CITIZEN’S ADVISORY COMMITTEE MEETING

February 11, 2016
Blueprint Office
315 South Calhoun Street, Suite 450
4:30 – 6:30 PM

Chair: Neil Fleckenstein

Agenda

I. AGENDA MODIFICATIONS

II. INFORMATION ITEMS
   1. Second Amended and Restated Interlocal Agreement and Blueprint Staff Changes
      Ben Pingree
   2. Project Updates
      Charles Hargraves

III. CONSENT
   3. CAC Meeting Minutes (December 10, 2015)
      Neil Fleckenstein

IV. BLUEPRINT 2000 PRESENTATIONS/DISCUSSION
   4. Capital Cascades Trail – Segment 3D – Approval of Concept Plan from Coal Chute Pond to Lake Bradford Road
      Charles Hargraves
   5. Selection of Blueprint Bond Counsel, Bond Disclosure Counsel and Financial Advisor
      Debra Schiro

V. 2020 SALES TAX EXTENSION
   6. Infrastructure Project Update
      Charles Hargraves
   7. Orange Avenue, Lake Bradford, Springhill Road Corridor Study
      Autumn Calder

VI. ITEMS FROM MEMBERS OF THE COMMITTEE

VII. ADJOURN

NEXT CAC MEETING: April 7, 2015, at 4:30 PM, 315 South Calhoun Street, Suite 450

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to attend this meeting, should contact Susan Emmanuel, Public Involvement Manager, 315 South Calhoun Street, Suite 450, Tallahassee, Florida, 32301, at least 48 hours prior to the meeting. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.
STATEMENT OF ISSUE:
This agenda item provides the CAC the recently adopted Second Amended and Restated Interlocal Agreement between Leon County, Florida and City of Tallahassee, Florida and an update on new staff and responsibilities.

SUPPLEMENTAL INFORMATION:
Background
In November 1989, Leon County voters approved a local option one-cent sales tax, also known as the penny sales tax. For a period of fifteen years, Leon County and the City of Tallahassee split the proceeds of the penny sales tax to provide funding for infrastructure projects.

In October 2000, the County and the City entered into an interlocal agreement to establish the Blueprint 2000 Agency (Blueprint). This agreement outlined the agency structure, the oversight and advisory mechanisms, the financial terms, and identified the primary and secondary projects included in the scope of Blueprint. Blueprint was governed by the Intergovernmental Agency made up of the full County and City Commissions. Blueprint projects were to be funded through penny sales tax revenues, pending approval of the penny sales tax extension referendum on the November 2000 ballot. The following month in November 2000, Leon County voters approved an extension of the penny sales tax through December 31, 2019.

On February 1, 2003, Leon County and the City of Tallahassee entered into the Amended and Restated Interlocal Agreement. This amendment expounded upon the governance, duration, powers, and administration of Blueprint. In addition, the amended agreement provided Blueprint with the ability to issue bonds, other debt obligations, and increased financial control. This is the interlocal agreement by which Blueprint is currently governed.

On May 14, 2014, Leon County entered into the Blueprint 2020 Infrastructure Surtax Interlocal Agreement with the City, pending approval of the penny sales tax extension referendum on the November 2014 ballot. Similar to the 2000 Interlocal Agreement, the Blueprint 2020 Infrastructure Surtax Interlocal Agreement notes projects to be funded through an extension of the penny sales tax and overseen by the Intergovernmental Agency (comprised of the full
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County and City Commissions), pending approval of the penny sales tax extension referendum on the November 2014 ballot.

On November 4, 2014, Leon County voters approved a referendum by 65% to extend the penny sales tax commencing January 1, 2020 and continuing through December 31, 2039.

On December 8th, 2016, the Leon County Board of County Commissioners approved the Second Amended and Restated Interlocal Agreement, and the following day the City of Tallahassee City Commission approved the Agreement.

Analysis
The Second Amended and Restated Interlocal Agreement amends the 2003 Amended and Restated Interlocal Agreement to add the projects approved as part of the 2020-penny sales tax extension. It also amends the 2003 Amended and Restated Interlocal Agreement procedural requirements to mirror the procedural requirements previously approved by the Board of County Commissioners and City Commission in the Blueprint 2020 Infrastructure Surtax Interlocal Agreement, including the continued use of the Blueprint governance structure overseen by the IA.

Additionally, the Second Amended and Restated Interlocal Agreement provides clear and consistent authority of the Intergovernmental Agency to oversee current Blueprint projects and to implement the 2020 sales tax program. Through this interlocal agreement, local infrastructure projects, economic development programs, and related services will continue to be provided to the unincorporated and incorporated areas of Leon County in an effective and efficient manner.

Staff Changes
On February 1, 2016, Ben Pingree began his position of Director of Planning, Land Management and Community Enhancement (PLACE). He will lead Blueprint 2000 and the Tallahassee-Leon County Planning Department. Wayne Tedder previously served in this position. Mr. Tedder was recently appointed City of Tallahassee, Assistant City Manager for Development Services and Economic Vitality. In that role, he will continue to be involved with Blueprint as the PLACE Director will report to Wayne in terms of the City’s involvement.

Prior to his appointment as the Director of PLACE, Benjamin H. Pingree served as the Executive Vice President of the Economic Development Council (EDC) of Tallahassee/Leon County. Before the EDC, Ben was the President and CEO of the Zoological Society of Florida where he was responsible for a $4 million budget and more than 200 staff and volunteers in strategically supporting, enhancing and expanding Zoo Miami – a top 10 nationally-ranked zoo with an estimated $250 million positive annual economic impact. Previously, Ben served as Wakulla County Administrator from 2007-2010 and as the Assistant to the Leon County Administrator from 2004-2006. The Tallahassee native also served on the EDC’s Board of Directors from 2007-2010, as well as upon numerous other civic, non-profit and financial Boards across the state. Ben received his Master’s in Public Administration from Florida State University.

ATTACHMENT(S):
Attachment #1- Second Amended and Restated Interlocal Agreement (separate document)
Attachment #1- Second Amended and Restated Interlocal Agreement

SUBJECT/TITLE: Project Updates

Date: February 11, 2016

Requested By: Blueprint Staff

Contact Person: Charles Hargraves

Type of Item: Presentation/Discussion

STATEMENT OF ISSUE:
This report provides the CAC with an update on all active Blueprint 2000 projects funded through December 2019.

Projects Out for Bid

- Florida Department of Transportation (FDOT) Parking Lot Landscape and Irrigation Project (also known as “Park in the Parking Lot”)
  - Bid Opening was held on December 15, 2015. Blueprint and City Procurement evaluated the bids and recommended awarding the contract to Gaskins Landscaping, Inc. who is the apparent low bidder.
  - The subject project contract has been established in the amount of $94,973.65. The contract has been signed by Gaskin and the contract is being circulated for execution.
  - This project is being funded by the City of Tallahassee Tree Bank up to $90,000 and the additional amount will be funded by Blueprint 2000.
  - A preconstruction meeting has been scheduled for February 2 at 9:00 at the Burns Building.
  - The anticipated Contractor notice to proceed will be in mid-February and the project is expected to take no more than 90 calendar days to complete.

- Cascades Park – Shade Trellis Retrofit (Imagination Fountain Area)
  - Project to expand the shade coverage at the Cascades Park splash pad.
  - Bid due date and opening is schedule for February 4, 2016 at City Hall, 2:30 pm.
  - Contract schedule allows 60 calendar days for completion.

Projects Under Construction

- Cascades Park –
  - Army Corp of Engineers (ACOE) Permit Close Out – An additional 0.5 acres of wetland mitigation is needed to close-out the permit. These will be purchased through the Westervelt Ecological Services Mitigation Bank.
  - Imagination Fountain – Ongoing meetings with fountain consultant, City P&R Staff and Blueprint to review operational issues. The fountain consultant issued his report on Friday, January 22. Staff is reviewing the report.
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- Alum System – Engineer of Record is collecting stormwater flow data inside the box culverts. Blueprint has contracted with third party to review park stormwater operations. Blueprint also contracted a consultant to continue alum system operations for an additional six months and a separate consultant for monitoring.

- Environmental Management Permit (EMP) Close-Out - The close-out is contingent upon the City approving the Alum System Operations.

- FDOT Parking Lots - Lease #4571, negotiating terms to release Blueprint from the Trustees for the State Internal Improvement Trust Fund (TIITF) lease of the parking lots. FDOT would obtain the lease of the parking area from TIITF and assume the maintenance of the parking lot.

- Discovery Garden adding shade and repairing erosion issues – Working with landscape architect to provide design for shade structure and slope improvement to fix erosion. Structural design work will be completed in-house.

- Addition of stairs at amphitheater wall and wall recoating due to cracking - Recommend caulk/inject/patch/paint to fix cracks. Design for stairs complete. Packaging crack repair with stair construction bid.

- Erosion issues - developing a plan for Smokey Hollow Pond wall and middle park.

- Gaines/Meridian Street sharp curve safety improvements – City is looking at intersection turn radius and potential future improvements. Chevron markers were installed during the interim.

- Coordination of design and construction of a sound barrier will commence after the weatherproofing analysis is complete.

- **Capital Cascades Crossing** (Bridge & Trail) (South Adams Street to Gadsden Street)
  - Groundbreaking was held June 2015, current completion is May 20, 2016.
  - Contract Time – 64%, Percent Complete – 65%
  - All piles and piers have been installed.
  - Environmental Construction Management Plan – continuing to monitor impacts to former landfill.
  - Pedestrian cameras – coordinating with City of Tallahassee Traffic Operations for installation on bridge.
  - Solar Canopies – coordinating with Pvilion, City of Tallahassee Building Department, TLC, FIGG and GLF on installation and electric agreement.
  - To date, executed three Supplemental Agreements have been executed: SA#1 – Additional Pile for Footing 6R, SA#2 – Quantity Overrun and SA#3– retaining wall concrete and reinforcing steel overruns and recoating pier posts with mini-textured powder coating.
  - Evaluating the addition of an Eco-Counter to count the number of cyclists and pedestrians using the bridge.

- **FAMU Way Extension/Capital Cascade Trail Segments 3B and 3C** (Adams St. to Coal Chute Pond)
  - Completion for 3C estimated in August 2016.
Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Project Updates

- Contract Time – 65%, Percent Complete -75%
  - Van Buren Street parking and aesthetic improvements – plans in design and permitting; working with City Electric to underground electrical services along Van Buren Street.
  - Fence and landscaping buffer from electric substation to Kingston Apartments – contractor is preparing a cost proposal.
  - Design modifications around master area, rail, grading have been provided to Contractor for cost proposal.
  - Once Contractor submits stormwater as-builts, Blueprint will move forward with FEMA Letter of Map Revision to revise 100 year floodplain from Leon High School to Coal Chute Pond outfall.

- **Capital Circle Northwest/Southwest** (Tennessee St. to Orange Avenue)
  - Estimated completion date May 2016.
  - Contract time used: 92%, Scheduled progress: 77%.
  - Northbound CSX Bridge is complete. Traffic will be placed on the northbound CSX Bridge in February 2016.
  - Frontage roads at SR 20 will be operational as designed at the end of February 2016.
  - Northbound bridge over Gum Creek has been completed, except for paving of the bridge approaches.
  - During construction of a temporary retaining wall at Capital Circle north of CSX railroad, unforeseen and unusual soil conditions were encountered in fall 2014 that created hazardous working conditions for the crews. After significant geophysical and environmental investigations of soil conditions described as an “anomaly”, the research team (which included three expert consulting firms, input from the Contractor, FDOT District 3 Materials Office and Blueprint) reached conclusions. Work on the affected items within this area was resumed in July 2015.
  - Northbound bridge over CSX railroad, high retaining walls and curbs and base course at the bridge approaches are now substantially completed.
  - Existing southbound CSX bridge demolition plan is under review by CSX. The demolition will start upon the plan approval by CSX.

- **Magnolia Drive** (S. Adams St. to Apalachee Parkway) Multiuse Trail
  - Phase 1 (Meridian Street to Pontiac Drive) – construction began November 2; County is managing construction activities. The project is expected to be completed late summer 2016.

**Projects Under Design**

- **Magnolia Drive** (S. Adams St. to Apalachee Parkway) Multiuse Trail
Phases 2, 2A and 2B (Pontiac Drive to Chowkeebin Nene) are scheduled for construction bid advertisement to commence in summer 2016. Construction is expected to begin in fall 2016.

Phase 3: (Circle Drive to Apalachee Parkway) design and permitting is underway. Right of way acquisition may begin early 2017.

Phase 4: (South Meridian Street to South Monroe Street) design and permitting is underway. The County is performing an alternatives analysis to evaluate the need for acquiring right of way.

Phase 5 (South Monroe to South Adams) design services have been approved and the survey is complete. Design coordination with the Big Bend Cares on the new facility on the south side of Magnolia is on-going. Blueprint and the County are working with Big Bend Cares to develop a phasing plan for the Magnolia improvements in order to fast track the multiuse trail on the south side of the road in time for the grand opening of the new facility.

**Capital Cascades Trail - Segment 3D** – (Coal Chute Pond to Gamble Street)
- Stormwater modeling and preliminary design of a regional stormwater facility is ongoing.
- Public Meeting/Workshop with community was held January 26, 2016.
- Meetings with TCC and CAC on February 11, 2016.
- IA Meeting with presentation on 3D concept on February 29, 2016.

**Smokey Hollow Barbershop** – The barbershop building is being restored at Lively Technical Center and will be moved to Cascades Park once the site work is complete. The building permit was received, and Blueprint staff is working with consultants to complete the site design and permitting to allow the building to be moved into place. Permitting and design phase continues as of late January 2016. Construction is anticipated to commence in February of 2016 with the completion of the project in summer of 2016.

**Capital Circle Southwest** (Orange Avenue to Crawfordville Road)
- **PD&E** - FHWA has signed off on the final PD&E Study.
- **Design** – FDOT has begun design of this corridor and is expected to have 60% design plans.

**Stormwater Management Facilities** (Orange Avenue to Springhill Road) – Blueprint is in the process of designing and permitting three stormwater facilities. The stormwater pond design and permitting phase is estimated to be completed in the summer of 2016 with construction to commence shortly thereafter.
  - Blueprint has authorized consultant to design and permit joint-use stormwater facilities at Springhill Road, U.S. Forest Service (USFS) and Airport.
  - Airport Pond at north end of Project and Airport access issues are under discussion.
Future Funded Projects

- **Cascades Trail Segment 4** (Gamble Street to Lake Henrietta) –
  - The Expanded Consolidated XP-SWMM Model has been prepared by the consultant and is under review by City and County Stormwater Engineers. This unified model that includes the St. Augustine Branch and Central Drainage Ditch from Leon High School to Lake Henrietta will be used to evaluate CCT-Segment 4 conceptual alternatives before advancing to design and permitting.
  - Upon completion of Expanded Consolidated Model, Blueprint will begin to evaluate and re-conceptualize the master plan concept. This analysis and evaluation is expected to begin in 2016.

- **Debbie Lightsey Nature Trail Concept Development**
  - Concept development to begin spring 2016.

**ATTACHMENT(S):**
None
Kent Wimmer called the meeting to order at 4:33 pm.

**Committee Members present:**

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<tr>
<th>Allen Stucks</th>
<th>Jim Stevenson</th>
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<td>Chris Klena</td>
<td>Kent Wimmer</td>
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<td>Claudette Cromartie</td>
<td>Neil Fleckenstein</td>
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<td>Gordon Hansen</td>
<td>Stewart Proctor</td>
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<td>George Smith</td>
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**Committee Members absent:**

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<tr>
<th>Andrew Chin</th>
<th>Henree Martin</th>
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<td>JR Harding</td>
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**Guests/Presenters/Staff present:**

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<th>Charles Hargraves</th>
<th>Wayne Tedder</th>
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<tr>
<td>Autumn Calder</td>
<td>Susan Emmanuel</td>
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<td>Shelonda Meeks</td>
<td>Gary Phillips</td>
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<td>Angela Ivy</td>
<td>Gina Kinchlow</td>
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**Agenda Modifications**

There were no agenda modifications.

**Information Items**

**Item #1: Blueprint 2000 Office Relocation**

This item was informational only

**Item #2: Project Updates**

This item was informational only.
Item #3: CAC Meeting Minutes (August 13, 2015)
Neil Fleckenstein moved approval of the minutes. Steward Proctor seconded the motion. It passed unanimously.

Item #4: Blueprint Fiscal Year 2015 Performance Report
Kent Wimmer gave a brief introduction of the item. There were no questions for staff. Allen Stucks moved approval of the performance report; Chris Klena seconded the motion. It passed unanimously.

Item #5: Election of CAC Vice-Chair
Kent Wimmer gave a brief introduction of the item. Allen Stucks volunteered to serve in the position of Vice-Chair. There being no further nominations; the committee unanimously approved Mr. Stucks as Vice-Chair.

Item #6: CAC Appointment
Kent Wimmer gave a brief introduction of the item and background of Ms. Kinchlow. Allen Stucks moved approval of the appointment of Ms. Kinchlow; Claudette Cromartie seconded it. The motion passed unanimously.

Items from Members of the Committee
Kent Wimmer indicated the chart of Terms of Service for CAC members that he provided (a copy of which is on file at Blueprint). His purpose in creating the chart was to see how the positions were staggered over the years to best prepare for future changes. As well as to ensure that full terms were served but not exceeded.

Autumn Calder confirmed that Ms. Kinchlow’s appointment would not be confirmed until the IA meeting on February 29, 2016. Mr. Wimmer suggested a standardized term for appointments to follow calendar years to prevent positions from starting at differing times. Ms. Calder stated that the by-laws were not clear regarding partial terms and that they were being revised. When that change was ready to be implemented, it would require 2/3 majority vote of the CAC members. Also, the precedence was in place for filling vacated terms. However, Ms. Calder purposefully worded the item so that Ms. Kinchlow would begin a new term because Windell Page never attended a CAC meeting. She reiterated that he was appointed and confirmed by the IA however he never attended.

Stewart Proctor stated that based on Ms. Calder’s comments of confirmation, technically Ms.
Kinchlow was filling an incomplete term vacated by Mr. Page. If Ms. Kinchlow was to serve the remainder of Mr. Page’s term, two years, plus continuing to serve her first full term, three more years, and possibly a second, another three years, it held the potential to be a lengthy commitment for membership. He encouraged everyone to consider that scenario.

Chris Klena suggested basing the decision on the amount of time remaining on the length of the vacated term. For example, if there was more than 50% remaining in the term then it would be considered the first term. Neil Fleckenstein stated that was similar language to other committees he had previously served on. Mr. Proctor agreed as well.

Ms. Calder stated that another piece of the discussion from the Chair’s briefing with Mr. Wimmer, included the administrative complications that could be added in determining the 50%. Would it be based on a calendar date or the date of confirmation? Ms. Klena and Mr. Proctor both agreed that, if IA confirmation was required to begin the term that should be the date used to determine the half way point.

Ms. Calder stated that staff would evaluate the suggestions, however, the changes to the by-laws would not be ready for the CAC to vote on them until later in 2016 because of additional changes to the interlocal agreement. The interlocal agreement was an agreement between the City and County that established the Blueprint 2000 Agency and how it operated. A new interlocal was recently adopted that would begin the implementation of the 2020 program. The new agreement also included a new CAC committee, and economic advisory committee or citizens group, as well as the TCC. February would be an opportunity to discuss the growth of Blueprint 2000 to Blueprint 2020.

Mr. Proctor requested clarification on the CAC role between 2000 and 2020. Ms. Calder stated that she would like to be able to provide more insight at the February meeting. However as she understood it, the new interlocal allowed of the implementation of the 2020 program. Whereas prior to it being executed, the programs were kept separate. Wayne Tedder stated that from a financial perspective items would continue to be kept separate. However from a people and process perspective, they would begin to merge.

Citizens To Be Heard

There were no additional citizens to speak.

Adjourn

The meeting adjourned by consensus at 5:57 pm.
STATEMENT OF ISSUE:
The purpose of this agenda item is to provide an update on the Capital Cascades Trail (CCT) – Segment 3D Study Area from Coal Chute Pond to Lake Bradford Road and to get approval of the complete Segment 3D Concept Plan. The portion of CCT- Segment 3D between Gamble Street and Lake Bradford Road includes a regional stormwater management facility that will provide for floodplain compensation and stormwater treatment. This portion of the Segment 3D concept follows the FAMU Way Extension Phase 3 realignment and will require additional right of way acquisition to accommodate both the regional stormwater management facility and the roadway.

BACKGROUND:
On September 28, 2015, the IA approved the CCT-Segment 3D - Southern Alignment and Concept Plan (Attachment #1). Blueprint committed to providing additional analysis of the 3D Study Area (Gamble to Lake Bradford Road) in coordination with the City’s Phase 3 FAMU Way Extension Project and returning to the IA to request approval of the complete Segment 3D Concept Plan.

The Segment 3D Study Area analysis included the evaluation of a regional stormwater management facility to address flood compensation, stormwater treatment, and opportunities which would be beneficial to both Blueprint and the City’s respective projects. Coordination with the City’s FAMU Way Extension Project will allow for a seamless corridor to be constructed concurrently for the benefit of the users for years to come.

The supplemental information below summarizes the efforts completed since the September 28 IA meeting including stormwater analyses, proposed amenities, public involvement efforts, right-of-way acquisition, and construction cost estimates.

SUPPLEMENTAL INFORMATION:
The proposed Segment 3D Concept Plan is included as Attachment #2.

Stormwater:
The expanded Existing Condition Consolidated Model and Proposed Condition Consolidated Model was completed on March 10, 2015 and provided to the Capital Cascades Trail Stormwater Working group for review and comment. The goal of the expanded modeling effort was to create
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an XPSWMM model that produced results consistent with the City’s ICPR model for the Central Drainage Ditch.

The consolidated model was utilized to analyze and evaluate the proposed regional stormwater facility in Segment 3D between Gamble Street and the Central Drainage Ditch. The concept includes extending double box culverts from the end of Segment 3C to the regional stormwater management facility and ultimately outfall to the Central Drainage Ditch to address flood compensation and stormwater treatment within the corridor.

Amenities:
The multiuse trail will continue along FAMU Way all the way to Lake Bradford Road. Connections to the St. Marks Trailhead will be provided across FAMU Way to safely accommodate the cyclists and pedestrians continuing south on the multiuse trail. Landscape, hardscape and lighting will continue along the trail consistent with the themes of the entire corridor and the context of the area. Coal Chute pond will be enhanced with the construction of a trail around the perimeter of the pond with covered porch swings and connections to Railroad Square and the main Cascades Trail.

South of Coal Chute pond, north of Cascades Trail and in the northwest quadrant of the Pinellas Street roundabout is an almost 300 foot linear area proposed for the inclusion of skateable features (Attachment #3). This feature provides a safe place for skateboard users of all ages and abilities, fits within the established aesthetic of the corridor and has the following considerations:

- Clear main entry point across from RR Square area with high visibility to the skate feature
- Ingress and egress maintained only at the ends of the skate area
- Utilizes the grade changes to create a “sunken” effect in the middle
- Avoids the utility easement (nothing vertical within the pink area shown in Attachment 3)
- Continuity of the angled patterning that occurs east on FAMU Way but in a more informal way as it begins to fade off into a more passive trail environment to the west.
- Inset low wall panels allow for historic information/interpretation as part of the basic site infrastructure
- Pedestrian viewing areas from the main trail
- Trees for shade and vegetation to soften the aesthetic and cool the heat island effect of the hardscape.

The regional stormwater management facility between Gamble Street and the Central Drainage Ditch presents an opportunity to continue the Blueprint practice of providing stormwater ponds that are community amenities. The pond will serve as a main component of the western gateway to FAMU Way and could potentially be enhanced with walking trails, interpretive signage, benches and landscaping.

Public Involvement:
In an effort to both inform area residents and collect their opinions on the project, comprehensive public outreach was conducted. A meeting with the FAMU Way Citizen Advisory Committee meeting was held on January 11, 2016 and a meeting with the Florida A&M University President and Executive Leadership took place on January 16, 2016 in advance of the January 26, 2016 community meeting.
Door-to-door outreach was conducted on January 14, 2016 to relay project information as well as notification of the upcoming community meeting to the 20 residences/businesses whose property might be impacted by the last phase of the project. Ten property owners or tenants were on the premises and received information with several providing feedback. Project and community meeting information was left at the nine properties where no one was home. The remaining parcel was a vacant lot. Project and community meeting information was mailed to over 1,200 households and over 300 people were emailed the information. Additionally, project and community meeting information was posted online, and a news release was issued as well.

The January 26 community meeting was held at the Smith-Williams Community Center on Pasco Street. Forty-two citizens signed in. The format included a brief open house, a presentation and a question and answer session. A survey was distributed to all of the attendees and twenty-five surveys were returned. A total of 58% of the responses indicated support of the route which includes a wider loop and stormwater facility, with one person preferring the existing Gamble Street alignment. The detailed results of the survey are included in Attachment #4.

**Right-of-Way Acquisition:**
There are approximately 35 properties that may be impacted either whole or partially by the construction of the pond and the road (Attachment #5) is a graphic showing the outline of the proposed acquisition area. Blueprint anticipates following the same right-of-way acquisition process used to acquire the property for the previous segments of FAMU Way, except rather than utilize the services of a consultant right-of-way manager Blueprint’s Legal Counsel will partner with the City’s Real Estate Department for these services. While the details of this arrangement have not been finalized, it is anticipated that Blueprint’s Real Estate Policy will be used for all acquisitions on Segment 3D, which will include the use of Blueprint’s incentive program. The incentive program was successfully implemented on the prior segments and is thought to be one of the contributing factors to reaching over 90% settlement rate without the necessity of filing a condemnation petition. Under the incentive program property owners will receive an offer to purchase their property based on the market value of the property as estimated by a certified real estate appraiser, and to that number an additional monetary amount will be offered that will be based on a formula. Additionally, Blueprint intends to continue utilizing the modified Relocation Policy approved by the IA and the City, which will compensate tenants for certain relocation costs; such as moving costs and replacement housing costs.

If the IA approves the concept plan for Segment 3D Blueprint will begin the process of identifying the acquisitions in which the entire parcel will be needed for the project, appraising these properties and negotiating with the property owner to reach settlement. Preliminary costs estimates for the right-of-way required for the regional stormwater facility is $2,800,000.

Blueprint and City Staff will also be available to meet with property owners impacted by the project prior to beginning acquisitions, if a property owner desires to learn more about how the project will impact its property.

**Design, CEI and Construction Cost Estimate:** The opinion of probable design, permitting, construction engineering inspection (CEI) and construction cost for Segment 3D is approximately $14,000,000. The estimate includes major items such as mobilization, clearing and grubbing,
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regular excavation, double box culverts, ditch stabilization, outfall structure, utility relocations, trash trap and pond landscaping.

Next Steps:
If the Segment 3D Concept Plan is approved, Blueprint will complete the design, acquire the necessary permits and begin the acquisitions. Blueprint will continue to coordinate with City/County staff as the design is developed and present the results and recommendations to the IA at the June 20, 2016 IA meeting for board direction on advertising and awarding the CCT-Segment 3D construction contract.

The trail and stormwater components of this project are closely tied to FAMU Way. Subsequent to this IA meeting, the City Commission will review the proposed alignment for Gamble Street to Lake Bradford Road. Should the roadway alignment significantly change, the Blueprint Segment 3D concept will need to be amended to reflect the approved FAMU Way alignment.

CONCLUSION
As result of stormwater analysis and evaluations and public involvement completed to date, this item requests IA approval of the CCT-Segment 3D Concept Plan (Attachment #2).

OPTIONS:

Option 1: Approve the CCT-Segment 3D – Concept Plan from Coal Chute Pond to Lake Bradford Road. Blueprint will proceed with design and permitting in coordination with the City’s FAMU Way Extension Project.

Option 2: IA Direction

RECOMMENDED ACTION:

Option 1: Approve the CCT-Segment 3D – Concept Plan from Coal Chute Pond to Lake Bradford Road. Blueprint will proceed with design and permitting for Segment 3D in coordination with the City’s FAMU Way Extension Project.

Action by the CAC and TCC:

ATTACHMENT(S):
Attachment 1: CCT-Segment 3D Southern Alignment and Concept Plan (from September 2015 IA Meeting)
Attachment 2: CCT-Segment 3D Complete Concept Plan
Attachment 3: Skate Feature Concept Plan
Attachment 4: Community Meeting Survey Results
Attachment 5: Right of Way Acquisitions
LEGEND
1. EXISTING COAL CHUTE POND.
2. END SEGMENT 3/BEGIN SEGMENT 3D.
3. PROPOSED DOUBLE BOX CULVERT EXTENSION TO REPLACE EXISTING ST. AUGUSTINE BRANCH.
4. POTENTIAL SWMF.
5. PROPOSED MULTI-USE TRAIL CONNECTION.
6. EXISTING ST. AUGUSTINE BRANCH TO REMAIN "AS-IS".
7. SEGMENT 3D STUDY AREA.
8. PROPOSED MULTI-USE TRAIL.
9. PROPOSED CONNECTION TO ST. MARKS TRAIL.
We need your feedback! Completing this survey will help us to make better informed decisions related to the FAMU Way Extension and Capital Cascades Trail projects. Surveys completed and returned this evening will be entered into a drawing. Two citizens will receive a $25 credit on their City Utility bill (must be a City Utility customer). If you’d like to be entered into the drawing, please list your name and phone number or email address where indicated. Thank you for sharing your thoughts with us.

1. How would you describe your interest in this project?

   - 10 Property owner
   - 2 Rent property in the area
   - 1 Work in the area
   - 3 Attend church in the area
   - 2 FAMU or FSU student
   - 15 Interested citizen
   - 2 Other (please explain) phone call from Allen Subdivision group

2. With the first portion of the roadway and trail open for public use, and considering the project’s goals to improve mobility for pedestrians, vehicles and cyclists, beautify the area with landscaping and other unique design features and cover up the canal with the installation of a stormwater facility that also serves as a public gathering space, please indicate the level that your expectations have been met thus far.
   
   a. Exceeded expectations 13
   b. Met expectations 7
   c. Did not meet expectations

3. Please share with us any comments about the proposed concepts for the area between Coal Chute Pond and Lake Bradford Road.

   - I guess Coal Chute recaptures railroad history? If not, re-name for old families in area of Wahnish Way to railroad tracks at Gamble St.
   - Can’t wait to see it finished – a long time coming.
   - Improve Stearns Street.
   - It appears to be a well-thought out plan, considerate of stormwater concerns, residents in the area, as well as the progress needed on the southside of Tallahassee.
   - I would like to see more input from community leader.
   - These would be very nice enhancements that should benefit walkers and other patrons of FAMU Way.
   - Would like more done to increase minority contractor participation
   - We should try to implement more food establishments for FAMU students.
   - Like the idea of going in new southerly alignment.
   - Keep the amenities going along the road.

(over)
4. Please indicate your level of support for the two concepts being proposed for this portion of the project.

- 7 I support both options
- 1 I support the Gamble Street alignment only
- 14 I support the route that makes a wider loop and includes a stormwater facility
- 2 I do not support either option
- Undecided

5. Please share with us any comments about the design concept for how the area’s history may be displayed along the roadway and trail.

- I would like to make sure that there is continued citizen input for which history is selected.
- Kiosk at end of Hudson, Melvin and Bronough streets. Bricks with Allen subdivision families. Statute of Senator Carrie Meeks, might be from photos of her performing the long jump. Street named for Senator Meeks. (Bronough St.)
- Sounds great!
- Interesting, progressive ideas!
- Not enough knowledge to make judgement.
- The design seems to fit well into the overall design of the project.
- Great idea.
- No comments.

6. Please share with us any comments about the proposed concept of skateable public art as a recreation amenity for the area near Coal Chute Pond.

- I love it. The skaters can be quite entertaining!
- Change name of pond. Collect nominations from residents and former residents e.g. Corbin, McQueen, Adams (teacher at Lincoln H.S.), Day, Spencer, athletic director at Bond Elementary, Ma Mary’s Park
- Interesting
- If skaters are encouraged they will expand the area beyond skate park.
- I favor a skateable art area. It adds diversity to fun areas in Tallahassee, an outlet for physical conditioning and will introduce a different type of recreation to children in the area.
- Very good.
- Seems very appropriate.
- This should be looked into more because this may attract more skate traffic on the roadway.
- Like it.
- LOVE this idea!! I’ve seen it in other communities, and it is an attraction for all ages. What a cool idea!
7. How did you hear about this public meeting? (Please check all that apply)

- [ ] Church bulletin
- [ ] Social media
- [4] Newspaper
- [1] Online Community Calendar
- [6] Received flier at my home
- [1] Radio
- [ ] Talgov.com
- [1] TV
- [5] Family/friend
- [6] Email
- [2] Other (Please specify) _______________________________________________________________________

If you have any additional feedback, please write it in the space below.

- I hope “full compensation” means that owner can purchase a lot as well as build a new home. The (history) concepts are beautiful! If you use a triangle, then you could present Senator Meeks as an athlete on one side, a legislator on another, and text on the third.
- Please monitor the impact of traffic on the Providence Neighborhood as a result of FAMU Way connecting at Lake Bradford Road across from Stuckey Ave., particularly since the neighborhood is a gateway to Innovation Park and the Engineering School.

Additional comments expressed at the meeting:

- Continued maintenance of roadway and trail
- Minority business opportunities/development
- Property acquisition needs for future phase 4 of FAMU Way (MLK to Monroe St.)
- Plans for restroom facilities along the corridor
- Consider possible traffic impacts due to potential of passenger train activity in the future
Potential Right of Way Needs

Estimated Parcels Impacted: 35*
(area outlined in red)

*Preliminary research indicates 7 potential owner occupied properties within maximum area.
Agenda Item

SUBJECT/TITLE: Status of Blueprint Bond Counsel, Bond Disclosure Counsel and Financial Advisor

Date: February 11, 2016
Contact Person: Debra W. Schiro

Requested By: Blueprint 2000
Type of Item: Consent

STATEMENT OF ISSUE:
This item is to inform the Citizen’s Advisory Committee of the expired status of Blueprint’s agreements with its Bond Counsel, Bond Disclosure Counsel and Financial Advisor and to outline the schedule and process to select and hire firms to provide these services in the future.

Additionally this item provides a recommendation for obtaining these services if the need arises prior to executing new agreements.

SUPPLEMENTAL INFORMATION:
In 2002 utilizing the Request for Proposal (RFP) process Blueprint selected and hired, Bryant, Miller and Olive, P.A. as its Bond Counsel, Holland and Knight, LLP as its Bond Disclosure Counsel and Public Financial Management, Inc., as its Financial Advisor. A contract was executed with each firm, which pursuant to the terms of each contract has expired.

Blueprint in anticipation of future bonds being issued prior to December 2019 believes it needs to obtain the services these firms provide and proposes to do so by issuing separate Requests for Proposals (RFP) for bond counsel, bond disclosure counsel and financial advisor. The RFPs were issued and the process of selection is underway so that requests for contract awards can be presented to the IA at the February 2016 meeting.

Blueprint anticipates that the contracts to be awarded will be for five (5) years, with an option to renew for an additional five (5) years, thus ensuring Blueprint has representation for its bonding requirements not only through December 2019, but as it transitions into Blueprint’s 2020 program.

Blueprint consulted with the City and County on this matter and there is no impact to Blueprint to delay making these selections until February 2016 because Blueprint does not intend to have a bond issue for “new money” nor will there be a bond issue to refund any outstanding debt until after February 2016.
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Additionally, if Blueprint needs something minor from bond counsel before new firms are selected, it can request the services of Bryant Miller & Olive, P.A., which is currently bond counsel for both the City and the County. Should Blueprint have a more significant need from bond counsel it could enter into a separate fee arrangement with this firm to provide those services on a temporary, as needed, basis.

Blueprint intends to work closely with the City and County through this process. The evaluation committee consists of: Debra W. Schiro, Blueprint’s Legal Counsel; Lew Shelley, City Attorney; Herb Thiele, County Attorney; James O. Cooke, IV, City Treasurer Clerk; and Scott Ross, County Director Office of Financial Stewardship. This committee will meet on January 28th to score the proposals and after the protest period will make recommendations to the IA for approval.

**RECOMMENDED ACTION:** Accept Staff’s Report.

**Action by TCC:** Not presented to TCC.

**ATTACHMENTS:**
None.
STATEMENT OF ISSUE:
This agenda item informs the Intergovernmental Agency on the advancement and fund leveraging strategies for the 2020 Sales Tax Infrastructure Projects.

SUPPLEMENTAL INFORMATION:

On April 1, 2015 the Intergovernmental Agency adopted 13 strategies to guide the initiation of the 2020 sales tax extension projects. The strategies aim to advance the projects while at the same time limit the initial debt that could potentially reduce or eliminate the ability to fund a portion of the remaining projects in the future. The 13 strategies are listed below.

1. Identify Capital Circle Southwest project (Orange Avenue to Crawfordville Highway) as the top priority 2020 project and continue to focus efforts to move the project to completion/construction.

2. Complete the final stormwater master plan design and work with FDOT to negotiate funding plans for the completion of the Capital Circle Southwest.

3. Provide annual funding for Bike Route System, Sidewalks, Greenways Master Plan, StarMetro Enhancements, Operating Costs for Parks built with sales tax funds, and Water Quality and Stormwater improvements beginning in year 2020. This results in an annual total allocation of $9,902,000 each year for 20 years.

4. Begin the funding of planning, preliminary design, final design, and permitting, where necessary, for Bike Route System, Sidewalks, Greenway Master Plan and StarMetro projects in order for construction of projects to commence in Fiscal year 2020.

5. Begin programming the Water Quality and Stormwater Improvement funds after the legislation regarding the implementation of Amendment 1-2014 has been signed into law in order to leverage any available funding.

6. Include all State roadway projects in the CRTPA Regional Mobility Plan and elevate all capacity projects to a top tier priority within the CRTPA Regional Mobility Plan. This strategy will ensure maximum leveraging opportunities are achieved.
7. Due to the high cost of bonding prior to 2020, bonding should not be utilized as a funding mechanism for infrastructure projects unless funding is specifically required to complete an project based on approved criteria that can be used to evaluate a project. The criteria should include the following:
   - Funding satisfies a match for the following:
     - Federal or state government leveraging opportunity;
     - Public/private partnership.
   - Addresses critical infrastructure needs related to the following:
     - Safety of the community;
     - Health and welfare of the community.
   - Completion of project phases such as the following:
     - An action plan/study has been completed and approved by the City/County Commission and/or the State;
     - Project development and environment (PD&E) study has been completed or is underway;
     - Design has been completed or is underway;
     - All or substantial amounts of right-of-way necessary to complete the project has been acquired/obtained.

In addition, staff will bring an agenda item to the IA with an evaluation according to the above criteria as well as identify probable costs, should the IA desire to pursue funding of a project (or projects) through the use of bonding. If a project is approved by the IA for funding through bonding, then the Finance Committee will be convened for additional analysis and development of recommendations for the IA’s consideration on how to best proceed with bonding and financing the project(s).

8. As other funding sources (including public/private partnerships) become available for specific projects, staff will provide an analysis of the project, funding levels required and the cost associated to the IA for their consideration as projects arise that may require additional funding sources.

9. Prioritize only those projects with significant leveraging opportunity through either the federal and state government or a public/private partnership or projects that are needed to address critical infrastructure needs related to the safety, health, and welfare of the community prior to 2020.

10. Direct staff to proceed with initial development of a prioritization process and criteria to be utilized for ranking projects prior to the commencement of the BP 2020 program. This process will be brought back to the IA at a later date to be determined by the IA.

11. To ensure that the Blueprint philosophy of a holistic approach to infrastructure planning continues, staff will initiate annual training to the necessary City and County departments to ensure high levels of coordination and opportunities to complete 2020 projects are not missed and future costs of projects are not increase.
12. Direct County, City, and EDC staff to prepare an agenda item on the unified contract detailing the role of the EDC in administering, staffing needs, and adequate funding, be brought to the IA for their consideration as part of the development of the FY 2017 budget, assuming that the EDCC first meeting is held on or shortly prior to February 16, 2018.

13. Due to the high cost of bonding prior to 2020, bonding for economic development projects should not be utilized as a funding mechanism unless funding is specifically required to complete a project based on approved criteria that can be used to evaluate a project. The criteria should include the following:
   - significant leveraging opportunities are identified through either the federal and state government or a public/private partnership;
   - project phases have been completed or are currently underway, and;

In addition, staff will provide an analysis of each economic development project, funding levels required and the cost associated with the required bonding level to the EDCC and IA for their consideration.

**Infrastructure Project Update**

Blueprint staff has been moving forward with the direction provided by the IA and has already made significant progress towards leveraging sales tax funds for the completion of the infrastructure projects.

**State Roadway Projects:** All Blueprint projects on state roadways are included in the CRTPA’s Regional Mobility Plan. Listing these projects on the adopted Regional Mobility Plan, ensures that when FDOT makes funds available, the projects will be in place and ready to receive the funds. The projects as listed in the Regional Mobility Plan are:

- Woodville Highway (Southside Gateway Enrichment)
- Capital Circle Southwest
- Orange Avenue Road Widening
- Tharpe Street (Northwest Connector)
- Thomasville Road, Meridian Road, and 7th Ave Intersection (Midtown Placemaking)
- Bannerman Road (Northeast Connector)
- Welaunee Boulevard Extension (Northeast Gateway)
- Pensacola Street (Westside Student Corridor Gateway)

Every year the State Legislature adopts a Five Year Work Plan that each FDOT District will implement. State and Federal funding is made available for projects listed in the Work Plan. Leon County is in FDOT District Three. Five of the Blueprint projects are listed in the Draft District Three 2017 Work Plan:

- Capital Circle Southwest
- Woodville Highway
- Orange Avenue
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- Monroe Street from John Knox Road to Thomasville Road
- Monroe Street from Lake Ella Drive to 7th Avenue

In pursuit of opportunities to leverage sales tax funds, Blueprint has been coordinating with FDOT to establish cost-sharing strategies. This project coordination is in place to provide an opportunity to use FDOT funds for the basic design and construction costs and sales tax funds for the elements that go “above and beyond” such as gateway elements, wider right of way envelopes, and stormwater ponds as amenities.

The following provides an update for each of the Blueprint projects listed on the Draft Work Plan for Leon County:

- Capital Circle Southwest –Blueprint has continued to coordinate with FDOT on the completion of Capital Circle Southwest. The PD&E Study was finalized with the Federal Highway Administration in January 2016, which releases the FDOT to move towards final design. Right of way acquisition is scheduled to begin for the Orange Avenue to Springhill Road segment in fiscal year 2017. In coordination with District Three’s legal staff, Blueprint is drafting a joint partnership agreement for the right of way acquisition.
- Southside Gateway Enrichment (Woodville Highway from Capital Circle to Paul Russell Road) - FDOT has provided 60% design plans to Blueprint for review and comment. Blueprint has provided comments to FDOT for incorporating the elements envisioned in the gateway project and is working through incorporating these into the design. At this time, construction is not identified in the Five Year Work Plan, but right of way is identified in fiscal year 2019.
- Orange Avenue Widening from Adams Street to Springhill Road - A PD&E study for Orange Avenue from Monroe Street to Springhill Road in fiscal year 2019 is identified for funding in the Five Year Work Plan. Staff is working with the CRTPA to initiate a Corridor Study for Orange Avenue, Lake Bradford Road and Springhill Road prior to the FDOT funded PD&E. See Agenda Item #7 for details on the proposed Corridor Study.
- Monroe Street from John Knox Road to Thomasville Road – FDOT has identified construction funds for resurfacing in fiscal year 2018.
- Monroe Street from Lake Ella Drive to 7th Avenue – FDOT has identified construction funds for landscaping in fiscal year 2017.

Lake Lafayette and St. Marks Regional Linear Park: In the June 22, 2015 meeting, the IA authorized the use of Blueprint funds to match a Florida Forever grant to purchase approximately 50 acres along the northern shore of Upper Lake Lafayette in the Fallschase residential property. In the fall 2015, Blueprint applied for acquisition funding from the Department of Environmental Protection, Office of Greenways and Trails. The project was selected and listed in “Priority List A” by the Florida Trails Council. The Priority List is awaiting signature from the DEP Secretary. Once signed, Blueprint, in coordination with Leon County, DEP staff and the Buck Lake Alliance, will begin the acquisition process. If successful, this will be a critical trail link for the Lake Lafayette and St. Marks Regional Linear Park.

Monroe-Adams Corridor Placemaking: Blueprint has been coordinating with Big Bend Cares on the design and construction of a multiuse trail on the northern side of their new medical facility on Magnolia Drive between South Monroe and South Adams. This block is the southernmost block designated for infrastructure improvements in the Monroe-Adams Placemaking Action.
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Plan. It is also the western end of the Magnolia Multiuse Trail project, which the IA authorized Blueprint to fund using the Blueprint 2000 sales tax revenues in April 2015.

ATTACHMENT(S):
None.
STATEMENT OF ISSUE:
This agenda item introduces the Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study concept to the Citizens Advisory Committee and the Technical Coordinating Committee. If pursued, this corridor study will be a precursor to the FDOT Orange Avenue Project Development and Environment (PD&E) Study, which is identified in the Draft FDOT Fiscal Year 2017 Work Plan for state funding in 2019. The Orange Avenue PD&E project area traverses three other Blueprint projects. Therefore, it is important that the PD&E considers how the other Blueprint projects will or will not impact Orange Avenue. Conversely, once the other roadways are prioritized and funded, the planned Orange Avenue roadway improvements will be designed to accommodate the larger study area needs.

The corridor study is a “pre-planning” effort that will set the Blueprint projects in the study area up for future leveraging opportunities. The implementation of each independent project will be determined by the IA as funding partnerships arise and/or if critical infrastructure needs are presented. See Agenda Item #6, Infrastructure Project Update, for an outline of the adopted strategies to guide the initiation of the 2020 sales tax extension projects.

SUPPLEMENTAL INFORMATION:

CRTPA Cost Feasible Plan
The CRTPA Board adopted the 2040 Regional Mobility Plan (RMP) on November 16, 2015. Within the RMP is the Cost Feasible Plan, which represents the priority transportation projects that don’t exceed projected transportation revenues for a certain planning period. FDOT uses the Cost Feasible Plan as a guide for prioritizing the funding of local projects on state roadways. All the Blueprint projects on state roadways are included in the Cost Feasible Plan. The Orange Avenue project from Springhill Road to Adams Street is a Blueprint project and therefore is on the Cost Feasible Plan.

Orange Avenue PD&E
Now that the Regional Mobility Plan has been adopted, FDOT is in the process of moving the top priority projects forward. The Orange Avenue Project Development and Environment (PD&E) Study is currently scheduled in the Draft Florida Department of Transportation (FDOT)
Work Program for the year 2019 with the limits of Monroe Street to Springhill Road. This expanded on the limits of Adams Street to Springhill Road as suggested in the CRTPA’s Regional Mobility Plan (RMP) and the Blueprint project. The CRTPA is working with FDOT to expand the limits of the PD&E to Capital Circle SW.

**Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study**

There are several projects in the Blueprint program that are in the southwest area of Leon County including two on state roads; Orange Avenue (Monroe Street to Capital Circle Southwest) and Lake Bradford Road (Stadium Drive to Orange Avenue) and one on a Leon County Road; Springhill Road (Orange Avenue to Capital Circle, Southwest). In total, these corridors are approximately 8.5 miles in length with the Orange Avenue corridor being 4.5 miles and the Lake Bradford/Springhill Road corridor being 4.0 miles (an area map is shown as Attachment 1). While these projects will be pursued independently, from a holistic perspective, it would be a best practice to perform a single study for the following purposes:

1. **Coordination.** Collectively, these projects and the property along these corridors have varying interests that range from the FDOT, FHWA, CRTPA, Blueprint, City of Tallahassee, Leon County, StarMetro, FSU, FAMU, Leon County School Board, Innovation Park, and the Tallahassee Regional Airport. It would be in the best interest of all of these organizations to move forward into the PD&E study with the same concepts for these corridors.

2. **Advanced Planning.** These corridors have the potential to change dramatically following the lead of the Gaines Street improvements and identifying potential land use changes, the implementation of complete streets and roundabout policies from the FDOT, or potential changes for airport access or Leon County Schools will be vetted out prior to the initiation of any PD&E study.

3. **Public Participation.** One of the most intensive components of the planning effort is the need for a high level of public participation. Reaching out to the citizens, organizations, and agencies along these corridors will help lay a great foundation for developing these projects beyond the corridor studies.

4. **Flexibility.** The corridor plan that is developed for these projects can be updated as needed to implement any future decisions.

5. **Adoption of plan.** The adoption of the corridor plan into the comprehensive plan will provide a greater level of security for the implementation of the projects when the funds are available.

6. **Funding.** All of these corridors, with the exception of a portion of Orange Avenue, are identified in the Blueprint program which in total has over $110 million identified in the Connections 2040 Regional Mobility Plan for improvements. There will be opportunities to develop funding partnerships for these corridors. In fact, the proposed corridor study will enhance the leveraging opportunities for the Blueprint projects by identifying the potential partners, capacity needs, and land use options.

7. **Comprehensive Outlook.** The PD&E will take into consideration all the planned improvements rather than a project by project approach. For example, major intersections such as Springhill Road and Orange Avenue can be planned with all of the improvements in mind so that when the Lake Bradford Road-Springhill Road (Airport Gateway) project is prioritized and funded the intersection is designed to seamlessly accommodate both project needs.
**Next Steps**
However, before the corridor study can be initiated, staff to the FDOT, CRTPA, and Blueprint need to identify the possible funding and project management partnerships. Blueprint staff will further discuss the details of this effort with FDOT, CRTPA, City and County, then bring a proposed implementation plan to the IA for approval.

From a timing perspective, it is estimated that this project should move forward within the next six (6) to nine (9) months in order to be completed and utilized for the Orange Avenue PD&E Study.

**ATTACHMENT(S):**
Attachment #1- Area Map with FDOT PD&E Study Area and Future Blueprint Projects