

**TALLAHASSEE – LEON COUNTY
BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY**

Meeting Minutes

February 23, 2009

3:00 pm, City Commission Chambers

MEMBERS PRESENT

County

Commissioner John Dailey
Commissioner Akinyemi
Commissioner Brian Desloge
Commissioner Bob Rackleff
Commissioner Jane Sauls
Commissioner Cliff Thaell

City

Commissioner Andrew Gillum, Chairman
Commissioner Allan Katz
Commissioner Debbie Lightsey
Mayor John Marks
Commissioner Mark Mustian

CITY/COUNTY STAFF

Ramon Alexander, City Commission
Ken Austin, Tallahassee Airport
Jim Davis, Director, Blueprint 2000
Shelonda Meeks, Blueprint 2000
Jim English, City Attorney's Office
Linda Hudson, City Attorney's Office
Tony Park, Leon County Public Works
Gabriel Menendez, City Public Works
Phil Maher, Blueprint 2000

Harry Reed, CRTPA
George Reynolds, Blueprint 2000
Angela Richardson, Blueprint 2000
Debra Schiro, Blueprint 2000
Rita Stevens, COT
Patrick Twyman, COT
Bill Woolery, COT
Dave Bright, Blueprint 2000

OTHERS PRESENT

Robert Apgar, Greenberg Traurig
Kathy Archibald, CAC/ EECC
Steve Bailey
Richard Barr, Kimley-Horn
Stacy Blizzard, FHWA
Hines Boyd, Jefferson County Commission
Jennifer Carver, Commuter Services of No.FL
Rachel Delisle, Carr, Riggs & Ingram
Jeremy Floyd, Sommer & Williams
Joey Gordon, The LPA Group*
Jerry Ingram, Kimley-Horn
Gino Luzeietti, Broad & Cassel
Ward Miller, Kimley-Horn
William Mitchell, Kimley- Horn

Diana Norwood
Tom O'Steen, Moore Bass/EECC
Gary Phillips, The LPA Group*
Margie Quillman, The LPA Group*
Jim Shepherd, Jacobs Engineering*
Dave Snyder, The LPA Group*
Charles Stratton, Broad & Cassel
Del Suggs
Trish Thompson, Lockwood Andrews & Newman
Latesa Turner, Jacobs Engineering*
Robin Turner, DEP, Greenways & Trails
Alisha Wetherell, Kimley-Horn
Ryan Wetherell, Kimley-Horn
Ray Youmans, THC*

* Indicates Blueprint 2000 Consultant

Chairman Andrew Gillum called the meeting to order at 3:00 p.m. and introduced Mr. Bob Apgar who was attending the meeting as the Board attorney because Mrs. Nicholson-Choice was out sick.

I. AGENDA MODIFICATIONS

Mr. Davis stated that there were two agenda modifications: Item #13, Capital Circle Southeast: Woodville Highway to Crawfordville Road - Design/Build Project and #15, Capital Circle Northwest/Southwest: US 90 to Orange Avenue - Right-of-Way Acquisitions and Resolutions which both had minor modifications that were passed out to the Board members.

II. CITIZEN'S ADVISORY COMMITTEE (CAC) CHAIRMANS REPORT

Mr. Tom O'Steen stated that the February 5 meeting was his first as the Chairman of the CAC and that there was only one major item to report on: the segment options for Capital Circle SW. He stated that five of the original EECC members currently held positions on the CAC and they recommended the IA follow the consultant's recommendations as listed in the agenda item. He stated that Ms. Archibald would give an overview of the history of the EECC's Blueprint 2000 initiative later on during the meeting.

III. INFORMATION ITEMS

1. Wood Sink Tract Acquisition

This item was presented as informational only.

2. Billingsley Property Conservation Easement

This item was presented as informational only.

3. Cascade Park/Meridian Monument Plaza Design Modification Due to Property Constraints

This item was presented as informational only.

4. CAC Meeting Minutes (August 21, October 16, and December 4, 2008)

This item was presented as informational only.

5. Naming of Regional Pond/Park after Martha Wellman

This item was presented as informational only.

6. Sales Tax Receipts Update

This item was presented as informational only.

IV. CONSENT

7. IA Meeting Minutes: September 15, 2008

RECOMMENDED ACTION:

Approve minutes as provided.

8. Capital Circle Southeast: Woodville Highway to Crawfordville Road Landscaping Plans

RECOMMENDED ACTION:

- a. Authorize Blueprint 2000 to contract with the City of Tallahassee's Landscape Architect within the Department of Public Works to prepare the landscape design, plans and permits necessary for the Capital Circle Southeast Roadway Reconstruction Project between Woodville Highway and Crawfordville Road.
- b. Authorize Blueprint 2000 to either negotiate with the Design/Build Team for this landscaping work or solicit for a separate landscape contractor to install the landscaping along this section of Capital Circle SE after roadway reconstruction is complete

9. Acceptance of FY 2008 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 2008 Operating Fund Balance

RECOMMENDED ACTION:

Option 1: Accept the FY 2008 Comprehensive Annual Financial Report (CAFR) and approve additional appropriation to the FY 2009 Operating Budget of \$48,935 for encumbrances and \$41,755,171 for transfer to the Capital Projects Fund.

11. Blueprint Participation in Lafayette Heritage Trail Park/ Bridge Project

RECOMMENDED ACTION:

Option 1: Endorse Blueprint's participation in the Bridge project and authorize up to \$500,000 in Blueprint funds to be transferred from the Lake Jackson Basin/Fred George to be used for the project.

Chairman Gillum asked if anyone would like to pull any of the informational or consent items for discussion. Commissioner Akinyemi stated that he would like to pull item #10 for discussion. Mayor Marks moved to accept the information and consent items except for Item #10. **The motion was seconded.** The motion carried unanimously **11-0.**

10. Assignment to City of Tallahassee of Any/All of Blueprint's Vested Rights in Delta Industrial Park

RECOMMENDED ACTION:

Option 1: Approve the assignment to the City of any and all interest Blueprint has in the unused vested rights (1,532 transportation trips) created pursuant to the Certification of Vested Status of Delta Industrial Park (Application No. VR0020T) issued October 22, 1990.

Commissioner Akinyemi stated that he had a question regarding the trip transfers and whether there would be an agreement between the parties for a trade of some kind or could the City put in a stipulation for compensation if the road were expanded in the future. He stated that there was a value to the transportation trips.

Mr. Davis stated that the transportation trips have a value to other government entities; however there have been no concessions for getting anything in return. He stated that there were certain assumptions regarding right-of-way owned by the City along the corridor and that in the future it could be donated. He further stated that Blueprint had no need for the transportation trips and that giving up the trips would help to create jobs and encourage economic development around the airport. He stated that some of the right-of-way along Capital Circle was owned by the Federal Aviation Administration and would have to be paid for.

Commissioner Akinyemi moved staff recommendation. The motion was seconded. The motion carried unanimously **11-0**.

V. PRESENTATIONS/ACTIONS/DISCUSSIONS

12. Capital Cascade Trail - Segments 3 and 4 Design Update

Mr. Davis stated that staff was requesting approval from the Board to move forward with the design of two ponds and some upstream channel improvements. At a previous meeting, the Board directed staff to review the elements of the project that would yield the most value for the money keeping in mind the current budget constraints. He stated that segments 3 & 4 were primarily stormwater and water quality projects and that staff was recommending 3 projects as shown in the attachments. Mr. Davis stated that it was a strategic move to get pond 5 designed to 60%, Coal Chute Pond designed to 100% and purchase 100% of the right-of-way now. He stated that later if additional stimulus money became available, because others were unable to spend their allocation within the allotted time, Blueprint would be in a position to be next in line to receive the funds. He stated that as indicated in attachment 4, Blueprint proposes to design channel lining improvements to improve the conveyance in segment 3 reducing the tail waters by six inches and reducing the flooding on South Monroe Street. Mr. Davis stated Blueprint was working with the City and the CRA on a grant application for \$2 million, which would pay for about half of the total cost of construction of the Coal Chute Pond.

Mr. Davis stated that the Blueprint Technical Coordinating Committee (TCC) had discussed and recommended that all of the stormwater modeling be completed before proceeding with construction of any of the individual elements. Blueprint would prefer to move forward in some manner rather than continue doing studies. Blueprint's position was that the ponds could not have too much capacity. The ponds would be designed and built as large as possible within the other limiting factors (real estate available).

Commissioner Akinyemi asked if the project was being coordinated with the FAMU Way extension. Mr. Davis confirmed that it was. Commissioner Gillum asked what the residential impacts would be, particularly on the Coal Chute Park Pond. Mr. Davis stated that there were minimal residential impacts; however he didn't know the particulars at the time. He stated that Blueprint had purchased one parcel however there were several that remained. Mr. Gary Phillips, Project Manager, stated that there were seven remaining parcels and that all but one was vacant property.

RECOMMENDED ACTION:

Option 1: Approve Staff recommendation to proceed with the design of the following three improvements:

- Master Plan Segment 4 – Pond 5 (60% design)
- Master Plan Segment 3 – Ditch Conveyance Improvements from South Monroe to Bronough Overpass (100% design and permitting)
- Master Plan Segment 3 – Coal Chute Park Pond (100% design and permitting)

Commissioner Dailey moved staff recommendation. Commissioner Thael seconded the motion; it carried unanimously **11-0**.

13. Capital Circle Southeast: Woodville Highway to Crawfordville Road - Design/Build Project

Mr. Davis stated that Item 13 concerned the possible stimulus package funding. Blueprint had proceeded with the pre-qualification of the firms in anticipation of receiving federal stimulus money. Staff was seeking the Board's permission to move forward on the project subject to and exclusively restricted by receiving the stimulus money. He pointed out that the modification to the agenda item allowed Blueprint the option to construct either a 4-lane or 7-lane design depending upon financial ability.

Commissioner Thael asked if the 4-lanes were west bound and how long the segment would be. Mr. Davis confirmed that the 4-lanes were west bound and stated that it was 1.53 miles in length. Commissioner Thael asked what was in the PD&E study that indicated the need for 7-lanes. Mr. Davis stated that the PD& E confirmed that the northern most lane would be a continuous right turn lane in lieu of a frontage road. Commissioner Thael stated that he was not sure if a 7-lane road in that area was in keeping with the desire of the community; for more of a mix of mobility options. He stated that he liked frontage roads because they supported safer travel and easier access to businesses. Mr. Davis pointed out that the rest of Capital Circle was 6-lanes and that the additional lane was a right in/out lane only; essentially serving the same purpose as a frontage road.

Mr. Davis stated that that there was only one property where Blueprint did not have the right-of-way, the Burger King on the corner of Crawfordville and Capital Circle and property adjacent to it. He stated that most of the required property along the east end of the corridor was purchased for the project from Woodville to Tram. Commissioner Lightsey asked if the overall width of the typical section was the same as the rest of Capital Circle with a wider median for the interim solution. Mr. Davis stated that was correct. Commissioner Lightsey asked if the construction costs were less for a 4-lane versus a 7-lane. Mr. Davis stated yes and also that there was no funding for additional right-of-way for that segment. Therefore the option to purchase more right-of-way through the intersection on Crawfordville Highway was not being considered. Furthermore, one of the criteria for receiving the FDOT stimulus money was that right-of-way needed to be in hand and that the project could be started within 120 days. He further stated that the plan was to move forward with the 4-lane or 7-lane and to transition into the current Crawfordville intersection that has already been improved. He stated that the 4-lane solution would meet the FDOT level of service requirement through 2020.

Commissioner Rackleff asked for clarification on whether Blueprint would have to purchase the Burger King if the Board opted for the 4-lane solution. Mr. Davis stated that Blueprint would not have to purchase the Burger King under any of the interim scenarios. Commissioner Rackleff stated that he echoed Commissioner Thael's concerns on the 7-lanes because it would degrade the usefulness of transit because there would be no way for pedestrians to get across the road safely. He stated that in looking at the design he did not see any accommodations for bus stops along that section and that this segment was intended as a route to the airport. Furthermore studies showed that there was not much added benefit to going from a 4-lane to a 7-lane. He mentioned that if there was extra money available that he would vote that the money go to another needed project in the county.

Mayor Marks asked if the initial design was for a 7-lane for level of service. Mr. Davis reiterated that it was designed for 7-lanes in lieu of a frontage road to allow right in and right out to accommodate the businesses in the segment. Mayor Marks asked if under the current economic circumstances whether the 7-lanes continued to be justified.

Commissioner Katz asked if the money Mr. Davis mentioned would come from the state portion of the federal stimulus package. Mr. Davis confirmed that it would. Commissioner Katz reiterated what was previously said and directed Mr. Davis to come back to the Board for direction if FDOT awarded Blueprint enough money to construct 7-lanes.

Commissioner Mustian stated that Commissioner Katz made a good suggestion and that in the area near the airport he would vote for only four lanes. He further stated that because of the business in the area he understood the need for 7-lanes and that eventually it would be needed and it would be cheaper to do now.

Commissioner Sauls stated that she agreed with Commissioner Mustian; however she favored the staff recommendation.

Commissioner Akinyemi stated that he agreed with Commissioner Katz. Commissioner Akinyemi moved that staff move forward with the 4-lane option and that if FDOT awarded enough money to build the 7-lane option that staff bring the item back to the Board for

discussion. He further stated that he wanted to get away from simply expanding roads because of the environmental impacts. He asked if there was a formula or criteria for deciding what type of construction projects staff would recommend, i.e. design/build, bid/build.

Mr. Davis stated that FDOT had four criteria that needed to be met: (1) Have all of the right-of-way in hand; (2) Have no major issues with Federal Highway Administration or environmental issues; (3) Have all permits in place; (4) Award in 120 days or lose the money. He stated that a design/build project would meet all of these criteria. Commissioner Akinyemi stated that he understood that from this stand point a design/build was the best option, however because the design team worked for the contractor, it could compromise the design. Mr. Davis stated that each project was evaluated individually and the method of construction was based on the best option for the project.

Commissioner Lightsey stated in some areas of Capital Circle the laneage might be reduced to 4-lanes due to environmental concerns, however in that area where there was intense development pressure with the Southside DRI, development to the north and there were no environmental concerns, 7-lanes would be the best option.

Commissioner Rackleff reiterated his points regarding multi-modal transportation.

RECOMMENDATION: OPTION 1

- a. Authorize Blueprint 2000 to solicit a Design/Build contract to construct the interim 4-lane or 7-lane improvements on Capital Circle SE from Woodville Highway to Crawfordville Road. Included in this solicitation is a stipend not to exceed \$25k for unsuccessful firms.
- b. Authorize Intergovernmental Management Committee (IMC) to negotiate and award a Design/Build contract to construct the interim 4-lane or 7-lane improvements on Capital Circle SE from Woodville Highway to Crawfordville Road.
- c. Approve budget and budget appropriations equal to the amount provided by the Economic Stimulus Package and incorporate the project funding into the Blueprint Master Plan and the FY 2009 Capital Budget.
- d. Authorize the IMC to select the Construction Engineering and Inspection (CE&I) consultant for this project.

Commissioner Katz moved staff recommendation. Commissioner Mustian seconded the motion; it carried 11-0.

14. Capital Circle Northwest/Southwest: US 90 to Orange Avenue - Construction Project Limits

Mr. Davis stated that due to budget shortfalls the construction of that project would most likely stop north of the Blountstown Highway intersection. He stated that there was currently a separate funding request package in the hands of Congressman Allen Boyd requesting an additional \$24 million to move south of SR 20 to complete the entire project.

RECOMMENDED ACTION:

No action required. This item was presented as information only.

Commissioner Thaelle asked if stopping at that point meant that the stormwater facilities would not be built and thus save money. Mr. Davis stated that he was correct and that until the Capital Circle/SR 20 intersection improvements were made the stormwater facilities (at Delta and Broadmoor) would not be needed. He further stated that the two ponds have been identified as projects for stand alone stimulus projects if the money does become available.

15. Capital Circle Northwest/Southwest: US 90 to Orange Avenue - Right-of-Way Acquisitions and Resolutions

Mr. Davis stated that the Board had previously approved all but one of these right-of-way parcels for acquisition; however there was a recent court case which rewrites the statutes and that required a resolution for each parcel. Mr. Davis read the individual parcels into the record for the Board's approval.

RECOMMENDED ACTION:

Option 1: Approve the individual resolutions allowing the acquisition of fee parcels numbered 101, 105, 106, 109, 110, 111, 114, 115, 116, 117, 118, 119, 120, 125, 126, 128, 129, 130, 132, 134, 136, 137, 138, 139, 146, 161, 163, 166, 170, 239, 241, 242, 244, 251, temporary construction easements numbered 701, 703, 705, 706, 711, 712, 717, 718, 719, 720, 722, and Parcel 801, a permanent drainage easement. These parcels are all necessary for the construction of Capital Circle Northwest/Southwest (SR 263) from Orange Avenue to West Tennessee Street.

Commissioner Sauls moved staff's recommendation. Mayor Marks seconded the motion. The motion carried 11-0.

16. EECC Presentation Regarding Capital Circle Southwest

Kathy Archibald stated that in anticipation of the next item on the agenda and the fact that there were several new commissioners on the Board since the Blueprint program was approved by the voters, she wanted to give the Board a refresher on the concepts in this particular area. She stated that of all of the projects being proposed, this project and Capital Cascade required the most vision and cooperation among multi-governmental agencies. The group struggled for quite a few years for a viable southern strategy that would bring a mix of households and economic development to the southern part of the community. She stated that 25 years ago there was a push to widen all of Capital Circle; however there was a great concern about the Bradford Chain of Lakes and their connection to the aquifer. Ms. Archibald stated that because of those concerns the commissioners requested a PD & E study which resulted in the recommendation to take Capital Circle north of Orange Avenue because of a natural break in the basin that does not direct or allow stormwater to flow into the lakes. She stated that the EECC saw Blueprint 2000 as a way to jointly address transportation and environmental issues along with encouraging economic development in the area. She further stated that in most cities the main thoroughfare does not connect directly with the airport, they instead have an airport access road to split out airport traffic. She mentioned that another benefit for this was a break in concurrency by having

separate roadways and thereby encouraging economic development. Ms. Archibald also stated that re-routing Capital Circle near the National High Magnetic Lab would provide an opportunity to foster economic development in that area, along with the possible creation of backdoor mass transit that would connect FAMU, FSU and TCC.

RECOMMENDED ACTION:

No action requested.

17. Capital Circle Southwest PD&E Study – Recommended Corridor Segment Solutions

Mr. Davis stated that staff was requesting approval to move forward with the detailed and comparative analysis of the recommended segments. He noted that the consultant, Kimley-Horn was available for a presentation if the Board desired.

RECOMMENDED ACTION:

Option 1: Approve Staff recommendation for the corridor segment solutions:

- a. Segment 1: Widen Right
- b. Segment 2: Hybrid Solution
- c. Segment 3/3c: 3c – Center Alignment
- d. Segment 4: 4b1-North Alignment

Mayor Marks moved staff's recommendation. Commissioner Mustian seconded the motion. Commissioner Lightsey mentioned that previously there was a study done in the area called the Greiner Report which recommended up to 18-lanes in the area near the airport. The motion carried 11-0.

VII. CITIZENS TO BE HEARD

VIII. ITEMS FROM MEMBERS OF THE COMMITTEE

IX. ADJOURNMENT

There being no further business, Chairman Gillum adjourned the meeting at 4:03 pm.

APPROVED:

ATTEST:

Jane Sauls
Chairman of Blueprint 2000 IA

Shelonda Meeks
Secretary to Blueprint 2000 IA