

Blueprint 2000 TCC Meeting Minutes

Thursday, May 21, 2009
Ellis Building – Koger Center

Attendees: (TCC Members in Bold) (TCC Member Substitutes In Bold Italics)

Theresa Heiker	Phil Maher	Latesa Turner
Gabe Menendez	Dave Snyder	Marek Romanowski
Tony Park	Angela Richardson	Jamie Hart
John Buss	Jim Shepherd	Chris Snyder
Wayne Tedder	Gary Phillips	<i>Tom Ballentine</i>
Harry Reed	Margie Quillman	
Jim Davis	Ed Ringe	

Jim Davis called the meeting to order at pm.

I. Agenda Modifications

There were no Agenda Modifications

II. Information Items

Item #1: FAMU Way Extension – from west of Lake Bradford Road to east of South Monroe Street and Coordination with Capital Cascade Trail Segment 3

This item was informational only.

John Buss stated that option three would take advantage of both the boxed culvert and open visible stream in the occurrence of a tremendous rain event. The stream would offer ecologic benefit by providing habitat with the flood flow handled by the boxed culvert. The challenge, he thought, would be in the hydraulics of recovering the water from the boxed culvert. There was brief discussion of potential options by various members of the committee. Theresa Heiker stated that the reason the boxed culvert would be so deep was due to the discharge from South Monroe. The water from the north could be used for the baseline in the stream.

Item #2: Capital Circle Southwest PD&E Study Update

This item was informational only.

Item #3: Blueprint Project Schedule Update

This item was informational only.

III. Consent

Item #4: May 21, 2008 TCC Meeting Minutes

There were no comments regarding the May minutes.

IV. Presentations/Discussions

Item #5: Capital Circle Southeast: Woodville Highway to Crawfordville Road Design/Build Project (E3)

Jim Davis stated that Blueprint received \$4.7M in FDOT/Federal Stimulus funds and had analyzed all options for how much of E3 could be constructed for that amount. Mr. Davis stated that FDOT District 3 had identified four major projects to finance from Stimulus funds. However, those four exceeded the amount anticipated. The three other projects were ranked higher than the Blueprint project. Due to the excellent working relationship between Blueprint and District 3, they, FDOT, put Blueprint on the cut line; fully realizing that they would not be able to fully fund the project. The hope and plan was that as the three higher ranked projects came in with lower bids, with the assumption that the District would be able to retain the difference, the first priority for those savings would be to fully fund the Blueprint E3 project. In order to be shovel-ready within 120-days staff had developed an interim option with minimal throw-away.

Mr. Davis further stated that at a minimum Blueprint would like to construct three fully built out east-bound lanes. They would like it to include curb and gutter and ponds but there was an approximate \$2.3M shortfall for that. However, there was potential that additional funding could become available through CRTPA. Dave Snyder stated that with \$4.7M Blueprint could construct the two east-bound lanes and resurface/stripe the current west-bound lane with an approximate 50-foot median. With the additional \$2.3M it would afford a third east-bound lane with curb and gutter, ponds, etc.

Mr. Snyder further stated that City Growth Management had been consulted regarding drainage from the new road into temporary swales along the side of the road and they had no problems with it. Mr. Davis stated that they were not joint use ponds therefore City Permitting requirements were not applicable. Blueprint would use FDOT standard permitting procedures. That was another of the interim solutions. Permanent ponds would be built when additional money became available; unless fill was needed during construction of the roadway.

In summary, Mr. Davis stated that it had always been Blueprint's strategy; to design it to 60%, hope money became available to move forward as a Design-Build. That is what was happening with the Stimulus funds.

Wayne Tedder questioned if the ROW Preservation Ordinance would provide enough ROW for the intersection at Crawfordville. Mr. Davis was unable to answer that without research. However the 60% plans included that intersection and indicated required ROW. Mr. Tedder stated that if Blueprint could provide him with a copy of those plans he would compare it to the Comp Plan and tweak it as necessary.

Item #6: Capital Cascade Trail Segment 2 – Cost and Amenities

Gary Phillips stated that the agenda item was to give an over all update of the project cost and amenities. The base improvements to infrastructure were \$28M; to include the Cascade Fountain for which a donation had been received. The remaining items to be funded, the items that would attract visitors to the park, were the Meridian Plaza, Interactive Fountain area, Boca Chuba, and the Signature Bridges. The construction schedule was also included with phase 1 beginning in October 2009.

Mr. Davis stated that private fundraising was not as successful as Blueprint had hoped. However, Blueprint continued on.

Item #7: No-Cost Property Transfers Between Blueprint 2000, City of Tallahassee, and Leon County

Jim Davis stated that he had discussed with the City Manager and County Administrator parcels that the City and County owned that Blueprint needed for ROW. Both the Manager and Administrator were amenable to no-cost ROW transfers to Blueprint.

Tony Park noted in regards to Pond 5 in Capital Cascade Trail Segment 4, it was within City limits and therefore they would be responsible for maintenance of that pond site. Theresa Heiker noted that she had not been able to obtain a response from the City regarding access to the five-acre substation on the Broadmore site. She questioned if the transfer would include that as a clarification. Latesa Turner stated that she had no commitments regarding that site from the City. Ms. Heiker stated that the pond design would not support heavy equipment moving through the site. She further questioned if it would be a true five-acre addition once the power line easement was removed. She also questioned if it would include the discharge easement up to Cascade? Mrs. Turner confirmed that it would. Lastly, Ms. Heiker noted that the treatment section of Gum Road Pond would go to the County as well; not just the mitigation facility. The County understood that FDOT would maintain that as a road treatment facility. Mrs. Turner stated that was the initial premise however the stormwater flowing into Gum Road Pond would be co-mingled water.

Ms. Heiker questioned if Broadmore Pond would be constructed. Mrs. Turner stated no, not with Blueprint terminating the projects north of SR 20. Ms. Heiker stated she had heard that the School Board site transfer assumed full treatment capacity within the Broadmore Pond. Mrs. Turner stated that what Blueprint would have been treating in Broadmore for LCSB was from the existing or previous site plan. In meetings with LCSB however, they had discussed access as well as stormwater treatment for the new facility in addition to the potential of them constructing the Broadmore site for their stormwater management. Mr. Davis stated that the final decision would be up to the School Board and their responsibility to build it.

Tony Park questioned when the pond would be transferred and he assumed it would be upon completion. Ms. Heiker further questioned if the County would be responsible for maintaining it if it were solely serving the School Board. Mr. Davis agreed it was a good question. In Blueprint's negotiations with LCSB, stated Mr. Davis, if the pond was only

to handle their stormwater they would be fully responsible for it with total build out. At which point he would anticipate that maintenance would transfer to the County via an agreement with LCSB. Clearly it was not something Blueprint could request of the County.

Item #8: Revised Master Plan and Proposed FY 2010 – FY 2014 Capital Budget

Phil Maher stated that following meetings with the Finance Committee Blueprint was reducing the revenue estimates by 8 percent. This would have a \$32M impact on the Master Plan. Mr. Davis stated that due to previous cuts to environmentally sensitive projects in the earlier round of budget cuts, Blueprint tried to find a balance with the cuts to the roadway projects. Blueprint had to date spent more money on roadway projects due to timing, grants, complexity of plans, availability, etc than in other categories. By default however, that meant that major cuts were coming out of the remaining projects with was disproportionately environmental.

V. Citizens to be Heard

There were none.

VI. Items from Members of the Committee

VII. Adjournment

There being no further business, the meeting adjourned at 2:17 pm.