

Blueprint 2000 TCC Meeting Minutes

Thursday, February 5, 2009

Ellis Building – Koger Center

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

Theresa Hiker	Phil Maher	Latesa Turner
Gabe Menendez	Dave Snyder	Marek Romanowski
Tony Park	Angela Richardson	Jamie Hart
John Buss	Jim Shepherd	George Reynolds
Wayne Tedder	Gary Phillips	Chris Snyder
Harry Reed	Margie Quillman	
Jim Davis	Ed Ringe	

Jim Davis called the meeting to order at 1:03 pm.

I. Agenda Modifications

There were no Agenda Modifications

II. Information Items

Item #1: Wood Sink Tract Acquisition

This item was informational only.

Item #3: Cascade Park/Meridian Monument Plaza Design Modification Due to Property Constraints

This item was informational only.

III. Consent

Item #4: August 21, 2008 TCC Meeting Minutes

There were no comments regarding the August minutes.

IV. Presentations/Discussions

Item #2: Capital Circle Southwest PD&E – Recommended Corridor Segment Solutions

Latesa Turner stated that the recommended solutions would be consolidated to form existing alignment and re-alignment alternatives. Those two alternatives would be carried forward in the PD&E study, evaluated and the IA approved weighting and criteria applied also. They will then be compared to the no-build alternative. The results of the analyses would be presented to the public in May 2009 at the Preferred Alternatives Meeting.

Steve Godfrey of Kimley Horn gave a brief presentation of the PD&E study. A copy of which is in the Blueprint 2000 files. Mr. Godfrey stated that the process they were using was rather unique because there were so many options for Kimley Horn to study. Their goal with it was to eliminate the clutter and focus on what was best for the existing alignment, the re-alignment, and the no-build.

Tony Park questioned if the choice to shift the corridor to allow more space on the north side of the roadway, would tie the County/City to total re-builds in the future. Mr. Godfrey stated yes, however, the only place where that occurred was at the Terminal area of the Airport which was self-contained. They would have controlled access therefore there would not be a frontage road in that area.

Item #5: Capital Circle NW/SW: US 90 to Orange Avenue – Construction Project Limits

Latesa Turner stated that there was approximately \$40M allocated in the Master Plan for construction of the CCNW/SW project. Construction limits were due to reductions to the Master Plan and potentially to the available budget for the project. Staff was considering several options:

Option 1: Construct Project from South of US 90 to North of SR 20

Estimated Construction Cost: \$34.4 million

This option did not include anything south of SR 20, improvements at Delta Industrial Park, nor Broadmore Estate.

Option 2: Construct Project from South of US 90 to South of SR 20

Estimated Construction Cost: \$46.9 million

This option would include improvements at the intersection of SR 20 and Capital Circle, as well as the construction of the Delta and Broadmore Estate facilities.

Option 3: Construct Project from South of US 90 to South of Orange Avenue

Estimated Construction Cost: \$55.2 million

Blueprint was pursuing additional funding through the Federal Stimulus Package (TARP). Jim Davis stated that Blueprint submitted a stimulus package request for \$24M to complete CCNW/SW to Orange Avenue. Currently however, it did not meet the existing criteria to be under contract within 120 days. It could be under contract within the year; Blueprint was hopeful there would be a “phase 2” to the stimulus package.

Tony Park wanted to ensure Blueprint had coordinated with the School Board (LCSB). Mrs. Turner stated that changes had been discussed with LCSB; their main concern was access. Blueprint changed the median opening for their main entrance. Also, LCSB purchased property that fronted SR 20 which Blueprint assisted them in developing a strategy for addressing issues related to it. They also discussed stormwater management and the current funding situations. Mr. Park stated that LCSB had an RFP on the street for a Construction Manager At Risk to build the facility. If Blueprint proceeded with

option one it would significantly impact it. Jim Shepherd stated that in any of the scenarios the median opening at Moore Circle would continue to be their main access point.

Mrs. Turner confirmed that Blueprint would complete the plans, permits and ROW acquisition for the entire project. Mr. Davis reminded them that Blueprint operated under the strategy of “money follows production.” At that point in time, the preferred option by Blueprint staff was Option 2; to transition south of Blountstown Highway.

Item #6: Capital Cascade Trail – Segment 3 and 4 Design Update

Gary Phillips stated that until December 2008 Blueprint was looking strongly at purchasing the Meyers Industrial Park facility as a future pond site. However, a Level 2 Assessment performed and there was enough concern with contamination problems that Blueprint has removed it from the Preferred Alternative Concept. They were no longer pursuing that ROW acquisition.

The alternative for storage and treatment was the Van Buren Street option because it was comparable in size (approximately 5-acres). Blueprint would expand the area they previously intended to purchase, the light industrial area underneath the Bronough overpass. That site would become an off-line pond facility for Capital Cascade Trail. Doing so would change the Master Plan concept not simply an interim improvement.

Mr. Phillips further stated that while design of Segments 3 and 4 had been combined, per agreement by the CAC, TCC, and IA, due to the downturn in the economy Blueprint staff made the decision to design in phases. Ward Miller of Kimley Horn stated that in Phase 1 Kimley Horn gathered site and survey information and existing condition stormwater model verification. It was scheduled to be completed by the end of February 2009. There would be a seamless transition into Phase 2 in March 2009.

Mr. Phillips stated that staff had narrowed down interim improvements from six to three to move forward with in Phase 2. Staff would continue to work with Kimley Horn to determine what was cost feasible. There was a limited amount of funding available; it was possible that some of the design could be funded from what was currently allocated for construction.

Mr. Phillips identified several parcels Blueprint would like to acquire depending on available funding; as well as several interim improvements. The ditch lining and protection options would be considered in Phase 2 and the benefits to Segment 2; also the channel lining and an off-line SWMF at Coal Chute Park. Furthermore, the Railroad Square development team might also be interested in a public/private partnership, exchange of land for treatment of stormwater.

Dave Bright noted that in a meeting earlier in the day with Tom Lewis, Michael Parker, and Rick McCraw they stated they were considering applying for an Economic Development Administration Grant. The basics of which were for disaster mitigation that occurred during 2008. They were looking to the Coal Chute pond as something that could be used

in their grain application because it would create jobs during construction as well as helping Railroad Square.

Jim Davis stated that the southern most pond offered advantages such as providing the water quality functions, it would be integral to any design that would eventually be approved, and Blueprint had most of the ROW necessary putting them in the position of having the ability to move into construction mode should additional funding become available.

John Buss questioned how Blueprint would know what was needed if preliminary design had not been completed. It seemed to him that because there was money in the pipeline, Blueprint was installing ponds where it would not cost much because they had the land. Water quality was simply a calculation the other items mentioned sounded as if they were based on existing conditions. He also questioned how much money was available for the project. Gary Philips stated there was approximately \$4M remaining in Design for C3 and 4. Phil Maher stated that the first construction dollars that would become available would be in 2012, approximately \$3.5M with approximately \$100M out to 2020.

Mr. Buss questioned if in addition to the three ponds, would Blueprint complete the analyses to quantify flood protection, water quality, etc and a Master Plan to get the project on track again when the economy improves. Mr. Davis stated that Blueprint originally looked at that scenario; it was \$2.2M to design the hydraulics and three ponds. Frankly, that was more than Mr. Davis thought should be spent out of a \$4M budget. The IA and the TCC instructed Blueprint to search for the highest payoff for what could be done in the budget. They had always known a pond was necessary at that location. In trying to demonstrate the environmentally sensitive nature of Blueprint, even in light of the budget restraints, staff's thoughts were to design the pond, hold onto it, acquire more land with money from the County, and money (at some point in time) to construct the pond made the statement that Blueprint was continuing to move forward on the project. Mr. Davis acknowledged it was not the perfect solution however Blueprint did not feel there was much risk associated. They were simply trying to keep the project moving forward.

Mr. Buss concurred that the pond was necessary however felt it was a dead end for the corridor Master Plan and that was objectionable. Moreover, he felt that the whole Master Plan concept could be implemented with the available budget. Mr. Davis stated Blueprint never intended to "forget about" the pond and agreed about the cost. Ward Miller stated, regarding cost, that it was not only design or construction but also the permitting and regulatory modeling. Mr. Buss argued that all of those should be completed for the Master Plan not simply the three ponds.

Mr. Davis stated that what he understood Mr. Buss to say was to stop worrying about building a pond arbitrarily and spend the money to finish the Master Plan; then make a decision as to what to build. Mr. Buss stated it was a financial decision but thought the Master Plan could be completed within budget with money remaining. Mr. Bright questioned if Mr. Buss was recommending that Blueprint NOT enter the public/private

partnership mentioned earlier. Mr. Buss stated that he was not recommending that Blueprint NOT build the ponds but they should do the Master Plan to some extent.

Gray Phillips stated that Blueprint had no intention of deviating from the Master Plan just maybe not in the years Mr. Buss was anticipating. Staff pulled approved components of the three-year Master Plan effort. It seemed to him, he stated, that they were on different schedules or maybe had different priorities. He envisioned that in 2012 Blueprint staff would design 100% with the trail and amenities that are in the Master Plan. Mr. Buss stated that he felt it needed more definition and the money should be used to put that definition into place.

Theresa Hiker stated that she was interested in seeing the model information. Also, regarding bank stabilization, County Stormwater had experienced it north of the pond site. They were constantly battling sediment deposition at the Henrietta facility. Her concern was that if they were not doing the Master Plan, stabilizing the bank upstream, they were creating a sump for all of that sand to collect in the pond.

Mr. Davis summarized that the TCC as a whole felt that Blueprint focus on the Master Plan not on building the pond. Based upon findings of the Master Plan the decision could be made for the ponds. The TCC was in consensus.

Mr. Buss questioned where in the process they were regarding the FDEP permitting process for C2. Mark Llewellyn stated that the latest decision was to permit from the Tallahassee office rather than Pensacola. The alum injection system was interwoven with that discussion ... only time will tell, he stated. However he was optimistic about the outcome.

Item #7: Capital Circle Southeast – Woodville Highway to Crawfordville Road Design/Build Project

Jim Davis stated that in the “money follows production” philosophy Blueprint designed CCSE Woodville to Crawfordville (E3) to 60% as a seven lane segment. ROW for the segment was secured via the transition from E2 on the east termini as well as an easement from the US Forrest Service for the south side of the corridor. With the discussions of a Federal Stimulus Package Blueprint felt it was in a good position to gain funding for the E3 Design Build project (for an interim solution).

Blueprint requested \$15M from the Federal Stimulus Package for the 4-lane interim solution. A RFQ had been released with several disclaimers. It would need to be under contract within 120-days. The Scope of Services was under development and would be reviewed by the TCC. The design criteria package was, for all intensive purposes, the 60% plans on hand. City Public Works could potentially design the landscape for E3 with it being installed post roadway construction.

There was some concern regarding the risk of potential damage to a newly constructed roadway. However, similar to the Mahan Road project they would learn as they moved forward. Irrigation was an interesting subject, stated Mr. Davis. Typically the landscape

contractor, regardless of when the plant was installed, was responsible for them for one year; three years for trees. The option Blueprint was more inclined to use would be three-years on trees and make the landscape company responsible for the trees during the full establishment period; as compared to spending money to install an irrigation system that was, theoretically, only needed for a three year period.

Item #8: Capital Cascade Trail Segment 2 contamination Remediation

Gary Philips stated that in September 2008 the IA approved “spot remediation” work for Cascade Park. The Scope of Services was included in the agenda with review comments due by mid February 2009. Blueprint staff was negotiating a contract with URS for spot remediation. It had been reviewed by Koren Taylor of the City and US EPA.

Item #9: Sales Tax Update

Phil Maher stated that Blueprint Finance Committee felt that while the projected 1% growth rate was conservative for 2009, it most likely would not occur. They recommended a decrease in revenue for 2009 of 3% with a 1% growth for FY 2010, 1% growth in FY 2011, 2% growth in FY 2012 and between 3% and 3.5% there after. With these adjustments factored into the Master Plan there were be a shortfall of approximately \$20 million.

V. Citizens to be Heard

There were none.

VI. Items from Members of the Committee

Harry Reed stated that the CRTPA had hired a Mobility Coordinator.

The ponds on E3 would all utilize the Electro-resistivity tests prior to construction, stated Dave Snyder.

Dave Bright stated that Blueprint was working on a grant/recreational facility to construct a bridge over the CSX railroad on the east end of the Lafayette Heritage Trail.

VII. Adjournment

There being no further business, the meeting adjourned at 2:26 pm.