engineers conducting such studies for all modes. Also was responsible for maintenance of travel and socioeconomic data for determining transportation study priorities; direction of special studies on travel characteristics; trip generation and distribution, modal split, travel assignment, data collection, etc.; coordination of multimodal aspects of small urban area transportation studies; development and maintenance of an up-to-date and effective program of citizen involvement in the transportation planning process; and, assistance in developing regional transportation plans, including environmental analyses of those plans. Conducted route location studies and prepared environmental impact documentation.

THE CORRADINO GROUP

YEARS OF EXPERIENCE

7

EDUCATION

Master of Public Policy, University of Southern California, Los Angeles, CA 2012
Master of Planning- (Concentration in Economic Development), University of Southern California, Los Angeles, CA 2012
BA (Planning and Public Policy, Minor in Economics), Rutgers University, New Brunswick, NJ, 2008 (High Honors)

Graduate Certificates

Public Management (USC), 2012
Homeland Security and Public Policy (USC), 2012
Real Estate Development, Rutgers University, NJ, 2011
Housing and Community Development, Rutgers University, NJ, 2008

PROFESSIONAL REGISTRATIONS

American Planning Association (APA)
APA Gold Coast Section
- *Young Planners Group Ambassador (Current)*

HONORS AND AWARDS

Editor-in-Chief, Plan On! Trojans Urban Planning and Policy Blog (04/10 – 05/11)
Professional Development Chair, SPPD Asian Pacific Islander Caucus (04/10 – 05/11)
President, Rutgers College Alumni Class of 2008 (05/08 – 05/13)
Chair, University Affairs, Rutgers University Student Assembly (04/07 – 04/08)
Outstanding Graduate Student Leader Award (04/12)
SPPD Academic Capstone Achievement Award (05/11)
Robert Biller Award for Best Performance in the MPP Practicum (05/11)
LGBT Service Award, USC (04/11)
Departmental High Honors, Edward J. Bloustein School of Planning and Public Policy, Rutgers; Dean's List (Spr 06 – Spr 08)

EDWARD NG, MPP, MPL Urban Planner

EXPERIENCE



Mr. Ng is an urban planner at The Corradino Group, Inc. He provides support in economic development, land use and transportation planning, including demographic analysis, analysis and updates of comprehensive plans, grant writing, land use code revisions, geospatial planning analyses, the creation of GIS maps, public outreach, and gathering & analysis of traffic facilities and operational data.

12/2014 – Current: Village of Key Biscayne Safe Routes to School Study: Evaluating Safe Routes to School for Key Biscayne K-8 Center in the Village of Key Biscayne. Report will analyze pedestrian, bicycling, and safety to this school, conduct outreach, and provide recommended routes and facilities improvements. Funding applications will be prepared for these projects on behalf of the Village.

10/2014 – Present: City of Fort Lauderdale Evaluation and Appraisal Report (EAR) update: Review of major issues as part of EAR update. Provides support in analysis of economic conditions. Provides support in provision of all statutorily required maps for the EAR.

05/2014–Present: Memphis MPO Public Outreach Support. Provides web-based GIS support to Memphis MPO Livability 2040 Regional Transportation Plan by implementing Public Participatory GIS (PPGIS) outreach models to improve public participation and provide for geospatially located feedback mechanisms. Presents to the public on Plan items during public workshops.

12/2013 – Present: City of Doral Transit Mobility Plan, Doral, Florida. This study is evaluating current transportation in Doral to assist the city in improving mobility, and will include an assessment of existing projects and future needs, development of projects, and an implementation plan. Work currently involves transportation systems analysis, including review of demographics and trends, the goals and policies of the Doral's Comprehensive Plan, and traffic count and data analyses, and involves field assessment of the urban design and connectivity of the multimodal transit system, as well as public outreach. Currently, this has led to the development of a current and future project needs list to improve multimodal transportation in Doral. Work also includes the utilization of ArcMap and ArcCatalog to conduct geospatial data analysis of existing and needed transit infrastructure improvements and to provide graphical display of mapped project data. This project will also address the spatial requirements of elements necessary for effective, safe and secure multi-modal transportation solutions integrated into normal roadway operations.

12/2013 – 10/2014: Town of Cutler Bay Transportation Master Plan, Cutler Bay, Florida. This project involved an update to the 2008 Transportation Master Plan, and was approved by the Town in October 2014. Work included evaluating current traffic counts and projecting traffic and Level of Service for 5 and 20 years into the future. Also involved were analyzing and updating existing TIP projects and policy, land use, demographics,

THE CORRADINO GROUP

EDWARD NG · Page 2 of 4

transit, and economic trends. A list with 63 projects, worth appx. \$21 million, was developed and prioritized.

02/2014–Present: Tri-Link Coastal Rail Study, Florida. Provides research, data management, and GIS mapping support for the Socioeconomic Analysis component of the proposed Commuter Rail system running through Palm Beach, Broward, and Miami-Dade counties. Provided comparative demographic analysis on the 407 census block groups within the study area to determine population impacts. Incorporated GPS into data collection and management procedures, including geolocation of databases and new data.

02/2014–Present: City of Homestead General Services, Homestead, Florida.

- Evaluates existing ordinances and assists in ordinance revisions as needed. Provides staff reports on impact analyses of proposed changes.
- Provides GIS support as needed by client.
- Performs QA/QC of maps, database updates, and provided ArcGIS technical advice to client.
- Reviewed site plans and over 100 zoning change ordinances adopted by the City of Homestead between 1993 and 2014 in order to incorporate all zoning, changes into an updated and current Zoning map. Reviewed and updated Future Land Use map.

Other Support Work

GIS work:

- **Annexation Analyses Maps for the City of Homestead Annexation Study, Area 4 and the Village of Biscayne Park Annexation Area.** Provided maps and demographic data compilation on Census Tracts, Location, Aerial, Parks and School Sites, Future Land Use, Zoning, and Flood Maps to assist in annexation analysis.
- **Project Development Analyses Maps for St. John's Development Study (Bell David).** Provided Future Land Use, Zoning, Location, Aerial, and 3D rendered area building heights maps to assist in analysis of parcel at 1327 NW 3rd Avenue for redevelopment.
- **Land Development Code Maps for the Village of Indian Creek Village and the City of Opa-locka.** Provided future land-use and other GIS maps legally required for Land Development Codes and Comprehensive Plans.

Grant Writing and Evaluation:

MPO projects rankings. Ranked Miami-Dade's MPO's proposed transportation research and development projects, and Transportation Alternative Program grant applications in order to assist in creation of priorities list for project funding.

Consulting (06/2010 – 12/2013)

09/2011 – 05/2012: National Resources Defense Council, Santa Monica, CA. Utilized qualitative and quantitative analysis, including cost-benefit analysis, to evaluate the potential electrification of the Alameda Corridor freight rail line in Southern California. Analysis included a multi-disciplinary approach, inclusive of principles involved in social, transportation, environmental, and land use planning in conjunction with capital improvement budgeting. Team received the USC Robert Biller Award, given to the most outstanding team in provision of effective analytic support to a client. **Client:** National Resources Defense Council.

09/2007 - 12/2007: Transportation Intern, Middlesex County Planning Department, Transportation Division, New Brunswick, NJ.

- Analyzed 3 year traffic data and prepared written summary and maps of the 123 traffic improvement projects (TIPs) and disability transport services in Middlesex County, NJ, into 5 study areas for inclusion into biennial public report.
- Updated county road maps as necessary to include new roads missing from existing GIS map files.

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THE CORRADINO GROUP

YEARS OF EXPERIENCE

23

EDUCATION

BA (Geography), University of Florida, Gainesville, FL, 1989
MA (Urban and Regional Planning), University of Florida, Gainesville, FL, 1992

PROFESSIONAL REGISTRATION

American Institute Certified Planners, No. 013685
American Planning Association, No. 092548

PROFESSIONAL AFFILIATIONS

University of Florida Urban and Regional Planning Department Advisory Council, 2009-Present
Gold Coast Section Florida APA, Board Member and Education Officer 2009-Present
Chair, Miami-Dade Planners Technical Committee, Green Initiatives Subcommittee
Florida Chapter of the American Planning Association

PROFESSIONAL AWARDS/SPECIAL COMMENDATIONS

Speaker and Panelist on a number of events at a number of events and conferences, including the 2005 APA Florida Conference, 2014 National APA Conference 2014 APA Florida Conference July 2009 South Florida Regional Planning EAR Training Workshop, and August 2009 Southwest Florida Regional Planning Council EAR Training Workshop
DCA for Hialeah Gardens EAR

JERRY H. BELL, AICP Senior Planning Manager

Experience



Mr. Bell is a highly regarded urban planner with over 23 years of comprehensive and land planning expertise. He has broad experience preparing planning documents with strong visioning and public involvement components. His planning knowledge includes comprehensive planning, transportation, urban design, evaluation and appraisal reports, capital improvement plans, development regulations, annexations, development review, workshop and meeting facilitation, environmental planning, redevelopment, and grants writing. He has developed and/or amended Comprehensive Plans for a number of cities, including Hialeah, Hialeah Gardens, Aventura, Sunny Isles Beach, North Miami Beach, Royal Palm Beach, Lake Park, Cutler Bay, Key West and Oviedo.

Mr. Bell has successfully utilized the planning process as a tool to address the unique challenges that face local communities. He has extensive experience managing planning and land development projects for a wide range of municipal clients. The projects Jerry has developed are consistently recognized by our clients and review agencies for their exceptional results.

Present: The Corradino Group, Inc.
Senior Planning Manager

02/2003–Present: Bell David Planning Group
President

08/2000-02/2003: Bell Planning and Consulting
President

10/1999-08/2000: Bermello, Ajamil & Partners, Inc.
Strategic Planner/Project Manager

Miami-Dade County Department of Planning and Zoning:

- **10/1996-10/1999:** Principal Planner
- **07/1994-10/1996:** Senior Planner

City of Gainesville, Department of Block Grant Development & Review:

- **03/1992-07/1994:** Block Grant Planner
- **09/1990-03/1992:** HUD Work Study Intern

2010-Present: City of North Miami Beach Development Review and Concurrency Management. Review and analyze development applications received by the City in order to evaluate and address impacts to key facilities and services, including

transportation, parks, potable water, sanitary sewer, solid waste, and schools. Review traffic studies submitted with development applications, and provide feedback and analysis.

THE CORRADINO GROUP

JERRY H. BELL, AICP · Page 2 of 2

2012-2013: City of Key West EAR Amendments and Building Permit Allocation System. Managed the amendment and update of City of Key West's Comprehensive Plan, the first major update since its adoption. Major focus areas include transportation management, hurricane evacuation, development and redevelopment, and affordable housing. The Transportation Element was updated with current data and analysis and to reflect current conditions, and transportation levels of service were analyzed and updated. The amended plan was adopted on schedule and found sufficient by the State. Mr. Bell also worked with the City to update its Building Permit Allocation System for the period of 2013–2023. The purpose of this update was to manage the allocation of building permits in a manner that maintains hurricane evacuation clearance times and furthers the achievement of Comprehensive Plan goals, objectives and policies.

City of Homestead, Florida Moratorium Study. The City of Homestead, facing a wave of residential development that threatened to overwhelm public services and negatively impact quality of life, enacted a nine-month building moratorium on the issuance of development orders that would result in a gross residential density of over six units per acre. This planning study addressed the major issues and impacts that led the City to enact the moratorium, and developed recommendations to address these impacts, including impacts to the transportation system. As a result of the Study, the City adopted urban design guidelines, revised its land development regulations, and amended its Comprehensive Plan.

2007-2008: Town of Cutler Bay Comprehensive Plan. Prepared the Growth Management Plan (Comprehensive Plan) for the Town, including the Transportation Element (goals, objectives and policies) and related data and analysis. The Comprehensive Plan was adopted on schedule and found sufficient by the State. The Team was commended for the quality and organization of the Comprehensive Plan, which is being recommended as a model.

Client List (Current and Former)

- City of Key West
- Miami-Dade County
- City of Homestead
- Town of Cutler Bay
- Village of Palmetto Bay
- City of South Miami
- City of Miami
- City of Hialeah
- City of Hialeah Gardens
- City of Doral
- City of Miami Springs
- Village of Virginia Gardens
- City of North Bay Village
- Village of El Portal
- Village of Biscayne Park
- City of North Miami
- City of North Miami Beach
- Indian Creek Village
- City of Sunny Isles Beach
- City of Aventura
- Village of Pinecrest
- Town of Highland Beach
- Town of Manalapan
- Town of Lake Park
- Village of Royal Palm Beach
- Village of Tequesta
- City of Oviedo
- City of Deltona
- City of West Melbourne
- City of Port Richey
- City of Key West
- Southwest Florida Regional Planning Council

THE CORRADINO GROUP

YEARS OF EXPERIENCE

29

EDUCATION

BS Geography (Urban Planning), Pennsylvania State University, 1982

MBA, Barry University, 1987

PROFESSIONAL REGISTRATIONS

American Institute Certified Planners, No. 015953

American Planning Association, No. 116051

PROFESSIONAL AFFILIATIONS

Board of Directors, Gold Coast Section, Florida APA

Chair, Miami-Dade County

"Former Chair" Planners Technical Committee

"Former Vice-Chair" City of

Miami Beach Design Review Board

Florida Chapter of the American Planning Association

PROFESSIONAL AWARDS/SPECIAL COMMENDATIONS

DCA for Hialeah Gardens EAR

South Florida Regional Planning Council for Aventura and South Miami EAR processes

Treasure Coast RPC for the Village of Royal Palm Beach EAR

ALEX DAVID, AICP

Senior Planning Manager

Experience



Alex brings expertise acquired over 29 years with private and public planning organizations. He has worked for Miami-Dade County, Miami-Dade County Public Schools, the University of Miami and Bell David Planning Group and specializes in both current and long-range planning including: comprehensive plans, land development regulations and site development reviews. Alex has extensive experience working with local, regional, and state planning regulations and is committed to providing municipal government clients the expertise and assistance they need to achieve local planning and development goals while meeting regional and state planning requirements.

Alex's wide array of planning experience includes: Evaluation and Appraisal Reports (EAR's) and amendments; municipal land development regulations; annexation applications; water supply plans; strategic visioning and concept plans and development review. Additionally, he has assisted new governments in establishing the planning and development procedures needed to guide growth and development. Alex also has a reputation for building intergovernmental partnerships and navigating through the bureaucracy of local and state agencies in an expeditious manner.

Similar Projects

2010-Present: City of Miami Neighborhood Comprehensive Plan EAR - Project Manager. The Evaluation and Appraisal Report (EAR) is a State-mandated evaluation and update of the MCNP. This major effort to update the Plan was undertaken to review all existing policies in the Plan and recommend revisions as necessary.

Hialeah Gardens Land Development Regulations - Project Manager. Project Goal: Establish planning and zoning practices that guide the community's growth and development. Project Solution: Develop an easy to use and graphically formatted Land

Development Regulations which would implement the goals and objectives of the City's Comprehensive Plan and institute the procedures, rules, and standards for the development and use of land in the City.

2007-2009: Town of Cutler Bay Comprehensive Plan - Project Manager. Prepared the Growth Management Plan (Comprehensive Plan) for the Town. The Comprehensive Plan was adopted on schedule and found sufficient by the State. The Team was commended for the quality and organization of the Comprehensive Plan, which is being recommended as a model.

Cutler Bay Land Development Regulations - Project Manager. Project Goal: Establish planning and zoning practices that guide the community's orderly growth and development. Project Solution: Develop an easy to use and graphically formatted Land Development Regulations which would implement the goals and objectives of the City's Comprehensive Plan and institute the procedures, rules, and standards for the development and use of land in the City.

THE CORRADINO GROUP

ALEX DAVID, AICP · Page 2 of 2

North Miami Beach Development Review and Concurrency Management - Project Manager. Review and analyze development applications in order to evaluate and address impacts to key facilities and services, including transportation, parks, potable water, sanitary sewer, solid waste, and schools.

Destination Deltona: Strategic Visioning Plan - Project Manager. Project Goal: Establish a comprehensive planning process that identifies the key issues facing the City and establishes the City's future planning vision. Project Solution: Develop a community strategic visioning plan that utilizes an inclusive public engagement process to build community buy-in and stakeholder ownership of the City's future planning practices.

North Miami Downtown Concept Plan - Project Manager. Project Goal: Establish a guide for new land use patterns, redevelopment opportunities, urban design elements, and, landscape/streetscape enhancements for potential civic spaces in order to implement the City's Comprehensive Plan. Project Solution: Create a document which depicts a variety of graphics including sketch renderings, plan views, aerial perspectives, and street-level views will be prepared to depict the intended character. The concept plans and graphics will provide a graphical overview of the key elements and recommendations of the Master Plan and serve as a basis for the long-term coordination of private and public investments.

Ongoing Development Services Contracts with numerous municipalities in the South Florida region.

Client List (Current and Former)

- City of Key West
- Miami-Dade County
- City of Homestead
- Town of Cutler Bay
- Village of Palmetto Bay
- City of South Miami
- City of Miami
- City of Hialeah
- City of Hialeah Gardens
- City of Doral
- City of Miami Springs
- Village of Virginia Gardens
- City of North Bay Village
- Village of El Portal
- Village of Biscayne Park
- City of North Miami
- City of North Miami Beach
- Indian Creek Village
- City of Sunny Isles Beach
- City of Aventura
- Village of Pinecrest
- Town of Highland Beach
- Town of Manalapan
- Town of Lake Park
- Village of Royal Palm Beach
- Village of Tequesta
- City of Oviedo
- City of Deltona
- City of West Melbourne
- City of Port Richey
- City of Key West
- Southwest Florida Regional Planning Council



J. Project Implementation Strategy:

Corradino understands that this proposal is born out of the need to understand traffic, congestion and mobility in Key Biscayne. In essence this mobility study seek to find out exactly what the existing conditions are, which facilities are performing poorly, which can be fixed, and what it would cost to fix them.

The study represents a scientific analysis of needs, through the evaluation of the multi-modal transportation system in the Village, by examining the existing conditions, projecting those conditions out a decade, discovering system failures, and determining the cost to remedy them. Concurrently, the study includes a more subjective analysis of aspirations, through the interaction between technical staff, management, decision makers and community stakeholders to determine the perception of the system and preferred methods of mitigating deficiencies. These are living documents, producing real projects to be scheduled in a five (5) year Capital Improvement Element, to be implemented by the Village. As such they need to be periodically updated. All data that is collected, as well as the analysis will be placed in a format usable by the Village, so that it may utilize and manage the data for their purposes and update the project as needed. Typically, this data are in Excel tables or the Village's version of Geographic Information Systems software. In the past year, the Corradino Group had proposed on a similar project in the Village. Because of stated concerns about cost, this submittal has been modified from the previous one, mainly through the elimination of the production of design guidelines, which can be seen as part of the implementation of future projects, as well as focusing on primarily utilizing previous and recently collected data, where available, in addition to several other minor adjustments. Additionally, some data has been able to have been collected through the recent and ongoing Safe Routes to School study the firm is performing. It is anticipated that this scope can be fine-tuned during the final negotiation phase should the firm be selected.

An examination of this nature represents a progressive approach in the development of multimodal mobility not only on Key Biscayne, but in Miami-Dade County as a whole. Out of necessity, many communities are focusing on providing options for people as they travel from one place to another. This expands the capacity on their roadway (or right of way) networks. Communities understand that little if any more space can be dedicated to the single occupancy automobile. The capacity that exists on our roads can be enhanced and expanded without building significant new lane miles. By using the roadways differently, thereby incentivizing golf carts, transit, and bicycle and pedestrian mobility, communities can minimize congestion and enhance the quality of life for its residents, businesses, and workers.

The Corradino Group has a good understanding of Key Biscayne, not only from our initial research in preparation of this proposal, but from our past work over the years and our ongoing analysis of the pedestrian system relative to the Safe Routes to School Project. Corradino's perspective is that Key Biscayne is:

- Compact
- Dense
- Geographically Isolated
- Growing



- Diverse
- Either very young or growing older
- Affluent
- Educated
- Mobile
- Flexible in how they allocate their time
- Creative in evaluating solutions to problems

Facts about Key Biscayne

Key Biscayne has a population of about 13,000 people, in about 4,300 households. Yet each day this population shrinks, as about 4,000 workers leave the community, and about 2,700 come in to work. Only 477 residents also work on Key Biscayne, not including those who report working from home. This means the working population is highly mobile, creating congestion. It also means that on any given day, 2/3 of the total population does not follow regular commuting patterns, which shows that peak hours may be different than in traditional communities. Frequent redevelopment consistently draws construction workers and their equipment to the Village.

Over the past decade, the Village has seen a significant increase in population (10,507 pop. in 2000), partially due to the fact that the economic downturn was not as pronounced in the area, as evidenced by construction of several condominium complexes in that time period.

Key Biscayne, in regards to transportation planning, has 4 distinct populations:

- 1) Local residents (and their subdivided groups, including students),
- 2) Seasonal residents,
- 3) Tourists/visitors (which may be further subdivided into those with Key Biscayne as a destination and flow-through traffic to Bill Baggs State Park to the south), and
- 4) Workers.

Age

Typically, on Key Biscayne you will find the young and the not so young. The population distribution of Key Biscayne shows a community with families and then the elderly: approximately 30% of the population is aged 18 and younger (the children), and approximately 37% of the population is between the ages of 35 and 59 (the parents of the children). The population of persons aged 60 and older is 22.7% (the parents of the parents). Young professionals, those aged between 20 and 34 (typically single, or married without children), are 8.5% of the population.

The median age is 41.3. 40.4% of households have at least 1 person under 18, and 33% of all households have at least 1 person 65 and older. The demography of the community is what would be generally expected in a community with the property values held in Key Biscayne.

Income

Key Biscayne is a wealthy community. Median household income is extremely high in the community, at \$145,313, with the mean income at \$252,008. Per capita income is \$76,719. Key



Biscayne boasts a highly educated community; 76% of the population 25 and older has a college degree; at least 90% have attended some college.

Vehicle Ownership

Of the 4,347 households, all but 166 have cars. 2,766 households, or 63.6% of all households, have at least 2 cars. This is not unusual given the lack of or perceived lack of transportation options, and the need for vehicles may be further exacerbated by the fact that Key Biscayne, given its low altitude and exposure to the Atlantic Ocean, is generally one of the first communities to be evacuated in hurricane weather.

Workforce Characteristics

Only about 37% of the population of the Village is in the workforce. Key Biscayne has a population of 8,894 persons 16 and older; of these, 4,843 constitute its resident commuting workforce. Inflow/Outflow analysis of the community indicates that only 477 of this commuting population work and live in Key Biscayne. There is a net outflow of people in the community when it comes to the workforce, with 2,737 people coming into the community but 4,183 people leaving for work; however, Key Biscayne is surrounded by state parks which are popular tourist destinations, and thus has a large population coming in from outside of the community.

The workforce above vary in terms of modes, 70.6% drive alone, 4.1% of the overall population carpool. At approximately 75% of workers driving, this trend is less than that experienced outside of Key Biscayne, while the carpool population's percentage is consistent with trends seen outside of Key Biscayne.

Public transportation usage is very low, at 1.0%.

3.7% walk, which is somewhat consistent with areas outside of Key Biscayne.

15% of the population work at home according to the Census, which is a significantly higher percentage than the rest of the county.

Community Dimensions and Land Use:

Key Biscayne is a small community approximately 1.4 miles in length N-S and E-W at its widest points. Crandon Boulevard provides the only main arterial for the community. Most of Key Biscayne is within the 1/2 mile radius of Crandon Boulevard, indicating that if the correct destinations and infrastructure exist, there should theoretically be high levels of pedestrians coming from in and out of the neighborhoods.

The majority of the road network are small residential streets; in addition, Harbor Drive, a minor arterial, is a 2 lane road as well.

The commercial area primarily exists along Crandon Boulevard. Configuration of the commercial area is primarily strip mall in design, with parking lots in front. Crandon provides an E-W split in land use. The west side of the island are more detached family housing and low density in nature, with the east part of the island primarily consisting of medium and high density single family

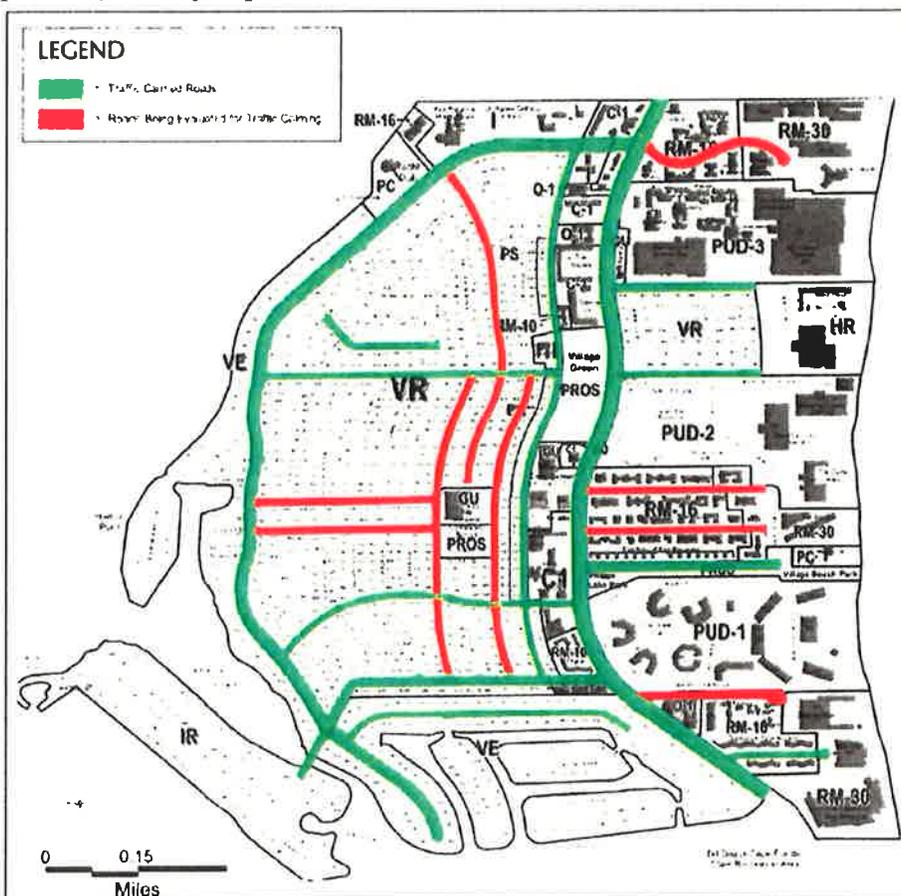


residential and hotel uses. Existing land use and Future Land Use maps for 2025 show no change for the community. Though technically built-out, continuous construction/reconstruction of housing currently brings additional workers into the area.

Transportation:

Traffic (Vehicular):

Vehicular traffic in and off the island of Key Biscayne is through the Rickenbacker Causeway. Vehicular traffic in Key Biscayne is constrained to 35 mph or 20 mph speed limits. Key Biscayne recently completed a Traffic Calming Master Plan, with implementable projects to reduce speeding along certain roads. A large portion of the roads have traffic calming measures (Green lines in map below) already in place.



Crandon Boulevard operates at LOS C. Vehicular traffic, however, is more aptly measured not by Crandon Boulevard, as legally required and present in the Village's Comprehensive Plan, but by evaluation of Rickenbacker Causeway as a "bottleneck," which is outside of the Village's limits.

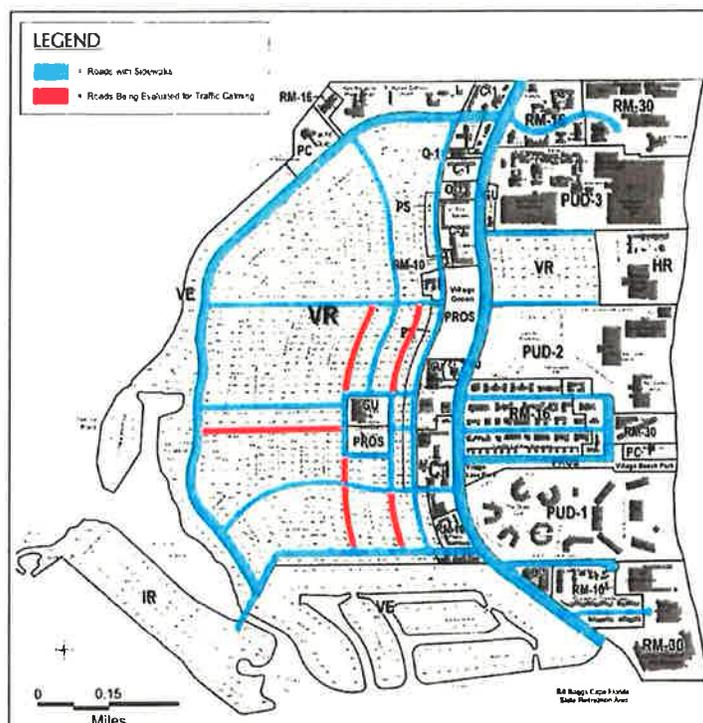
AADT counts for Key Biscayne Roads were 11,400 at the junction of Harbor Drive and Crandon Boulevard, 4000 on Harbor Drive immediately west of this particular junction, and 1,600 on West Mashta Drive. These numbers imply that approximately 7,400 vehicles travel down Crandon Boulevard for all or a portion of this road, either to destinations within Key Biscayne or to Bill Baggs Cape Florida State Park.



Key Biscayne has instituted a Golf Cart ordinance which allows golf carts; this ordinance has won an award.

Traffic (Pedestrian):

Roads with sidewalks exist (See map below, blue lines, from Traffic Calming Master Plan), but the sidewalk network is virtually nonexistent through an overwhelming majority of Key Biscayne.



Key Biscayne has some good pedestrian designs utilized as part of traffic calming, such as differences in coloration and materials for pavement at certain points. Higher pedestrian traffic is expected along Crandon given its connections as an N-S connection between state parks, access to commercial areas, and as the point of origin and departure for public transit in Key Biscayne. General reports indicate low pedestrian traffic flow from Key Biscayne west residential neighborhoods. Pedestrian vehicular conflicts should be a concern now and in the future. This concern would be intensified with more pedestrian traffic that multi-modal transit development may produce, and mitigating techniques may be necessary.

Traffic (Bicycling):

Key Biscayne is well connected through the current bicycling system through paths which run along Rickenbacker Causeway, and Bike lane/shoulders exists along Crandon Boulevard, connecting the State park to the south. Attached map shows existing Miami-Dade bicycle routes in relation to Key Biscayne. Key Biscayne has noted issues with bicycling safety in the past, with collisions resulting in injury/loss of life, and had explored the possibility of requesting barrier erections for safety purposes, with the costs being paid for via a new toll for bicyclists. Bicycling/vehicular conflicts are a demonstrated source of concern for the community. Residential



roads could feasibly be adapted for bicycling, with higher appeal for this mode of transit especially if traffic calming measures work.

Public transportation:

One MDT bus line runs into Key Biscayne – Route B. This route leaves the Brickell Metrorail Station and travels south to either Cape Florida State Park or Mashta Drive in Key Biscayne, and runs on a 30 min peak headway. Route map is attached. The route has several bus stops with benches, generally off of, but connected to sidewalk right-of-way, with benches.

Ridership range runs anywhere from 45-61k riders a month. It is important to note that during construction of Rickenbacker Bridge, which closed two lanes, ridership held steady from the prior year for much of the year. Peak season is in March, which makes sense given the tennis matches in March, though as a whole, peak season generally runs January-May for ridership.

Other facilities:

A Yacht Club exists in the north of the island, and is used for recreational activities.



Background

This Mobility Plan will be focused on taking the basic understanding of the Village and the linkages to it, extrapolating them into the future so that the impacts to the transportation infrastructure are quantified. The deficiencies and surpluses of individual components of the mobility system will become evident, as will the costs and benefits of their mitigation. Focus will be placed on further linking all modes of transportation together to ensure that roadways have the multimodal capacity for modes in addition to the automobile, including personal mobility devices like golf carts, pedestrian, bicycle and transit, thereby developing synergistic options for ameliorating service deficiencies. In doing so, each mode will be examined to determine their level of service on each street and projects will be developed to enhance mobility and connect the modes.

The following proposed scope of work and budget incorporates extensive data collection and analysis, an assessment of existing conditions and future needs, development of mobility projects, and an implementation plan. Further, it addresses the spatial requirements of elements necessary for effective, safe and secure multi-modal transportation solutions integrated into normal roadway operations.

Performance of the analysis will depend heavily on quantifying conditions and system performance in all categories of transportation. Traffic counts, transit ridership data, parking occupancy and operations, as well as field observations, will lead to the discovery of level of services conditions on roads, at intersections, transit routes, as well as bicycle and pedestrian facilities. An examination of existing ordinances and codes will take place to determine if issues can be addressed legislatively. Research will be done examining what other similar communities have done nationally to address these issues.

The issue relative to transportation here and in other areas of the county continues to be the lack of roadway capacity. While thousands of drivers converge on the Village each day, the system lacks the capacity to maintain an adequate level of service. Many communities in similar situations have begun to solve this through adding capacity into the system by using alternative modes of transportation. By assessing transit, bicycle and pedestrian usage and linking the modes together, multimodal transportation can be addressed, greater mobility can be achieved, and the quality of life for the citizens and businesses in Key Biscayne will be improved.

The study will result in a plan that is both visionary and strategic. It will balance the community aspirations within the physical and fiscal constraints of Key Biscayne. The plan will identify fixes to roadways and intersections while examining existing bicycle, pedestrian, and transit infrastructure to identify and recommend improvements to these components of the system.

The goals of the project are to:

- Understand the existing levels of service.
- Determine which components of the system do not function appropriately.
- Ascertain options for mitigating the deficiencies and their associated costs.
- Determine the desires of the community.
- Develop an implementation plan, which has prioritized the top projects.



- Ultimately promote safe and secure multi-modal transportation.
- Enhance the quality of life.
- Study effectiveness of traffic signalization.



Scope of Services

The following is a detailed scope of services, schedule, and cost estimate of the project. This is envisioned as an extremely details study of the highest quality. The level of detail and intensity of each task is variable. Seven tasks are proposed including:

- Task 1: Public Involvement
- Task 2: Review of Background Information and Previous Studies
- Task 3: Data Collection
- Task 4: Analysis
- Task 5: Project Development
- Task 6: Implementation Strategy
- Task 7: Reporting

The entire project can be accomplished for a cost of \$67,000 in a time frame of nine months.

Task 1: Public Involvement

Cost: \$10,000

Duration: Day 1 – Day 270

In this task, public outreach will be provided, including internal meetings, interaction with the public in workshop, public hearings and use of internet tools. Engaging the public and incorporating public input is a multi-level process that takes place consistently throughout the duration of the plan development. In doing so, ensuring the participation of the public will facilitate the implementation of the proposed projects, and result in a plan that is uniquely tailored to the specific needs of the Village. This task will be ongoing throughout the project.

Task 1.1 Project Kickoff

Corradino will meet with Village's project management team to formalize the scope of services, schedule, and deliverables.

Task 1.2 Workshop #1

After the initial data collection is completed, the first of two interactive workshops will be held to introduce the project to the community and solicit information that can be researched as part of the data gathering effort. This workshop will introduce the project and explain the basics of capacity, mobility, and urban design, so that a common understanding of the direction is held. Past experience has proven that this is an invaluable exercise in moving the process forward. At this workshop formal project goals will be determined.

Additionally, the existing and future conditions resulting from the data collection and analysis will be discussed. At this meeting, opportunities to focus on specific areas of the community will be provided. The workshop will be held within three weeks of the completion of the data collection to provide time for the existing and future conditions analysis to occur. As a result of this meeting a list of projects both needed as determined by the analysis and wanted as gathered from the public will be listed from the public input and future conditions analysis. This list of projects will be tested in the Project Development task.



Task 1.3 Workshop #2

The final workshop will be held once the list of projects has been tested and the results of the analysis are known. These will be presented and initially prioritized. This will focus on a discussion of the projects and prioritization criteria. Each project will then be ranked and prioritized into the most appropriate time horizon.

Task 1.4 Community Remarks

Aside from meetings and public workshops, Corradino will use the latest in contemporary public engaging tools to communicate with the public electronically. The firm will use Community Remarks, a program it has worked with over the last couple of years. These give the public the opportunity to communicate their thoughts and observations, on their time from their phones or computers. This is used as a supplement to the public workshops, where they come to us, or stakeholders meetings, where we go to them. Community Remarks is an online map-based citizen engagement tool that captures place-based comments and photos in real-time to collaboratively solve community issues.

Task 2: Review of Background Information and Previous Studies

Cost: \$3,000

Duration: Day 1 - Day 30

Key Biscayne is relatively unique in that it is a small island community with one ingress and egress point. A review of demographic and economic data shows that it is compact, dense, geographically isolated, growing, diverse, either very young or growing older, affluent, mobile, and flexible in how they allocate their time. Even in Florida, few communities share these characteristics. A best practices review will be undertaken to examine similar communities and their solutions to similar problems. This task will consist of a review of the most relevant recent transportation studies impacting Key Biscayne to assess future projects.

Task 2.1: Research

- Peer Cities
- Previous Transportation Evaluations, Master Plans, Bikeway Plans, Transit Plans
- Key Biscayne Comprehensive Plan, Land Use Element, and Transportation Element (Goals, Objectives, Policies)
- City ROW Data
- Utilities Data
- Public and Private Parking inventory, occupancy and configuration
- MPO Studies impacting the Area
- FDOT Projects for the Area
- Long Range Transportation Plan (LRTP) Projects
- Transportation Improvement Plan (TIP) Projects, Village Capital Improvement Plan (CIP) Projects, Local, Regional and National Trends and Perspective.



Task 3: Data Collection

Cost: \$20,000

Duration: Day 1 – Day 90

This task will consist of formal collection of traditional data such as the location, condition and level of service of existing facilities, including roads, bike and pedestrian facilities and transit routes. Level of Service is calculated differently for vehicles than it is for other modes. Vehicular or roadway level of service is a quantitative measure, assessed on how many vehicles can pass a certain point in a certain period of time. Bicycle and pedestrian level of service is qualitative, focused on if, how, and to what quality facilities are provided. Traffic Counts are used to collect vehicular level of service, while personal assessment of facilities is used to collect bicycle, pedestrian, and transit level of service. This project will use existing MPO South East Regional Planning Model Data, supplemented with FDOT and Miami Dade County traffic data to assess vehicular LOS. This effort will focus on collecting the bicycle, pedestrian and transit data through a thorough review of selected facilities and routes in the Village or from existing sources. Data Collection will include:

Task 3.1: Land Use

Existing and Future land use maps will be examined and areas conducive to multi-modal use will be marked. This will be supplemented with the location of major generators like schools, parks, retail centers, churches, business centers, etc.

Task 3.2: Transit

Supply and demand in the form of ridership, adjusted service frequency (Vehicles/hour), headways and hours of service data will be collected from Miami Dade Transit. Boarding and alighting counts and transfer activity will be reviewed.

Task 3.3: Bicycle and Pedestrian Level of Service

Roadway characteristics of all roads will be collected from FDOT and the Miami Dade County, supplemented by field visits to obtain typical sections, and a qualitative assessment of the presence and scale of bicycle and pedestrian facilities, lateral separation of facilities from motorized vehicles, spacing of driveways and side streets, signal spacing, pavement conditions, widths of outside through lane, median openings, control devices, speed limits, and main deficiencies that can be addressed by the study. Pedestrian movement, bicycle travel and bus transfer activity will be observed and documented at key locations. Crash and fatality data will be collected. Information on the economic vitality of bicycle and pedestrian communities will be researched.

Task 3.4: Traffic

It is primarily important to understand what the vehicular LOS is on the roadway network. In doing so the MPO LRTP Model Data will be evaluated to determine volumes and capacities on study area links.

Intersections data will be obtained from FDOT and County count stations as well as recent traffic impact analyses provided by developers. For locations where that data cannot be obtained traffic counts will be taken. Fifteen locations have been anticipated.



Desired count locations include:

Rickenbacker Causeway @

- Toll
- Bear Cut Bridge
- Golf Course
- Tennis Center

Crandon Blvd @

- Harbour Dr. / Ocean Lane Dr.
- Sonesta Dr.
- East Heather Dr.
- Grand Bay Dr.
- W. McIntyre St
- Galen Dr.
- Enid Dr. / Sunrise Dr.
- W Wood Dr. / E Wood Dr.
- W Mashta Dr. / E Mashta Dr.
- Bill Baggs Park Entrance

Harbor Dr. @

- Crandon Blvd
- W Heather Dr.
- W McIntyre Dr.
- W Wood Dr.
- W Mashta Dr.

Woodcrest Rd. @

- Crandon Blvd
- W Heather Dr.
- W McIntyre Dr.
- W Wood Dr.
- W Mashta Dr.

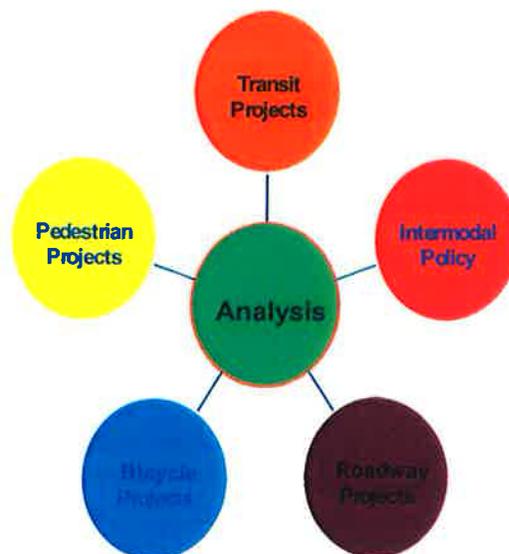
Fernwood Rd. @

- Crandon Blvd
- W Heather Dr.
- W McIntyre Dr.
- W Wood Dr.
- W Mashta Dr.



Task 4: Analysis
Cost: \$15,000
Duration: Day 90 - Day 150

The analysis task will use all the collected data to assess the multimodal level of service. Existing and future conditions will be evaluated here. This will be done by determining the system performance as stated by the Level of Service for the selected roadways and intersections in the existing condition, and the future conditions in 2020 and 2035. All will be determined at a planning level analysis from the FDOT LOS Handbook, Capacity Tables, and by a review of MPO LRTP Model results.



From the results of the analysis and the input obtained from the initial workshop, an initial set of short, mid, and long term multimodal alternatives will be developed. Many of the needs will be gleaned from ideas received in the public involvement portion of the project. This task will develop and recommend a list of future transportation needs, identify concepts to address the needs, and analyze the feasibility of transportation concepts. Several categories of projects will be developed. These include:

Task 4.1: Transit

This will focus on areas of transit level of service (TLOS, from FDOT’s Q/LOS Handbook), as it interacts with areas of existing and planned activity, as well as major trip generators. Focus for transit projects will be at points of concentration like transit stops adjacent to trip generators – e.g. schools, civic organizations, hospitals, etc. This will focus on the evaluation on the necessity and potential effectiveness of a municipal trolley system, circulator or shuttle. Corradino has implemented many of these in the past several years. A potential route or routes will be developed linking residential/commercial areas and major trip generators.

Task 4.2: Pedestrian

This will focus on pedestrian amenities and their levels of service (PLOS, from FDOT’s Q/LOS Handbook), particularly as they interface with major trip generators, major intersections, and locations that have level of service issues. Pedestrian and bicycle projects will focus on projects that are interconnected with existing bicycle or pedestrian segments, connect to existing major trip generators, and that improve the level of service for pedestrians and bicyclists. By gaining an understanding of how pedestrian connectivity between origins and destinations can be beneficial to the community on many levels, the Village can change both driver and pedestrian behavior to prioritize the pedestrian. As such a program for the incentivization of these facilities will be provided focusing on evaluation, education, enforcement, and engineering.

Task 4.3: Bicycle

This will focus on bicycle amenities and their levels of service (BLOS, from FDOT’s Q/LOS Handbook), particularly as they interface with major trip generators, major intersections, and



locations that have level of service issues. Bicycle projects will focus on projects that are interconnected with existing bicycle segments, connect to existing major trip generators, and that improve the level of service for pedestrians and bicyclists. A detailed examination of potential projects will be undertaken focused on the improvement on the level of service, the removal of impediments, or the filling of gaps in the system and the ease of implementation.

Task 4.4: Policy

This will focus on transportation policy issues as a means of enhancing mobility. As suggested in previous master plans, policy initiatives like transportation systems management or transportation demand management can be incrementally impactful in diminishing congestion. These techniques such as flexible work hours, zip cars, shared bicycles, congestion pricing, car pools and telecommuting will move travel out of the peak hours, therefore immediately impacting congestion. Bicycle, pedestrian and transit policies and programs will be recommended.

Task 4.5: Roadway

Projects will be developed to address capacity needs for transit vehicles on the roadway network. The focus will be to evaluate the roadways to determine if methods of aiding transit mobility exist. Examples would be queue jumpers, signal priority, managed lanes, bus rapid transit, bus pull out bays, etc.

Various levels of analysis will be provided. Each is focused on the Level of Service throughout the Town and the ability to quantify and display traffic movement patterns and trends occurring today and in the future. The resulting spread sheets could be used as a basis for a concurrency management system, since they will detail the utilization and capacity of each roadway link. Traffic counts will be displayed in tabular form by facility. This will serve as a handbook to detail the condition of each facility in the Village. Detail will be given to:

- Road
- Number of Lanes
- Existence of a Median
- Road Jurisdiction
- Functional Classification
- Number of Traffic Signals
- Segment Length
- Signals per Mile
- Speed Limit
- Roadway Class
- Existing Level of Service Standard
- Service Volume at Adopted Standard
- Average Annual Daily Traffic
- Peak Hour Volume
- Existing Level of Service
- Remaining Capacity
- Projected MPO Growth Rate (from latest MPO LRTP Model)



Sample Project Description Table

#	ROAD	FROM	TO	No OF LANES	MEDIAN TYPE	ROAD TYPE	TYPE	CURRENT CONDITIONS				ADOPTED STANDARD				EXISTING										
								No of SIGNALS	LENGTH (MILE)	SIGNAL (MILE)	FIELD LIGHT (SQFT)	CLASS	LOS	C VOLUME	D VOLUME	E VOLUME	GROWTH RATE	AD7	VOLUME	LOS	Available Capacity					
1	US-1	1000	1000	4	None	Urban	Urban	1	0.1	0.1	0.1	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Task 5: Project Development

Cost: \$10,000

Duration: Day 150 – Day 195

Projects that arise from the needs assessment resulting from the analysis and the public ideas will be placed in the “Project Bank.” Each project in each of the four categories will be described on a project sheet that includes the following:

- Description of the project
- Purpose and Need
- Location
 - Existing conditions assessment summary
- Cost
 - Planning, Design, and Construction
 - Possible funding sources

US-1 Crosswalks

*Master Plan No. 2
Project 1 of 10 - City of
Tallahassee, Florida - 11-1*

Project Description:
This project is to enhance the pedestrian safety and improve the overall appearance of the city by enhancing the crosswalk and providing more adequate pedestrian signals.

Project Need and Benefits:
US-1 is a major thoroughfare in the city of Tallahassee. The current crosswalks and pedestrian signals are outdated and do not meet the needs of the community. Enhancing the crosswalks and providing more adequate pedestrian signals will improve the safety and appearance of the city.

Project Requirements:
The project requires the installation of new crosswalks and pedestrian signals. The project also requires the installation of new lighting and signage. The project will be completed in 120 days.

Project Cost:
Planning: \$1,000 per intersection
Design: \$1,000 per intersection
Construction: \$1,000 per intersection



Revised: 11/11/11 Page 10



All projects will be cataloged by type in the Project Bank report. During this phase the Corradino will work with the Steering Committee to present the Project Bank and schedule the set of meetings that will follow to serve the consensus building phase. The Project Bank shall be completed by the end of the 5th month of the project. During this task a second round of stakeholders meetings and a second public workshop will be held.

Task 5.1 Project Categories

Projects will be developed in multiple categories including:

- Roadway
- Bicycle/Pedestrian
- Transit
- Policy

168th Street US-1 Westbound Right Turn Lane

M. J. ...
...

Project Description:
This project is designed to improve the safety and efficiency of the westbound right turn lane at the intersection of 168th Street and US-1. The project will include the installation of a right turn lane, a dedicated right turn signal, and a dedicated right turn lane. The project will also include the installation of a right turn lane, a dedicated right turn signal, and a dedicated right turn lane.

Project Need and Benefits:
This project is needed to improve the safety and efficiency of the westbound right turn lane at the intersection of 168th Street and US-1. The project will include the installation of a right turn lane, a dedicated right turn signal, and a dedicated right turn lane. The project will also include the installation of a right turn lane, a dedicated right turn signal, and a dedicated right turn lane.

Project Location:
The project is located at the intersection of 168th Street and US-1 in the City of Richmond, Florida.

Project Cost:

Planning	\$ 20,000 - \$20,000
Design	\$ 80,000 - \$80,000
Construction	\$ 150,000 - \$150,000





Task 6: Implementation Strategy

Cost: \$4,000

Duration: Day 195 – Day 240

The formal implementation plan will prioritize the projects into short, mid and long term efforts and organize them in the Project Bank.

All recommended ordinances and resolutions, comprehensive plan amendments, plans, etc. necessary or recommended for implementation of the proposed projects or plans will be mapped out during this phase.

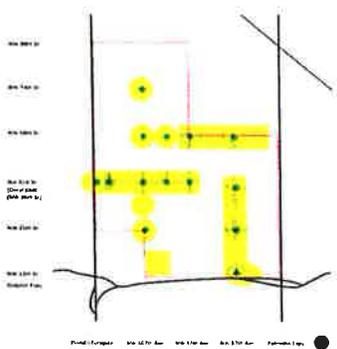
Prioritized projects will be placed into implementation phases and listed.

Prioritization Matrix

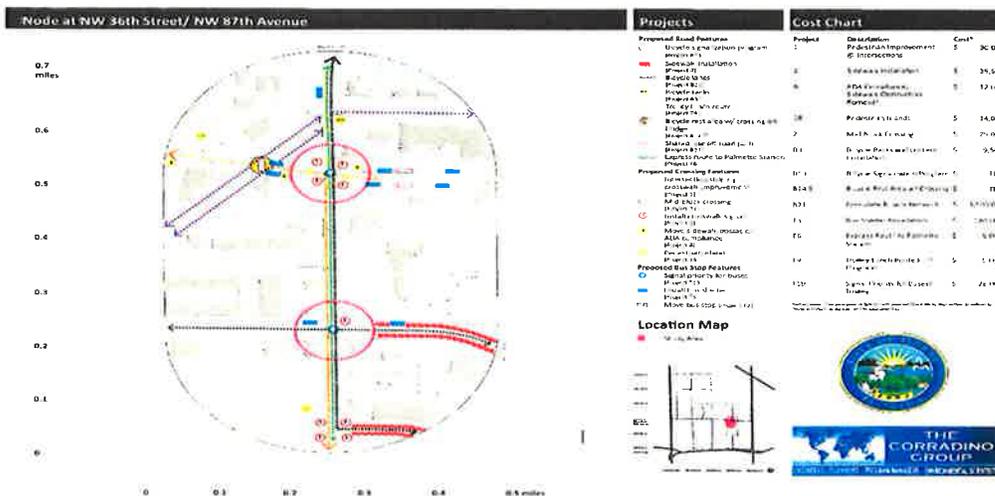
Project/Phase	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
2015-2016	Yellow	Yellow	Yellow	Yellow	Yellow
2016-2017	Yellow	Yellow	Yellow	Yellow	Yellow
2017-2018	Yellow	Yellow	Yellow	Yellow	Yellow
2018-2019	Yellow	Yellow	Yellow	Yellow	Yellow
2019-2020	Yellow	Yellow	Yellow	Yellow	Yellow

Project/Phase	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
2015-2016	Yellow	Yellow	Yellow	Yellow	Yellow
2016-2017	Yellow	Yellow	Yellow	Yellow	Yellow
2017-2018	Yellow	Yellow	Yellow	Yellow	Yellow
2018-2019	Yellow	Yellow	Yellow	Yellow	Yellow
2019-2020	Yellow	Yellow	Yellow	Yellow	Yellow

Project/Phase	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
2015-2016	Yellow	Yellow	Yellow	Yellow	Yellow
2016-2017	Yellow	Yellow	Yellow	Yellow	Yellow
2017-2018	Yellow	Yellow	Yellow	Yellow	Yellow
2018-2019	Yellow	Yellow	Yellow	Yellow	Yellow
2019-2020	Yellow	Yellow	Yellow	Yellow	Yellow



Projects will be assembled into logical multimodal nodes and corridors, displayed to show the entire palate of multimodal projects geographically. These pages will include cost estimates.





Task 7: Reporting
Cost: \$5,000
Duration: Day 240 – Day 280

A final report and highly graphic executive summary will be produced as a PowerPoint presentation for purposes of Public Hearings and/or Workshops/Presentations as necessary in the implementation phase. Drafts will be delivered to the project manager for review. After the final presentation, 20 bound copies will be made available at the Village and a digital copy of the executive summary to be available on the Village's website for the Public's availability. This study can serve as a component of the required Capital Improvement Element which needs to be updated annually and will be integral in framing solutions for land use and transportation in the Village and proactively managing the way people move within the community.

\$7 MILLION, FIVE-STORY DOWNTOWN GARAGE



Shown is an artistic rendition of the new downtown parking garage, looking south east from SW 1st Avenue.

Parking plans seen as victory

By J. LOCKETT City parking garage

News article snippet with a map of downtown Key Boree showing the proposed city parking garage and new construction sites. The map includes labels for streets like SW 1st Ave, SW 2nd Ave, and SW 3rd Ave. A legend indicates 'Proposed city parking garage' and 'New construction sites'.



K. Computer Aided Design (CAD):

Corradino acknowledges that all work product will be submitted using the latest version of AutoCAD. The firm agrees that any submitted work product will be the property of the Village upon submittal.



L. Special Considerations:

Corradino feels that it brings significant resources to this effort that differentiate the firm from others in the field. These resources are in its personnel, its experience and the technology that it uses to produce its products.

Dealing with municipalities is an often tricky assignment. Understanding local government at the neighborhood level is something that takes years of experience and the ability to listen and be tactful. Implementing local municipal projects is about trust and credibility. Missteps can wreck credibly and ruin projects. We've all seen paralyzing community arguments over seemingly simple issues like sidewalks. Planners and engineers must remember that the planned projects are happening in the neighbor's front and back yards. The elected officials deciding on these projects are at the level of government closest to the people, and therefore see them on a daily basis as they shop at the grocery store or go about their daily business. Consensus is critical.

Joe Corradino, the project manager is a municipal expert, whose work has focused almost solely on municipal work for over 20 years. He understands how to communicate engineering in a manner that is easily understood. Mr. Corradino is not only an experienced consultant, but he has served as staff for many municipalities. Aside from this experience, he has served as a department director for many cities. When the Town of Cutler Bay incorporated, he assisted in the formation of their initial planning department. He served as Planning Director and staffed the department. Since 2011, he has been serving as the Development Services Director in the City of Homestead, managing the planning division, building division and business tax division, which has in total 12 staff members, two teams of consultants and an over \$2 million budget in one the fastest growing communities in Florida. Additionally he has served as the past eight years as an elected official in the Village of Pinecrest. As such, he understands the challenges of the administration and elected officials making decisions in intelligent, affluent communities. This multi-faceted and very unique understanding of the municipal process is an intangible asset that adds tremendous value to a municipal project, saving time, money and most importantly, building trust and credibility for the plan.

Relative to experience, Corradino focuses on providing its services to municipalities. The firm has produced similar multi-modal transportation projects for many cities. More telling is that Corradino has been invited back repeatedly to update these projects two and three times. Over the last decade, the firm has worked for the majority of cities in Miami-Dade County, and in many cases has multiple decades of continuous engagement with its older clients. All of this has resulted in Corradino winning about a dozen awards for its municipal work from organizations like the American Planning Association, the Florida Redevelopment Association and the Urban Environmental League.

Finally, Corradino strives to utilize the latest in technology to make its projects better. We have tracked origins and destinations with camera technology, before electronic tolling was popular. We have experimented with drones to monitor traffic flow. On this project we are proposing to use the latest in web-based crowd sourcing programming to enable the community to participation from their phones or computers, as an alternative to traditional means of participation.



M. Financial Information:

The Corradino Group is an incorporated entity with the following ownership structure:

Name of Officer	% Ownership
Joseph C. Corradino	73.29%
Frederick C. P'Pool	14.79%
Joseph M. Corradino	7.39%
Ed Perez De Morales	3.40%
Guy Corradino	1.13%
Total	100.00%

Following please find the requested financial information.



DEAN DORTON

DEAN DORTON ALLEN FORD, PLLC

**THE CORRADINO GROUP, INC. AND
SUBSIDIARIES**

**Consolidated Statement of Direct Labor, Fringe
Benefits, and General Overhead and Supplementary
Information**

*Year Ended December 31, 2013
with Report of Independent Auditors*

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Report of Independent Auditors

Board of Directors
The Corradino Group, Inc. and Subsidiaries
Louisville, Kentucky

Report on the Statement

We have audited the accompanying consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead (the Statement) of The Corradino Group, Inc. and Subsidiaries (the Company) for the year ended December 31, 2013, and the related notes to the consolidated Statement.

Management's Responsibility for the Statement

Management is responsible for the preparation and fair presentation of the Statement in accordance with the basis of accounting practices prescribed by Part 31 of the Federal Acquisition Regulation and Section 112.061 of the State of Florida Statutes. Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of consolidated Statement that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on the consolidated Statement based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the consolidated Statement is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated Statement. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated Statement, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the consolidated Statement in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the consolidated Statement.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Board of Directors
The Corradino Group, Inc. and Subsidiaries
Report of Independent Auditors, continued

Opinion

In our opinion, the consolidated Statement referred to above presents fairly, in all material respects, the consolidated direct labor, fringe benefits, and general overhead of the Company for the year ended December 31, 2013, on the basis of accounting described in Note 2.

Basis of Accounting

We draw attention to Note 2 of the consolidated Statement, which describes the basis of accounting. The consolidated Statement is prepared on the basis of accounting practices prescribed by Part 31 of the Federal Acquisition Regulation and Section 112.061 of the State of Florida Statutes, which is a basis of accounting other than accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated April 11, 2014 on our consideration of the Company's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Company's internal control over financial reporting and compliance.

Restriction on Use

This report is intended solely for the use and information of the Board of Directors, management of the Company and government agencies or other customers related to contracts employing the cost principles of the Federal Acquisition Regulation and Section 112.061 of the State of Florida Statutes and should not be used for any other purpose.

Dean Dotson Allen Ford, PLLC

April 11, 2014
Louisville, Kentucky

THE CORRADINO GROUP, INC. AND SUBSIDIARIES

Consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead

For the Year Ended December 31, 2013

Description	FAR Section Reference for Unallowable Costs	Total Costs	Unallowable Costs	Allowable Costs	Allowable Costs Allocated to	
					Home Office	Field Office
Direct labor		\$ 7,243,364	\$ -	\$ 7,243,364	\$ 2,794,908	\$ 4,448,456
Fringe benefits	31.205-6(f)(p)	5,097,962	1,057,373	4,040,589	1,559,093	2,481,496
General overhead:						
Indirect labor	31.205-6(a)	3,587,038	6,232	3,580,806	1,470,587	1,026,375
Indirect labor (field labor)		-	-	-	-	1,083,844
Rent	31.205-36(b)(3)	621,676	56,502	565,174	403,177	161,997
Maintenance and repairs		101,017	-	101,017	72,062	28,955
Insurance	31.205-19(e)(2)(v)	322,847	19,451	303,396	216,433	86,963
Telephone		219,184	-	219,184	156,359	62,825
Printing		12,288	-	12,288	8,766	3,522
Utilities		43,010	-	43,010	30,682	12,328
Taxes and licenses		31,486	-	31,486	22,461	9,025
Depreciation		193,455	-	193,455	138,005	55,450
Dues and subscriptions	31.205-1(f), 22, 43	36,984	17,549	19,435	13,864	5,571
Marketing, bid, and proposal costs	31.205-1(f), 14	65,838	28,594	37,244	26,569	10,675
Employee training, recruitment, and moving	31.205-1(f), 34, 35	77,219	20,416	56,803	40,521	16,282
Professional fees	31.205-1(f), 3, 33, 47	528,876	274,138	254,738	181,722	73,016
Interest	31.205-20	7,826	7,826	-	-	-
Computer		244,122	-	244,122	174,149	69,973
Automotive expense	31.205-6(m)(2)	496,458	110,602	385,856	275,257	110,599
Supplies and miscellaneous	31.205-1, 3, 8, 13, 14, 18, 22	492,524	217,817	274,707	195,967	78,740
Total general overhead		\$ 7,081,848	\$ 759,127	\$ 6,322,721	\$ 3,426,581	\$ 2,896,140

THE CORRADINO GROUP, INC. AND SUBSIDIARIES

Notes to the Consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead

1. Description of the Company

The Corradino Group, Inc. and Subsidiaries (the Company) was founded in 1971 and is a privately owned corporation. The Company is a professional engineering firm providing consultation services in the areas of engineering design, construction management, urban planning, transit, and transportation engineering as well as systems planning and modeling. Its clients include private sector businesses, public utilities, and all levels of government.

The Company has operations principally in Kentucky, Indiana, Michigan, Tennessee, and Florida. The Company has approximately 97% governmental and 3% commercial contracts. Revenues are recognized on these contracts as costs are incurred.

2. Summary of Significant Accounting Policies

Basis of Accounting

The Company's overhead schedules, which support the consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead (the Statement), were prepared on the basis of accounting practices prescribed by Part 31 of the Federal Acquisition Regulation (FAR) and Section 112.061 of the State of Florida Statutes. Accordingly, the consolidated Statement is not intended to present the results of operations of the Company in conformity with accounting principles generally accepted in the United States of America.

Basis of Consolidation

The consolidated Statement includes the expenses of The Corradino Group Inc., its wholly owned subsidiaries of Corradino, LLC and Corradino Group of Michigan, Inc., and a majority-owned subsidiary, Corradino Water & Environment, LLC. All significant intercompany balances and transactions have been eliminated in the accompanying consolidated Statement.

Job Cost Accounting System

The Company maintains a job-order cost accounting system for the recording and accumulation of costs incurred under its contracts, using the accrual method of accounting. Each project is assigned a job number so that costs may be segregated and accumulated in the Company's job-order cost accounting system. Each job number is identified as coordinated through either the home office or a field office.

The Company maintains separate general ledger accounts for direct and indirect costs. Direct costs are those that can be directly associated with a project. These costs are charged to the aforementioned project numbers via the Company's integrated accounting software.

The Company's method of estimating costs for pricing purposes during the proposal process is consistent with the accumulation and reporting of costs under its job-order cost accounting system.

THE CORRADINO GROUP, INC. AND SUBSIDIARIES

Notes to the Consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead, continued

2. Summary of Significant Accounting Policies, continued

Job Cost Accounting System, continued

The Company accounts for the cost associated with its technical computer program, CADD, as indirect general overhead. As such, these costs are included in the overhead rate and are not direct reimbursable costs.

Subsequent Events

Management has evaluated subsequent events for recognition or disclosure in the consolidated Statement through April 11, 2014, which was the date at which the consolidated Statement was available to be issued.

3. Overhead Rate Structure

The consolidated Statement includes costs for the Company allocated based upon direct labor costs.

The Company uses a dual rate structure whereby expenses are allocated between the field and home offices. Direct labor and expenses are allocated to field and home office labor and expenses based upon the job-order number to which the costs have been charged. Fringe benefits are allocated to field and home office labor and expenses based upon the ratio of field and home office direct labor to total direct labor. General overhead expenses are allocated to field and home office expenses based upon the ratio of field and home office labor to total Company labor.

Other direct costs are charged to job numbers, whether or not they are reimbursed by the client. Other direct cost items generally include such items as project-related travel costs, postage, prints and project supplies.

4. Labor-Related Costs

Project Labor

Labor is charged to projects or overhead as appropriate using the Company's accounting system. Employees log all hours worked on their timesheets. Labor is charged to projects at standard hourly rates.

Variances

Variances between standard rates and actual rates are calculated on a monthly basis and adjusted as necessary.

Paid Time Off

It is the policy of the Company to grant vacations with pay to full-time and part-time employees. These paid absences are not funded and there is no liability for payment to an employee when an employee terminates employment.

Vacations and sick leave are earned based on the employee's length of service.

THE CORRADINO GROUP, INC. AND SUBSIDIARIES

Notes to the Consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead, continued

4. Labor-Related Costs, continued

Paid Overtime and Uncompensated Overtime

Premium overtime: Costs are incurred in meeting certain deadlines. It is the Company's policy to pay an overtime premium of 150% of pay to non-exempt employees. If the overtime occurs on a project, the overtime is costed to the job number using the employee's standard hourly rate. The premium portion of paid overtime is included in the indirect cost pool.

Uncompensated overtime: The Company did not pay certain salaried employees for time worked in excess of their normal hours per week. The time in excess of their normal hours was treated as a labor variance and was credited to the indirect labor pool, using the Salary Variance Method.

Highly Compensated Employees/Officers/Owners

The Company used the National Compensation Matrix to determine reasonable compensation levels for highly compensated employees, officers and owners as prescribed by FAR 31.205-6(f) and (p). As a result, unallowable compensation totaling \$1,057,373 has been recorded in the consolidated Statement.

Retirement Plan

The Company has a qualified Section 401(k) profit sharing and savings plan covering all eligible employees. This plan meets the requirement of FAR 31.205-6(j). Employees may elect to defer a portion of their compensation per year up to the maximum allowable under the Internal Revenue Code. During the year ended December 31, 2013, the Company contributed \$159,004. The Company may also make a discretionary profit sharing contribution to the plan. There were no discretionary profit sharing contributions made to the plan for the year ended December 31, 2013.

Contract/Purchased Labor

The Company uses contract labor for engineering related services and charges this labor as a direct cost item to the project. It is not billed as labor and not included in any labor base used by the Company.

5. Depreciation and Leasing Policies

Certain assets are purchased and depreciated while others are leased. Some are considered operating leases, and the annual lease costs are included in the overhead pool. Others are considered to be capital leases and the associated assets are depreciated. Depreciation of property and equipment is computed over the estimated useful lives of the assets, principally by using the straight-line method.

THE CORRADINO GROUP, INC. AND SUBSIDIARIES

Notes to the Consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead, continued

5. Depreciation and Leasing Policies, continued

The ranges of estimated useful lives used in determining the depreciation charges are as follows:

Building	39 years
Leasehold improvements	3 - 8 years
Computer equipment	3 - 5 years
Office equipment	5 - 7 years
Furniture and fixtures	5 - 7 years
Vehicles	3 - 5 years
Field equipment	5 - 8 years

The Company leases office space in various states. Some of the leases require a payment for common area maintenance charges that vary during the term of the lease. The Company also leases business vehicles, field equipment, and computer equipment under non-cancelable operating leases expiring in various years through 2020. One of the office leases is with an entity related through common ownership and is considered to be under common control.

Employees of the Company have personal usage of Company vehicles. Amounts attributable to this personal use (\$71,159 for the year ended December 31, 2013) were disallowed.

6. Related Party Transactions

The Company rents office space from an entity in which the Company owns 63.34% and the remaining 36.66% is owned either directly or indirectly by owners and/or employees of the Company. In addition, the Company rents a condominium rented by a stockholder for business purposes. The calculation to determine the allowable portion of rent expense for the year ended December 31, 2013 is as follows:

Related party rent expense recorded by the Company	\$ 219,451
Less profit included in rent charges	(16,163)
Less unallowable interest expense, net of facilities capital cost of money	<u>(40,339)</u>
Allowable portion of related party rent	<u>\$ 162,949</u>

As a result, the unallowable portion of rent expense for the year ended December 31, 2013 totaled \$56,502.

THE CORRADINO GROUP, INC. AND SUBSIDIARIES

Notes to the Consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead, continued

7. Fringe Benefits

The following is a summary of allowable fringe benefits for the year ended December 31, 2013:

	Home Office	Field Office
Paid leave	\$ 410,339	\$ 653,107
Payroll taxes	351,867	560,041
Group insurance	357,270	568,641
Workers' compensation	31,395	49,969
Incentive compensation	344,924	548,991
Employee retirement	63,298	100,747
Total	\$ 1,559,093	\$ 2,481,496

8. Summary of Fringe Benefits and General Overhead Rates

The following tabulations summarize the allowable overhead rates incurred by the Company for the year ended December 31, 2013:

	Home Office	Field Office
Fringe benefits rate	55.78 %	55.78 %
General overhead rate	122.60	65.10
Combined rate	178.38 %	120.88 %

THE CORRADINO GROUP, INC. AND SUBSIDIARIES

Notes to the Consolidated Statement of Direct Labor, Fringe Benefits, and General Overhead, continued

9. Direct Expense Rate

The Company's direct expense rate for the year ended December 31, 2013, was based on the direct cost accumulation in the job costs and recorded by the following accounts in the general ledger:

Description	Total Expenses	Unallowable Expenses	Allowable Expenses	Home Office	Field Office
Travel	\$ 50,047	\$ 14,114	\$ 35,933	\$ 31,857	\$ 4,076
Employee mileage	63,604	12,606	50,998	39,278	11,720
Vehicle costs	275,597	5,385	270,212	540	269,672
Communications	72,450	4,579	67,871	435	67,436
Printing/reproductions	20,161	-	20,161	5,257	14,904
Supplies	24,595	-	24,595	1,494	23,101
Office/data processing	77,319	-	77,319	437	76,882
Postage/courier	6,371	-	6,371	5,219	1,152
Rent	135,160	135,160	-	-	-
Other miscellaneous	<u>118,774</u>	<u>6,632</u>	<u>112,142</u>	<u>40,859</u>	<u>71,283</u>
Total direct expenses	\$ <u>844,078</u>	\$ <u>178,476</u>	\$ <u>665,602</u>	\$ <u>125,376</u>	\$ <u>540,226</u>
Direct labor			\$ 7,243,364	\$ 2,794,908	\$ 4,448,456
Direct expense rate			9.19 %	4.49 %	12.14 %

The unallowable costs that were removed from the direct expenses were costs in excess of the per diem and travel expenses allowed by Florida Statute 112.061.

The costs of field office set up, mobilization, rent and utilities, along with the costs of permits, are reimbursed as direct project costs rather than through the field office direct expense rate. These directly reimbursed expenses of \$146,371 have been excluded from the calculated field office direct expense rate.

10. Facilities Capital Cost of Money (FCCM)

The Facilities Capital Cost of Money Rate has been calculated in accordance with FAR Section 31.205-10 using average net book values of equipment and facilities multiplied by the average Treasury rates for the applicable period. The rate for the year ended December 31, 2013 was 0.18663%.

11. List of Direct Accounts

The Company maintains separate general ledger accounts for direct and indirect costs. Only those general ledger accounts identified as indirect costs are included in the indirect cost pool. The types of costs charged directly to contracts (and, hence, general ledger accounts for direct costs) relate to direct labor, consultants, sub-contractors, reproductions and blueprints, general field supplies, and travel and subsistence expenses.

SUPPLEMENTARY INFORMATION

Board of Directors
The Corradino Group, Inc. and Subsidiaries
Report of Independent Auditors on Internal Control, continued

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the consolidated Statement is free of material misstatement, we performed tests of the Company's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including provisions of the applicable sections of Part 31 of the Federal Acquisition Regulation and Section 112.061 of the State of Florida Statutes, noncompliance with which could have a direct and material effect on the determination of amounts reported within the consolidated Statement. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

This report is intended solely for the use and information of the Board of Directors, management of the Company and government agencies or other customers related to contracts employing the cost principles of the Federal Acquisition Regulation and Section 112.061 of the State of Florida Statutes. This report should not be used for any other purpose.

Dean Dotson Allen Ford, PLLC

April 11, 2014
Louisville, Kentucky



N. Appendices:

Completed Appendices A, B and C.

APPENDIX "A"

ACKNOWLEDGEMENT, WARRANTY AND ACCEPTANCE

A. Consultant warrants that it is willing and able to comply with all applicable State of Florida laws, rules and regulations.

B. Consultant warrants that they have read, understand and are willing to comply with all of the requirements of the RFP and the addendum/ addenda nos.

C. Consultant warrants that it will not delegate or subcontract its responsibilities under an agreement without the prior written permission of the Council.

D. Consultant warrants that all information provided by it in connection with this proposal is true and accurate.

E. CONTINGENCY FEE AND CODE OF ETHICS WARRANTY:

Consultant warrants that neither it, nor any principal, employee, agent, representative or family member has promised to pay, and Consultant has not, and will not; pay a fee the amount of which is contingent upon the Village of Key Biscayne awarding this contract. Consultant warrants that neither it, nor any principal, employee, agent, representative has procured, or attempted to procure, this contract in violation of any of the provisions of the Miami-Dade County conflict of interest and code of ethics ordinances. Further, Consultant acknowledges that a violation of this warranty will result in the termination of the contract and forfeiture of funds paid, or to be paid, to the Consultant, if the Consultant is chosen for performance of the contract.

Signature of Official: _____



Name (typed): Joseph M. Corradino, AICP

Title: President

Consultant: The Corradino Group, Inc.

Date: January 16th, 2015

APPENDIX "B"

NON-COLLUSIVE AFFIDAVIT

State of Florida

SS:

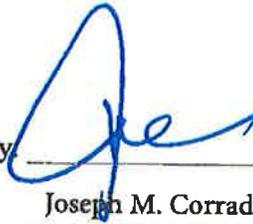
County of Miami-Dade

Joseph M. Corradino, AICP being first duly sworn, deposes and says that:

- (1) He/she is the, (Owner, Partner, Officer, Representative or Agent) of:
The Corradino Group, Inc. the Consultant that has submitted the attached Proposal;
- (2) He/she is fully informed respecting the preparation and contents of the attached Proposal and of all pertinent circumstances respecting such Proposal;
- (3) Such Proposal is genuine and is not a collusive or a sham Proposal;
- (4) Neither the said Consultant nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, have in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Consultant or person to submit a collusive or sham response in connection with the work for which the attached Proposal has been submitted, or to refrain from responding in connection with such work, or have in any manner, directly or indirectly, sought by agreement or collusion, communication, or conference with any Consultant or person to fix this Proposal or to secure through any collusion, conspiracy, connivance, or unlawful agreement, any advantage against the Village, or any person interested in the proposed Work;

Signed, sealed and delivered
In the presence of

By



Joseph M. Corradino, AICP

President

(Printed Name)

(Title)

ACKNOWLEDGMENT

State of Florida

County of Miami-Dade

On this 16th day of January , 2015, before me, the undersigned

Notary Public of the State of Florida personally appeared
 Joseph M. Corradino, AICP

and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand
and official seal

Nancy Medina

NOTARY PUBLIC, STATE OF FLORIDA



NOTARY PUBLIC
SEAL OF OFFICE:
 Nancy Medina

(Name of Notary Public: Print, Stamp or Type as commissioned.)

- Personally known to me, or
- Produced identification:

(Type of Identification Produced)

- Did take an oath. or
- Did not take an oath.

APPENDIX "C"

**SWORN STATEMENT PURSUANT TO
SECTION 287.133 (3)(a) FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES**

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

1. This sworn statement is submitted to the **VILLAGE OF KEY BISCAIYNE, FLORIDA**

By The Corradino Group, Inc.

For Village of Key Biscayne, Florida

Whose business address is: 4055 NW 97th Avenue, Miami FL 33178

And (if applicable) its Federal Employer Identification Number (FEIN) is: 610713040

(if the entity has no FEIN, include the Social Security Number of the individual signing this

Sworn statement - S.S. # _____)

2. 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 any agency or political subdivision of any other State or of the United States, including, but not limited to, any Proposal or contract for goods or services to be provided to any public entity or an agency or any political subdivision of any other state or of the United Sates and involving antitrust fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation
3. 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 of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result or a jury verdict, non jury trial, or entry of a plea or guilty or nab contenders.
4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, and means:
 - A. A predecessor or successor of a person convicted of a public entity crime; or
 - B. 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.

Appendix-C Page 1 of 3

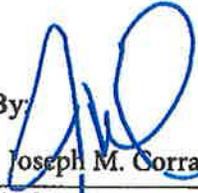
The ownership by one person of shares constituting a controlling Interest in another person, ore pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters 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.

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

Signed, sealed and delivered

In the presence:

By


Joseph M. Corradino, AICP

(Printed Name)

President

(Title)

ACKNOWLEDGMENT

State of Florida

County of Miami-Dade

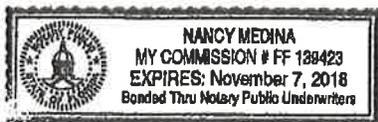
On this 16th day of, 20 15 , before me, the undersigned Notary Public of the State of Florida personally appeared Joseph M. Corradino, AICP and whose name(s) is/are subscribed to the within instrument, and he/she/they acknowledge that he/she/they executed it.

WITNESS my hand and official seal

Nancy Medina

NOTARY PUBLIC, STATE OF FLORIDA

NOTARY PUBLIC
SEAL OF OFFICE:



Nancy Medina

(Name of Notary Public: Print, Stamp or Type as commissioned.)
 Personally known to me, or
 Produced identification:

(Type of Identification Produced)
 Did take an oath. or
 Did not take an oath.

Appendix-C Page 3 of 3

END OF DOCUMENT



O. Proof of Authorization:

State of Florida Department of State

I certify from the records of this office that THE CORRADINO GROUP, INC. is a Kentucky corporation authorized to transact business in the State of Florida, qualified on January 13, 1997.

The document number of this corporation is F97000000207.

I further certify that said corporation has paid all fees due this office through December 31, 2014, that its most recent annual report/uniform business report was filed on January 14, 2014, and its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Fourteenth day of January,
2014*



Ken Detjmer
Secretary of State

Authentication ID: CC7019926369

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

<https://efile.sunbiz.org/certauthver.html>