

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

Meeting Minutes

June 4, 2007

3:00 pm, City Commission Chambers

MEMBERS PRESENT

County

Commissioner Ed DePuy, Vice-Chairman
Commissioner Cliff Thaeff
Commissioner Jane Sauls
Commissioner Bill Proctor
Commissioner Bob Rackleff
Commissioner John Dailey

City

Commissioner Andrew Gillum
Commissioner Debbie Lightsey
Mayor John Marks
Commissioner Mark Mustian, Chair (late arrival)

CITY/COUNTY STAFF

Parwez Alam, Leon County Administrator
David Bright, Blueprint 2000
Joan Brown, Blueprint 2000
Greg Burke, CRTPA
Autumn Calder, Blueprint 2000
Michael Clow, COT Aviation
Jim Davis, Director, Blueprint 2000
Shelonda Gay, Blueprint 2000
Jim English, City Attorney
Carlana Hoffman, Quest*
Bob Inzer, Leon County
Don Lanham, Leon County
Vince Long, Leon County Administration
Tony Park, Leon County Public Works

Phil Maher, Blueprint 2000
Harry Reed, CRTPA
Dan Rigo, Leon County
Angela Richardson, Blueprint 2000
Marek Romanowski, The LPA Group*
Ron Safford, BOCC
Jonathan Sanford, City Attorney's Office
Debra Schiro, Blueprint 2000
Rita Stevens, COT
Wayne Tedder, Planning
Patrick Twyman, COT
Alan Williams, COT
Bill Woolery, City Public Works
Michael Wright, City Managers Office

OTHERS PRESENT

Raymond Ashe, Kimley Horn*
Delmas Barber, FAMU
Cherie Bryant, TLC PD
John Forney, Raymond James*
Bryant King, DRMP*
Steve Ghazvini, Sandco*
Steve Godfrey, Kimley Horn*
Will Guzman, FAMU
Randy Hanna
Paul Hiers, Jacobs Civil*

Kaye Kendrick, KKE*
Bill Little, Jacobs Civil*
Mark Llewellyn, The Genesis Group*
Randy Matheny, THC*
Doug Martin, OLH*
Maribel Nicholson-Choice*
Gary Phillips, The LPA Group*
Margie Quillman, The LPA Group*
Dave Synder, The Genesis Group*
Brad Sheffield, StarMetro

* Indicates Blueprint 2000 Consultant

Vice-Chairman Ed DePuy called the meeting to order at 3:10 p.m.

I. AGENDA MODIFICATIONS

Jim Davis introduced Debra Schiro as the new in-house Blueprint 2000 Attorney. Mr. Davis reminded the board that there would be a public hearing at 4:30, therefore the board would need to recess at that time. He further stated that the Board members were provided with agenda modifications prior to the meeting of agenda items **(a.)** Capital Circle Southeast: Woodville Highway to Tram Road Additional Right-of-Way Acquisition and **(b.)** Capital Circle Northwest/Southwest: Orange Ave. to W. Tennessee St. additional Right-of-Way Acquisition, and he suggested that they be addressed first under the presentations and discussions. Mr. Davis stated that there was additional information provided for items **(10.)** Capital Cascade Trail Property Lease Resolution and **(19.)** Approval of the Issuance of \$80,000,000 Sales Tax Revenue Bonds, Series 2007. He also further stated that there was a correction to the minutes to reflect that Commissioner Desloge is a county commissioner and not a city commissioner.

II. INFORMATION ITEMS

1. Capital Circle NW Completion and Ribbon Cutting

This item was presented as informational only.

2. Capital Circle NW/SW Access Classification

This item was presented as informational only.

3. Capital Circle SW PD&E Update

This item was presented as informational only.

4. Capital Cascade Trail Segment 2 Marketing Plan Update

This item was presented as informational only.

5. Headwaters of the St. Marks River: Wood Sink Parcel

This item was presented as informational only.

6. CAC Minutes (February 8, 2007 and March 15, 2007)

This item was presented as informational only.

Mr. Davis stated that there was a mis-quote in the Saturday, June 2, 2007 Tallahassee Democrat that Mr. Paul Hiers said that routes north of the lakes were not being considered. Staff was requesting a correction, and that a letter to the editor was being sent. He further stated that item #3, Capital Circle SW PD&E Update, provided a graphic of the project and that Mr. Hiers was referring to the segment that is the farthest east with numerous turns would not be a viable route.

He stated that all other routes north of the lakes are viable alternatives and will be investigated subject to the Board's approval.

Mr. Davis stated that he would like to notify the Board that for item #5, Headwaters of the St. Marks River: Wood Sink Parcel, the County Administrator and the City Manager wanted the Board to know that Blueprint was not obligated to purchase this property. He further stated that there was only a general understanding that the Board could possibly participate. He stated that it was a 202 acre parcel that was a number one priority for protecting the Headwaters of the St. Marks River with an active karst feature, and that staff would continue to pursue the purchase if the Board consented. Mr. Davis stated that the final purchase of the property would be brought back to the Board for approval at a subsequent meeting.

Commissioner Lightsey asked if this parcel connected to any of the existing greenway systems. Mr. Davis stated that the property does connect to the previously purchased parcels and that they would all connect through the greenways and trail network. He further stated that The Nature Conservancy has purchased 1,000 acres in this area and that Blueprint was negotiating to purchase 200 of those acres, including Wood Sink, and that The Nature Conservancy hoped to sell the remaining 800 acres to the State of Florida. He mentioned that the State had purchased or has plans to purchase 27,000 acres further south along the St. Marks River that would feature trails, conservation easements and passive recreation through out. He stated that with this purchase Blueprint would have protected approximately 1,200 acres of the Headwaters of the St. Marks River. Commissioner Lightsey requested that staff provide the Board with the approved greenways map so that the Board would have a view of the big picture of the progress.

Commissioner Thaell stated that during his briefing with staff he had discussed that he was aware that the state was attempting to acquire the entire 1,057 acres, and that he questioned the wisdom of purchasing the property with the impending property tax reforms that were underway. He further stated that Mr. Davis convinced him that it made sense to acquire the property because of previous agreements that were made with The Nature Conservancy and that for the long term benefit to that relationship and the need to partner on this and future purchases that may involve them. He stated that he would support the staff in pursuing the purchase.

III. CONSENT

7. IA Meeting Minutes: February 26, 2007

RECOMMENDED ACTION:

Approve minutes as amended with the correction previously noted.

9. Capital Cascade Trail Segment 2 Workshop

RECOMMENDED ACTION:

Option 1: Approve conducting a separate Capital Cascade Trail, Segment 2 Workshop with the IA in the fall, as scheduling permits.

10. Capital Cascade Trail Property Lease Resolution

RECOMMENDED ACTION:

Option 1: Execute the attached resolution which requests the lease of land owned by the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida.

11. Capital Cascade Trail Supplemental Services Approval

RECOMMENDED ACTION:

Option 1: Approve the supplemental services request for up to \$500,000 to fund design additions to the Capital Cascade Trail – Segment 2 project. Authorize the IMC to finalize and execute the Supplemental Services Request.

12. FY 2006 Performance Audit

RECOMMENDED ACTION:

Review and comment on the FY 2006 Performance Audit

13. Blueprint 2000 Real Estate Policy – Revision

RECOMMENDED ACTION:

Option 1: Approve staff's recommendation to change the threshold amount required to obtain a second appraisal for properties with initial estimates of value that exceed \$750,000 and permit this to be an option and not a mandatory requirement.

Commissioner Rackleff moved to approve the Consent Items. Commissioner Lightsey seconded the motion. The motion passed unanimously (9-0; Commissioner Mustian was not present).

IV. PRESENTATIONS/ACTIONS/DISCUSSIONS

a. Capital Circle Southeast (US 319): Woodville Highway (SR 363) to Tram Road Additional Right-of-Way Acquisition

Mr. Davis stated that the Board had previously approved the right-of-way acquisitions for this segment, however due to issues outlined in the agenda item it has become necessary to purchase additional right-of-way. The specific parcel is for the taking of the Shell gas station on the southwest corner of Woodville and Capital Circle SE. He further stated that the Board had previously approved the taking of approximately half of the parcel which included the gas pumps, however in the course of refining the design and working with City Growth Management that the anticipated location of the stormwater pond contained gopher tortoise burrows and high quality successional forest which prohibited putting the pond at this location. He stated that the

plans were revised and staff was requesting the taking of the entire gas station parcel for the construction of the stormwater pond at the intersection.

RECOMMENDED ACTION:

Option 1: Approve Resolution 2007-02, authorizing Blueprint to acquire additional property located at the southwest corner of Woodville Highway and Capital Circle Southeast, which is needed for the construction of a stormwater pond and is identified as Parcel 116 Part B.

Commissioner Lightsey moved staff recommendation. Commissioner Gillum seconded the motion. **The motion passed unanimously (9-0; Commissioner Mustian was not present).**

b. Capital Circle Northwest/Southwest: Orange Ave. to W. Tennessee St. (US 90/SR 10) Additional Right-of-Way Acquisition

Mr. Davis stated that there are two Temporary Construction Easements (TCE) required in this segment of the project, and that as the design was refined, it was determined that the elevations of the new roadway will be lower than the adjacent property. He stated that the construction easements will allow for the blending of the driveway with the roadway to allow a proper connection. He further stated that the property owner would be paid for the TCE, and that he/she would retain title to the property. He stated that the second parcel was previously approved for partial taking, and that it is connected to the Delta Industrial Park site already purchased. Mr. Davis stated that the stormwater design was refined, and that it was determined that the Delta pond would not be large enough, and that it was necessary to take this parcel as well, to expand the pond to improve the water quality before it goes into the Delta Industrial parcel.

Commissioner Lightsey stated that she did not oppose the acquisition of the parcels because they are being purchased for very worthwhile reasons. She further stated that she had attended the public meeting, and that visuals provided of the 230' right-of-way that extends to the culvert is very frightening. She further stated that the property south of Orange Avenue was under the Board's direction not to be used, and that the roadway would taper to the existing two-lanes at the culvert. She stated that the extra right-of-way is being acquired only by the direction of the IA from the US Forest Service at no cost as an easement. Commissioner Lightsey stated that because it is being acquired now it is leading to a great deal of anxiety, further convincing citizens that the ultimate corridor has been determined, and that the study will be biased based on this. She stated that this view leads to distrust of the process and of the Intergovernmental Agency.

Commissioner Proctor asked if a decision was made regarding the ultimate route of this segment. Mr. Davis stated that it had absolutely not. Commissioner Proctor asked what the compelling need was for the 230' of right-of-way. Mr. Davis stated that at the last IA meeting it was decided for simplicity it would be easier to get the 230' easement from the Forest Service all the way down the corridor at one time with the full understanding that we would only use the portion that was necessary. He further stated that before construction is started on the CCNW/SW project, that it would be brought back before the Board with the most current information on the

status of the alternative alignment. He stated that getting an easement from the Forestry Service is a very drawn-out process and staff would like to go through the process once even if the decision is to use another route. Mr. Davis stated that staff did not think that having the additional right-of-way would cause a problem, however the public perception is obviously a problem. He stated that by having the additional right-of-way, it would give the potential opportunity to put in more protections for the chain of the lakes during construction and post construction.

RECOMMENDED ACTION:

Option 1: Approve Resolution 2007-04, authorizing Blueprint to acquire additional property as highlighted on the Right-of-Way maps depicted in Exhibit "A" of Attachment

Commissioner Lightsey stated that she felt uncomfortable discussing the issue without Commissioner Mustian being present since he made the original motion. **Commissioner Lightsey moved to delay discussion until Commissioner Mustian could be present later in the meeting.** Commissioner Proctor seconded the motion. **The Board agreed to continue the item until later.**

Commissioner Proctor asked what the cost would be to acquire the additional parcel. Mr. Davis stated that he did not know because the appraisals had not come back yet. He stated that partial taking of property is disproportionately more expensive than taking the whole parcel. He stated that in item #13 (Blueprint 2000 Real Estate Policy – Revision) the Board has allowed the discretion of staff to be increased to \$750,000 prior to the need for a second appraisal. Mr. Proctor stated that eliminating those safeguards for the use of public money concerned him, and he wanted to know why this action was being taken.

Commissioner Gillum stated that he did not want to delay the item past the current meeting. He further stated that the safeguard was put in to bring the item back before the route was determined to insure that the Board's decision was carried out and to insure that the cost of the project does not escalate or become slowed down by the right-of-way issue. Commissioner DePuy stated that it was his intention to have the issue resolved during the current meeting.

Commissioner DePuy stated that he had the same concerns that Commissioner Proctor expressed, and that Mr. Davis stated that the action brought our policy into compliance with some of the functions that the Department of Transportation (DOT) has also put into place. Mr. Davis stated that the DOT has raised the threshold for second appraisals to those above \$1M; and that Blueprint staff has appraisals for every parcel as well as a review of the appraisal which means that 2 sets of appraisals are done. He further stated that the Agency's professional Right-of-Way Manager, Randall Matheny, and Attorney, Debra Schiro, also review appraisals. He stated that in order to make this revision consistent with the policy, the Board delegated to the Executive Director the authority to purchase properties up to \$750,000 for the right-of-way or 20% above the appraised value. Mr. Davis stated that if there was a parcel that does not have the complete consensus of the Right-of-Way Manger, the Blueprint Attorney and the appraiser then he will require a second appraisal before moving forward. Commissioner Proctor stated that his was concern was satisfied.

Mr. Davis stated that he would like clarification on whether agenda item “b” was being continued for the right-of-way acquisition or whether it was to discuss the concerns expressed by Commissioner Lightsey. **Commissioner Lightsey** stated that she supported the right-of-way acquisitions recommended by staff and she **moved staff’s recommendation** since the issues that she would like to discuss are not on the agenda. Commissioner Gillum seconded staff recommendation. **The motion passed unanimously (9-0; Commissioner Mustian was not present).**

14. CAC Chairman’s Report

The Citizen’s Advisory Committee Chairman was not present to provide a report.

15. Election of Vice Chairman

Mr. Davis stated that a Vice-Chair is elected every year effective June of each year and that the current Vice-Chair would become the Chair. He stated that currently Commissioner DePuy is the Vice-Chair; therefore he will become the Chairman at the next meeting.

RECOMMENDED ACTION:

That the Agency conducts an election for a Vice Chairperson in accordance with the approved By-Laws.

Commissioner Rackleff stated that he would be voting against whoever is nominated because it would elevate the current Commissioner DePuy to the Chairman. He further stated that given the current controversy, that the position requires someone who is trustworthy to fill the position and had higher standards of ethical behavior. Commissioner DePuy stated that we live in America which allows people to express these types of comments, and he called for nominations for the Chairman and/or the Vice-Chairman.

Commissioner Proctor nominated Commissioner Gillum to be the Vice-Chairman. Commissioner Sauls seconded the motion. Commissioner Proctor clarified that he supported Commissioner DePuy as the Chairman for the upcoming year and that he would like to detach himself from the comments made by Commissioner Rackleff. **The motion passed (7-2 with Commissioner Rackleff and Commissioner Thael casting the dissenting votes. Commissioner Mustian was not present).**

16. Capital Circle SE Design Update (Woodville Highway to Crawfordville Road)

Mr. Davis stated that this item presented a possible interim improvement to this segment of Capital Circle SE, and that the proposed design was an alternative that would be viable until 2030. He further stated that neither the right-of-way phase nor construction phase was funded for either alternative design. However, the interim four-lane improvement was estimated at a cost of \$12M versus the seven-lane ultimate improvement at \$28.3M. He referred the Board to a

graphic of the alternatives, and stated that the traffic studies showed that the four-lane alternative would be a good interim fix for the next 15 years. He further stated that Blueprint, with the backing of the CRTPA, would apply for approximately \$6M in Transportation Regional Incentive Program funds from the FDOT, and that we would somehow be able to get an additional budget of \$6M for the match. Mr. Davis stated that the FDOT was very supportive of the interim fix and that it does not change the recently improved intersection at Crawfordville Highway. He further stated that there would be no additional right-of-way acquisition required because of the right of way being purchase for the Tram to Woodville segment and the easement from the National Forest Service.

Commissioner Lightsey stated that she applauded staff for the use of the depressed median because this would lessen the amount of water going into the stormwater facilities. Commissioner Thael asked if Mr. Davis agreed to this type of median for all Blueprint roads or if it was only for some parts of Capital Circle. He further stated that he noticed that it was not inverted on Capital Circle SE near Southwood. Mr. Davis stated that this type of median would not be feasible in all cases because the topography needed to be fairly flat in order to capture the water this way.

Commissioner Gillum asked how much larger the medians would be after the four-lanes were built. Mr. Davis stated that the median would be 72' with the four lane project, and 36' after the seven lanes are constructed, and that this is consistent throughout Capital Circle.

Commissioner Proctor stated that he was flabbergasted by this proposed alternative, and that he did not understand why the Board would chose to skimp on the design for this area of town. He stated that the Board had been told that all of Capital Circle would be a grandiose roadway, and it is the roadway to the international airport, and that it would bottleneck in this area. He further stated that this is an emergency evacuation route, and that this is the wrong location for a retrenchment, and that it is a dumb idea. He stated that in 15 years the commissioner that would be dealing with the impact of the decision will also look at this as a dumb decision. He stated that the citizens were promised that all areas of town would be treated fair and he pointed out that Mr. Davis stated that there was no cost for right-of-way. Commissioner Proctor stated that St. Joe was supposed to put money up for the development that it had made, and that those promises are not coming true, and he does not accept this alternative. He further stated that the state offices in the area would double the roadway traffic, and that he did not understand the justification for narrowing the roadway going to these jobs. He further reiterated his previous points, and stated that this alternative would be short changing what was promised to voters.

RECOMMENDED ACTION:

For IA information and discussion; no action required.

Commissioner DePuy stated that the recommended action on this item was just for information, and that no action was required.

Commissioner Proctor stated that silence on this recommendation would be acquiescence to direction that staff has recommended. He further asked what the status was of the St. Joe monies from their development. **Commissioner Proctor moved that before the Board moved to**

downsize from the 6-lane roadway to the 4-lane roadway to find out the status of outstanding money from St. Joe and the State of Florida for the development in the area.

Commissioner Sauls asked if there was any urgency in moving to make a decision on this issue. Commissioner Lightsey asked if there was anyone present from the City or the County with the information on the St. Joe funding. *Commissioner Dailey seconded the motion for discussion.*

Wayne Tedder, Planning Department, stated that the Southside Development of Regional Impact (DRI) and Capital Circle Office Center (CCOC) DRI will be required to sign development agreements that will have mitigation measures in them, and they will have to provide mitigation money for all of their transportation impacts that they have had. They have not yet completed the Development Order or had to provide the funds, however the funds will be coming in the near future.

Commissioner DePuy stated that he too would like to know what the status is of the money from St. Joe, the State and anyone else who is impacting the roadway.

Commissioner Gillum stated that he would like to see what the Level of Service would be if the roadway was designed to the 7-lane option. He pointed out that the roadway tapered off in both directions going to the airport because this segment will become an airport access road and that the traffic will specifically be going to the airport and therefore would not need to be 7-lanes. Commissioner Gillum stated that it makes sense that the laneage would be driven by the roadway capacity and the vision for future development.

Commissioner DePuy asked if the right-of-way was being purchased for future expansion. Mr. Davis stated yes.

Commissioner Rackleff stated that staff had done a fine job in the design of the roadway as a 4-lane roadway, and that this area may not be heavily developed and he did not know why the Board needed more information from St. Joe because the Board was under no obligation to build a 6-lane road.

Commissioner Lightsey stated that all of the models that they had seen were up to the year 2030, and that if the models show that a 4-lane roadway would be viable until 2030 that it made no sense to build beyond those models especially since the entire Capital Circle is not funded for construction. She asked that staff provide a model to 2030 and the projected TRIP numbers and that according to the models that she has seen almost all of the roadways need to go to 6-lanes, and this may be the rare exception.

Mr. Davis stated that the Blueprint 2000 Master Plan shows that there is no money to fund the construction of Capital Circle from Woodville to Crawfordville at all, and that the program is at least \$200M short of completing Capital Circle at this time. He stated that \$28M is the full build-out cost, and that staff was proposing this as an interim solution that would cost \$12M. He further stated that he hoped that CCOC and St. Joe would provide \$6M and that Blueprint would get \$6M for TRIP money to construct this interim solution. But that barring this there was no money to do anything in this segment.

Commissioner Gillum stated that the Board should be voting to do something rather than nothing and that the Capital Regional Transportation Planning Agency (CRTPA) should be working to get this segment prioritized higher since it is a hurricane route.

Commissioner Proctor thanked the Board for supporting his request for getting more information. He further stated that in other parts of town Capital Circle is not 4-lanes, and that it is unacceptable that on the south side funding is not available and that the Board does something else instead of what was voted on by all of the voters. He stated that if it takes more time to get the funding to do the roadway as a 6-lane that the Board should wait.

Commissioner Thaelle stated that the motion has failed to recognize that if the Board funds this segment then St. Joe gets a free ride. He stated that the staff's recommendation is to move forward with something with the hopes that if the road capacity increases that St. Joe would build the additional lanes as mitigation for the increased capacity. Mr. Davis stated reiterated his previous statement and said that Commissioner Thaelle's statement was a possibility and that Blueprint was always successful with leveraging because staff was ready to act. He stated that the design is at 60% and that if Blueprint was able to come up with the \$6M and FDOT approved the \$6M then Blueprint could put the construction under contract within 6 months.

Commissioner Thaelle made a substitute motion to accept staff's recommendation to move forward with the 4-lane option. Commissioner Rackleff seconded the motion.

Commissioner Gillum stated that in order to get the project moved forward the CRTPA would also have to move forward diligently to move the project up in priority. He further stated that he did not accept any of the motions. Mayor Marks pointed out that the staff recommendation was to take no action, and that the agenda item is for information and discussion.

Commissioner Proctor stated that he would not support the substitute motion because it suggested 4-lanes and that the other players are not factored in. He asked that Commissioner Thaelle withdraw his motion until all information is provided.

Commissioner Thaelle withdrew his motion.

Commissioner Lightsey stated that if the Board does not give staff direction they will move forward in the direction of the 4-lane option and that staff can not move forward on anything until the September 2007 meeting. She asked Mr. Davis what his conversations with FDOT were on this segment. Mr. Davis stated that the purpose of the agenda item was to make the Board aware of this option, and that when they met as the CRTPA they would prioritize this segment higher in order to get TRIP funds from FDOT. He stated that he would be glad to get the additional information on St. Joe and CCOC funding as requested and provide it to the Board.

Mayor Marks stated that he supported Commissioner Proctor's motion.

The motion passed unanimously (9-0; Commissioner Mustian was not present).

17. Capital Circle SW PD&E Study: Guidance for Evaluation Criteria

Mr. Davis stated that this item was related to item #3 and that the public had provided comments and developed alternate routes for the study. He stated that staff was requesting that the Board provide guidance on the evaluation criteria as provided.

RECOMMENDED ACTION:

Option 1: Approve the list of thirteen evaluation criteria presented above.

Mayor Marks moved staff recommendation. Commissioner Lightsey seconded the motion. **The motion passed unanimously (9-0; Commissioner Mustian was not present).**

Commissioner Gillum asked that staff bring back recommendations on the weighting. He further recommended a subcommittee of the members of the IA to provide feedback.

18. Regional Stormwater Pond: Park Concept (CCNW)

Mr. Davis stated that this pond had been erroneously referred to as the Gibby Pond because the property was purchased from the Gibbys, and that it will now be referred to as Regional Stormwater Pond #1. He stated that David Bright was successful in getting a \$565,000 grant for the reimbursement of the cost of the wetland plantings in this pond. He stated that the savings could be used to construct the park amenities around the pond which would include benches, fitness stations, landscaping and other amenities. Mr. Davis stated that this would be a Lake Ella type park. He stated that it would be most expeditious to include the construction of the amenities into the existing contract with M. Inc. if the Board agreed. He stated that Moore Bass was doing the design of the amenities.

RECOMMENDED ACTION:

Presented as information only.

Commissioner Sauls stated that she would like to thank staff for taking on this project, and that it would be like a Lake Ella for the west side of town. She stated that she drove by the facility daily and sees that it is already being used.

Commissioner Gillum asked how much would be spent on the amenities. Mr. Davis answered that the anticipated amount would be about \$540,000. Commissioner Gillum stated that as a City Commissioner he would favor the project going out for bid because of the large amount of money.

Commissioner Rackleff asked how much delay it would cause if the project were put out for bid. Mr. Davis stated that if the Board delegated the authority to advertise and award the contract to the Intergovernmental Management Committee so that it does not have to come back before the Board in September then it will take 90 to 120 days. Commissioner Gillum asked how long it would take if the existing contract were amended. Mr. Davis responded that it would save 30 to 60 days.

Commissioner Lightsey stated that she would be comfortable either way because adding it to the current contract would give greater efficiency because the contractor could have already conformed the ground in preparation, however the delay causes additional disturbance because the grounds would not be sodded. She further stated that she worried about the water quality impacts with a delay. Mr. Davis stated that the wetland vegetation had already been installed and that the contract would be for the unfunded amenities. Commissioner Lightsey asked if the amenities were in the original design. Mr. Davis stated that they were not but that Moore Bass had done the design concept. Commissioner Lightsey stated that she would like to see a nice park in the area; however she would like to see a breakdown of the cost of the amenities. Mr. Davis stated that the cost of the amenities will be negotiated. Mr. Bill Little, Jacobs Engineering, stated that there had not been a bid however there had been an estimate of probable cost of approximately \$400,000 depending on the landscaping that was chosen and the boardwalk.

Commissioner Sauls stated that the attachment showed the name of the pond as the Gibby Pond and she requested that staff rename the pond.

V. PUBLIC HEARINGS – 4:30 pm

Mr. Davis stated that in order to move the Fred George Basin and Mahan Drive projects from Tier 2 to Tier 1, there had to be a supermajority vote, however there were not enough members of the City currently present. Discussion and voting was postponed until Commissioner Mustian could be present.

There were no speaker cards submitted for the two public hearings.

22. Fred George Basin Acquisition Funding and Moving Project from Tier 2 to Tier 1

RECOMMENDED ACTION:

Option 1: Following the Public Hearing, conduct the supermajority vote in order to move the Fred George Basin Acquisition project from Tier 2 to Tier 1 of the Blueprint Program. An affirmative supermajority vote by each Commission would move the project from Tier 2 to Tier 1, and direct staff to move \$2,770,000 from the Lake Jackson Basin budget item to the Fred George Basin project. The Blueprint funds are to be used for the acquisition of the subject properties.

23. Mahan Drive Update-FDOT Funding and Moving Project from Tier 2 to Tier 1

RECOMMENDED ACTION:

Option 1: Following the Public Hearing, conduct the supermajority vote in order to move the Mahan Drive project from Tier 2 to Tier 1 of the Blueprint Program. An affirmative supermajority vote by each Commission would move the project from Tier 2 to Tier 1, and officially commit and appropriate the \$10,000,000 reserved for Mahan Drive to the project only to be used if FDOT provides the balance needed for construction.

19. Approval of the Issuance of \$80,000,000 Sales Tax Revenue Bonds, Series 2007

Mr. Davis stated that the Board previously authorized staff to prepare the documents for the Bond Sale. He stated that a forecast of the program of whether to hold reserves or purchase a surety bond showed that Blueprint would save a lot of money by holding its own reserve. He further stated that it would be a negotiated sale, and as previously approved by the Board, Raymond James & Associates would be the lead agency and Loop Capital and Banc of America as underwriters.

RECOMMENDED ACTION:

Adopt the Supplemental Resolution authorizing the issuance and sale of \$80,000,000 Sales Tax Revenue Bonds Series 2007.

Commissioner Proctor moved staff recommendation. Commissioner Lightsey seconded the motion. Commissioner Gillum asked if there were ranking sheets on the vendors selected for the bond sale. Mr. Davis stated that the vendors were selected and approved by the Board at the time of the first bond sale a number of years prior. Commissioner Lightsey asked if the item would be brought back before the Board following the meetings with the rating agencies. Mr. Davis stated that it would not be based on the past approval of the Board. **The motion passed unanimously (9-0; Commissioner Mustian was not present).**

20. Proposed FY 2008 Blueprint Operating Budget

Mr. Davis stated that according to the Agency policy, staff was presenting a draft proposed operating budget for review in June, and then it would be brought back before the Board for final approval in September. He further stated that it reflected approximately a ½% increase from the previous year's budget. He pointed out that the pay raises of 5% had not been indorsed by the Intergovernmental Management Committee because the budgets for the City and the County had not been developed. He also pointed out that the bonus amount had increased from 1.25% to 2%.

RECOMMENDED ACTION:

Review and comment on the FY 2008 Operating Budget.

Commissioner Proctor stated that money could not express the Board's appreciation for the outstanding work of the Blueprint staff.

Commissioner Proctor moved staff recommendation. Commissioner Gillum seconded the motion. Commissioner Lightsey stated that she assumed that the raise money would be allocated, however that it would be consistent with that of the City and County employees. **The motion passed unanimously (9-0; Commissioner Mustian was not present).**

21. Revised Master Plan and Proposed FY 2008-FY 2012 Blueprint Capital Budget

Mr. Davis stated that likewise this was the proposed Capital Budget. He stated that the Capital Budget was based on the Board's directives and priorities in the Master Plan.

Commissioner Lightsey asked for clarification on the bulleted change of making Capital Cascades a major roadway project. Mr. Davis stated that the changes had to do with Franklin Boulevard, and the definition of minor construction versus major construction, and that major construction requires water treatment. Mr. Bill Little stated that in a normal redevelopment the City Growth Management rules allow for credit for impervious surface that is already on the site when sizing stormwater ponds and developing facilities, however the City's growth management rules specifically exclude major roadway projects from that credit. He further stated that although the roadway was already in place for decades, when the roadway is reconstructed the stormwater facilities must be sized as though there was never a roadway there. He stated that Franklin Boulevard will be considered a major roadway project, as well as much of the roadwork on the perimeter of segment 2 which will be considered a major roadway project. He further stated that the ponds in segment 2 will be needed to address these requirements.

Commissioner Lightsey asked if there was room for the water capacity in the segment 2 design. Mr. Little stated that there was room for the capacity and that the only question was how much excess capacity and treatment would be available. He further stated that this would be an environmental benefit to the community since the water is not currently being treated at all. Commissioner Lightsey stated that Blair Stone Road could be used as a model, and that the commitment on Blair Stone was that it would be a benefit, and that it would go beyond the needs of the road. Mr. Davis stated that staff did not want to treat the segments of Capital Cascades individually and that when segment 1 is completed that segments 2, 4 and 3 will have been completed, and that there would be a huge net benefit.

RECOMMENDED ACTION

No action required, for information, review and comment.

ACTION BY CAC

Public Hearing was held at the CAC meeting on May 17, 2007, and there were no speakers. The FY 2008-2012 Capital Budget was approved by the CAC.

Commissioner Proctor moved staff recommendation. Commissioner Thael seconded the motion. **The motion passed unanimously (9-0; Commissioner Mustian was not present).**

There were no speakers for the discussions on the following item.

Commissioner Thael moved to allow Commissioner Mustian to participate in the meeting via telephone. The motion was seconded. **The motion passed unanimously (9-0; Commissioner Mustian was not present).**

Commissioner Mustian was in attendance from this point forward and the public hearing began.

V. PUBLIC HEARINGS

22. Fred George Basin Acquisition Funding and Moving Project from Tier 2 to Tier 1

Mr. Davis stated that the Board was holding a public hearing to related to moving the acquisition of properties in the Fred George Basin from a Tier 2 project to a Tier 1 project, and that in order to do this there must be a supermajority vote of the both the City and County Commissions.

RECOMMENDED ACTION:

Option 1: Following the Public Hearing, conduct the supermajority vote in order to move the Fred George Basin Acquisition project from Tier 2 to Tier 1 of the Blueprint Program. An affirmative supermajority vote by each Commission would move the project from Tier 2 to Tier 1, and direct staff to move \$2,770,000 from the Lake Jackson Basin budget item to the Fred George Basin project. The Blueprint funds are to be used for the acquisition of the subject properties.

There were no speakers for the Public Hearing on the Fred George Basin item.

The Intergovernmental Agency meeting recessed and the County Commission meeting convened to vote on this item.

Commissioner Sauls moved staff recommendation. Commissioner Dailey seconded the motion. **The motion passed unanimously (6-0)**

The County Commission meeting recessed and the City Commission meeting convened to vote on this item.

Commissioner Lightsey moved staff recommendation. Commissioner Gillum seconded the motion. **The motion passed unanimously (4-0)**

23. Mahan Drive Update-FDOT Funding and Moving Project from Tier 2 to Tier 1

Mr. Davis stated that the same process was needed to take place for the Mahan Drive Funding. He stated that if FDOT had the opportunity to obtain \$30M for the construction of Mahan then the \$10M will be available for commitment. He further stated that this commitment was subject to and only if FDOT provided the remaining funding.

RECOMMENDED ACTION:

Option 1: Following the Public Hearing, conduct the supermajority vote in order to move the Mahan Drive project from Tier 2 to Tier 1 of the Blueprint Program. An affirmative supermajority vote by each Commission would move the project from Tier 2 to Tier 1, and officially commit and appropriate the \$10,000,000 reserved for Mahan Drive to the project only to be used if FDOT provides the balance needed for construction.

There were no speakers for the Public Hearing on the Mahan Drive item.

The County Commission meeting convened to vote on this item.

Commissioner Rackleff moved staff recommendation. Commissioner Proctor seconded the motion. **The motion passed unanimously (6-0)**

The County Commission meeting recessed and the City Commission meeting convened to vote on this item.

Commissioner Lightsey moved staff recommendation. Mayor Marks seconded the motion. Commissioner **The motion passed unanimously (4-0)**

The City Commission meeting recessed and the Intergovernmental Agency meeting reconvened.

V. CITIZENS TO BE HEARD

There were no requests by citizens to speak to members of the Board.

VI. ITEMS FROM MEMBERS OF THE COMMITTEE

Commissioner Lightsey stated that she would like to discuss the public perception of the wide right-of-way being acquired on the Capital Circle SW south of the Orange Avenue intersection that she felt was not essential. She stated that the perception of this is that it biases the ultimate decision on the roadway alignment. Commissioner Mustian asked for clarification on the segment that was being discussed. Mr. Davis clarified it was related to the National Forest property from Orange Avenue south to the culvert under Capital Circle. Commissioner Lightsey questioned the elevation changes that would take place going toward the existing culvert. She expressed extreme concern for the perception of acquiring such a wide right-of-way before it was needed.

Commissioner Mustian stated that the proposed roadway design was to take the roadway from 6-lanes to 4-lanes then to 2-lanes had not changed. He stated that the right-of-way would not be used and he didn't feel that the Board needed to change anything except to change the public perception. Mr. Davis stated that staff understood the Board's direction was to acquire the full 230' of right-of-way so that they would not have to go back to the US Forest Service later. Commissioner Mustian stated that he did not feel strongly about requesting the smaller amount or the larger amount either way.

Commissioner Gillum stated that the Board was cautioned on the side of flexibility because the route was not indicated and that more safety features could be put in place environmentally. He further stated that this was the reason for the staff being directed to bring the item back to the Board before any construction was undertaken on the CCNW/SW project.

Mayor Marks stated that his concern was that this easement could be acquired at anytime at no cost. He stated that he had no problem waiting on the full acquisition so as to not send the wrong signal about what route will ultimately be taken.

Mr. Davis stated that he needed clarification on the Board's guidance. He asked if the Board's direction was to not acquire the 230 feet right-of-way and to only acquire what was needed for the tapered option. Mayor Marks asked Commissioner Lightsey if her concern was the public perception only. Commissioner Lightsey confirmed that it was, but also that it could skew the analysis of the current PD&E study because the right-of-way will already be in the Board's control. She stated that right-of-way north of this area has an obvious environmental benefit, however in this area it is not needed at this point and the maps of the area show the 230 feet, encroaching into the water on both sides of the road. She further stated that she had never seen the government acquire property and not use it. Commissioner Lightsey stated that her preference was that the Board only take what was needed.

Commissioner Gillum stated that staff makes a recommendation for a small right-of-way. Mr. Davis stated that there was potential for advantages for taking the 230', and he also understood the public perception. He stated that having the 230 feet would give more flexibility to put in potential improvements, such as stormwater facilities, silt fences, etc. Commissioner Gillum stated that he was compelled to make the project cleaner and safer. He stated that the decision on how much right-of-way would be needed would be based on the study and the impacts and that the Board had put in the appropriate stop gaps. He further stated that the benefits outweigh the concerns of the perception.

Mayor Marks stated that he agreed with Commissioner Gillum, however the public misperception can be overcome. He asked Mr. Davis to provide a report of what the potential remaining uses for the property would be. Commissioner Gillum stated that the Board needed to stop piece-mealing the decision and allow the experts who have been hired to complete the study and bring the Board a recommendation. Commissioner Lightsey pointed out that all of the area was in a one-hundred year floodplain and the stormwater facility would not be a viable option because of the environmental disturbance that would be caused.

VII. ADJOURNMENT

There being no further business, Chairman DePuy adjourned the meeting at 5:17 pm.

APPROVED:

ATTEST:

Ed DePuy
Chairman of Blueprint 2000 IA

Shelonda Gay
Secretary to Blueprint 2000 IA