CITIZEN’S ADVISORY COMMITTEE MEETING

June 2, 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. Blueprint Project Updates

III. CONSENT
2. CAC Meeting Minutes (August 13, 2015 and February 11, 2016)

IV. PRESENTATIONS/DISCUSSION
4. Office of Economic Vitality Update (Presentation Only, No Agenda Item)
5. Review of a Proposal to Acquire Ames Sink Property
6. Approval of the Debbie Lightsey Nature Park Concept
7. Approval to Enter into a Joint Partnership Agreement with the Florida Department of Transportation Regarding Improvements to Woodville Highway
8. Proposed Fiscal Year 2017 Blueprint Operating Budget

Charles Hargraves

VI. ITEMS FROM MEMBERS OF THE COMMITTEE

VII. ADJOURN

NEXT CAC MEETING: August 11, 2016, 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 report provides the CAC with an update on all active Blueprint Intergovernmental Agency projects funded through December 2019.

Projects Out for Bid
None.

Projects Under Construction

- Cascades Park
  - Alum System – An issue exists with the function of the Stormwater Management Facility in Cascades Park. Blueprint is working with the consultant and City Stormwater to evaluate options to address. Blueprint has a team involved in design and construction of the facility operating and monitoring the alum system.
  - A consultant has been contracted to develop and submit to FDEP the Quality Assurance Project Plan (QAPP) for the Capital Cascades Park Stormwater Facility. This QAPP is required as part of the FDEP grant agreement. The testing required as part of the QAPP is underway.
  - Environmental Management Permit (EMP) Close-Out - The close-out is contingent upon the alum system functioning as intended. Blueprint is working to resolve.

- Capital Cascades Crossing (Bridge & Trail) (South Adams Street to Gadsden Street)
  - Current completion is anticipated to be July 2016 (Grand Opening date TBD)
  - Contract Time – 70%, Percent Complete – 70%
  - Main span of the bridge has been placed and three of the five canopy sections have been installed.

- FAMU Way Extension/Capital Cascade Trail Segments 3B and 3C (Adams St. to Coal Chute Pond)
  - Estimated completion for 3C in August 2016.
  - Contract Time – 82%, Percent Complete -87%
Blueprint Intergovernmental Agency Agenda Item
Item Title: Blueprint Project Updates

- Fence and landscaping buffer from electric substation to Kingston Apartments – is under construction.
- Upon completion of stormwater as-builts, Blueprint will move forward with FEMA Letter of Map Revision to revise 100 year floodplain in area from Leon High School to Coal Chute Pond outfall.
- History Kiosk project to begin content development July 2016.

- **Capital Circle Northwest/Southwest** (Tennessee St. to Orange Avenue)
  - The estimated project completion date is October 2016. Additional contract days are being negotiated with the Contractor.
  - Contract time used: 98%, Scheduled progress: 79%.
  - Original contract amount was $56,686,196. Current contract amount is $60,204,618 and the current contract amount used to date is $47,310,991.
  - Northbound bridge over Gum Creek has been completed, except for paving of the bridge approaches.
  - The demolition started May 2, 2016 on the existing southbound CSX bridge.

- **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**

- **Cascades Park**
  - Discovery, Imagination Fountain Trellis, Amphitheater Stairs & Wall improvements; permit is complete and Blueprint is working to develop a schedule for construction.
  - Amphitheater Weatherization:
    - Preparing scope for analysis and design of visor to be added to the existing structure. Staff is working with the original fabrication company to finalize a concept plan and cost estimate for review and approval by the County.
  - Sound wall – BP staff discussed the proposed concepts for the weatherization improvements with Acoustics by Design (the sound engineering firm) and asked if it would have significant impacts to sound and size of sound wall originally proposed. They indicated it would not impact the size of the sound wall originally proposed. Staff is working with an Engineering Consultant to move forward with the design, permitting, and construction plans. We anticipate presenting 30% plans to the Cascades Park Working Group in late summer.
  - Imagination Fountain – To address filtration issues, Blueprint is developing a design for installing a filter in the vault and making some minor system adjustments. The design is currently at about 60%. BP hopes to finalize the design in June and immediately move to construction, working with COT staff to minimize impacts to park users.
Blueprint Intergovernmental Agency Agenda Item
Item Title: Blueprint Project Updates

- Erosion issues – Since the park has been opened there are several erosion areas that have persisted. Blueprint has a consultant working with Park staff to develop a plan to address. Improvements will be scheduled to minimize impacts.

- **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 fall 2016. Construction is expected to begin in winter 2016/2017.
  - **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 coordination with the Big Bend Cares on the new facility on the south side of Magnolia is on-going. In order to reduce impact to traffic and operation of the new facility, Blueprint is negotiating a JPA with Big Bend Cares for the construction of the Magnolia Drive improvements so that it is completed in time for the grand opening of the new facility.

- **Capital Cascades Trail - Segment 3D** (Coal Chute Pond to Lake Bradford Road)
  - Stormwater modeling and design of a regional stormwater facility is ongoing.

- **Smokey Hollow Barbershop**
  - Restoration underway at Lively Technical Center.
  - Site design and permitting are in progress.
  - Site construction is anticipated to commence summer 2016 with the completion of the project fall 2016.

- **Capital Circle Southwest** (Orange Avenue to Crawfordville Road)
  - **Design** – FDOT has begun design of this corridor and submitted 60% Phase II design plans to local governments and Blueprint for review. Comments were provided to FDOT by Blueprint for consideration during the development of 90% design plans.
  - **Stormwater Management Facilities** (Orange Avenue to Springhill Road) – Blueprint is in the process of designing and permitting two 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.
  - TIGER grant application was prepared for segment between Springhill and Crawfordville.

- **Debbie Lightsey Nature Trail Concept Development**
Blueprint Intergovernmental Agency Agenda Item
Item Title: Blueprint Project Updates

- Concept development with local chapter of the American Society of Landscape Architects began in March 2016; stake holder meetings and public meeting in April and May.
- Grant from the National Parks and Recreation Association was applied for. Award announcement will be made on June 30.

Future Funded Projects

- Cascades Trail Segment 4 (Gamble Street to Lake Henrietta)
  - Blueprint will begin to evaluate and re-conceptualize the master plan concept for Segment 4 once the design of Segment 3D is complete.

OPTIONS:

None. Item presented as information only.

ATTACHMENT(S):

None.
Blueprint 2000 CAC Meeting Minutes
Thursday, December 10, 2015
Cascades Park, Meridian Point Building

Kent Wimmer called the meeting to order at 4:33 pm.

Committee Members present:

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

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

<table>
<thead>
<tr>
<th>Charles Hargraves</th>
<th>Wayne Tedder</th>
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<tbody>
<tr>
<td>Autumn Calder</td>
<td>Susan Emmanuel</td>
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<tr>
<td>Shelonda Meeks</td>
<td>Gary Phillips</td>
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<tr>
<td>Angela Ivy</td>
<td>Gina Kinchlow</td>
</tr>
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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 Paige 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.
Blueprint CAC Meeting Minutes  
Thursday, February 11, 2016  
Blueprint Office, Bank of America Building

Neil Fleckenstein called the meeting to order at 4:34 pm.

Committee Members present:

<table>
<thead>
<tr>
<th>Allen Stucks</th>
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<td>JR Harding</td>
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Committee Members absent:

| Henree Martin | George Smith |

Guests/Presenters/Staff present:

<table>
<thead>
<tr>
<th>Ben Pingree</th>
<th>Susan Emmanuel</th>
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<td>Charles Hargraves</td>
<td>Rick Jenkins</td>
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<td>Autumn Calder</td>
<td>Gina Kinchlow</td>
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<tr>
<td>Angela Ivy</td>
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Agenda Modifications

There were no agenda modifications.

Information Items

Item #1: Second Amended and Restated Interlocal Agreement and Blueprint Staff Changes

This item was informational only.

Claudette Cromartie questioned if any projects were removed from Blueprint with the changes to the interlocal agreement. Ben Pingree stated that there were not. The changes served to update the interlocal agreement following the vote to extend the sales tax in 2014.

Stewart Proctor encouraged the CAC that as the community moved toward a new Economic Development Organization to utilize their voice in the deliberate and methodical evolution of the process.

Item #2: Project Updates

This item was informational only.
Regarding the Park in the Parking Lot, Claudette Cromartie questioned if there would be a maintenance component required of Blueprint. Autumn Calder confirmed that maintenance would be the responsibility of FDOT. She also reminded the CAC that from 6:00am to 6:00pm the parking lot would be reserved for FDOT employees. However, from 6:00pm to 6:00am and on the weekends, the lot would be available for park patrons. Ms. Cromartie questioned who would be liable for any accidents that might occur in the lot. Charles Hargraves stated that it would depend on the cause of the accident. For example, if the contractor left equipment unattended or a hazard in the lot, liability would fall to that entity. However, in that particular case, he anticipated minimal disruption to the park. Post construction, the lot belonged to FDOT therefore liability would be on the owner.

Consent Items

Item #3: CAC Meeting Minutes (December 10, 2015)

Kent Wimmer moved approval of the minutes. Allen Stucks seconded the motion. Claudette Cromartie noted a correction for Windell Paige’s name. With that amendment, it passed unanimously.

Presentation Items

Item #4: Capital Cascades Trail Segment 3D Approval of Concept Plan from Coal Chute Pond to Lake Bradford Road

Charles Hargraves and Autumn Calder gave a brief presentation on the item.

JR Harding questioned if the playground design utilized the 2010 standards and the 2012 codes. Ms. Calder stated that she was not certain of that reference however, it was designed after 2012 and included an anti-microbial turf that was ADA accessible. Mr. Hargraves stated that the material supplied complied. Mr. Harding was also concerned with the space between equipment; specifically 36-inches to accommodate a chair, self-transfer, and any kind of swing mechanism that would consist of wheelchair inclusion. Ms. Calder stated that she would forward diagrams of the playground to Mr. Harding for his information.

Ben Pingree questioned how the trail transitioned to the roadway at Railroad Square. Ms. Calder stated that the trail itself would not be as close to the roadway as it appeared in the construction photograph in the presentation. However, there would be a curb with adjacent sidewalk for controlled access. The public would have full access to Railroad Square along the trail as well as a new back entrance at Pinellas Street.

JR Harding stated that approximately one year earlier in the CAC project tour, he observed a lack of ADA accessible parking. Ms. Calder stated that parking along FAMU Way was back-in angled parking. Mr. Hargraves stated that Blueprint would clarify that with the City Underground Utilities and Public Infrastructure (UUPI), the lead on the roadway project, and forward a response to Mr.
Harding.

Claudette Cromartie questioned if there would be a pedestrian crossing at Pinellas Street. She raised the point because she was certain that it would be used as a “cut-through” for access to Gaines Street without people walking east or west to cross at the round-a-bouts. Mr. Hargraves stated that he did not think the City would be interested in a mid-block crossing because of yet another impact to the roadway.

Steward Proctor suggested that if a pedestrian crossing was not included, that physical barriers be erected for safety reasons. Mr. Hargraves stated that while he understood the concern for safety, fencing or physical barriers might not necessarily be the appropriate response. However, he would request information from UUPI on their roadway project plans to share with the CAC of what was or was not proposed for Pinellas Street.

Ms. Cromartie questioned if any noise studies were conducted for the buildings and apartments closest to the roadway. Ms. Calder stated that she was not aware of any however, the roadway was not yet open. Mr. Proctor stated that in his research, he found that the City had acquired many of the buildings along the roadway. Mr. Hargraves stated that Blueprint assisted in the right-of-way acquisitions for FAMU Way, and those buildings were demolished. There were still apartments and single family homes though.

Mr. Proctor questioned if bus stops had yet been identified. Mr. Hargraves stated that he believed that was resolved, but again, it was a City UUPI project and that level of detail was unknown to him. A response to the question would be provided along with the others. Mr. Proctor stated that one problem on Tennessee Street was that stops were not located near pedestrian crossings therefore people crossed the roadway anywhere.

Jim Stevenson questioned if there was a point in which Blueprint would no longer have a role in the project. For example once it was opened for public use. Mr. Hargraves confirmed that the City would be the owner and responsible for maintenance of it. Mr. Stevenson questioned if Blueprint was aware of any vandalism to-date, on any of the segments that were open. Mr. Hargraves stated that there was a problem with graffiti in the park following the opening. Ms. Calder stated that, like Mr. Hargraves, she was unaware of any large scale vandalism. There was some minor damage from skateboarding activities. That was part of the motivation for the skateable public art on Segment 3.

Mr. Harding suggested making the observation areas at the skateable features be ADA accessible.

Allen Stucks questioned if lighting would be included; as well as liability. Who would that fall to? Ms. Calder stated that lighting would be included however, it had not yet been designed. As for liability, she stated, that like any other public space and would likely include “skate at your own risk” signage. She also shared that the City has a skate park with similar, unmonitored situations.

Mr. Proctor, referring back to the noise levels, stated that a skate park would not be a quiet area. The equipment on concrete alone held the potential to get loud. Factoring in the aggregation of
people utilizing the facility it could increase significantly. He suggested that staff bear that in mind as lighting was designed and hours of operation determined. Furthermore, skaters would take ownership of the area and would “decorate” it in their style. He suggested that the City should be anticipated that graffiti or urban art as well.

Ms. Cromartie suggested that a historical feature be included near Pinellas or the skateable features to tie it into FAMU. Ms. Calder stated that Blueprint was working with the Design Works Studio in the Planning Department to develop history kiosks along FAMU Way from Lake Anita along the length of Segment 3. Those kiosks would recognize FAMU, the neighborhoods and residents, the railroad and industry, and other unique aspects of the community. Niel Fleckenstein stated that it was a sentiment expressed in many of the public comments included in the agenda material. Mr. Harding stated that informational kiosks needed to be designed to the accessible height, range, and include braille and audible components as well.

Andrew Chin questioned what the negative would be in shifting the multiuse trail so that it looped Coal Chute Pond. Mr. Hargraves stated that the trail was located where it was to avoid the electric lines that crossed the area as well as allow access to them for the City.

In regards to the Capital Cascades Trail connection to the St. Marks Trail, Kent Wimmer stated that the trial head needed to be on the same side of the road as the trail itself. Mr. Hargraves stated that having one on either side of the roadway was under discussion.

Regarding right-of-way acquisition, 53 of the 55 parcels were willing sellers with two parcels taken through eminent domain because of title issues. Ms. Cromartie questioned what incentives were used with the willing seller acquisitions. Ms. Calder explained that a policy was in place so that one person would not receive a higher incentive than another on a proportional basis on the sale price. Ms. Cromartie asked for a copy of the incentive policy to gain a better understanding.

Allen Stucks moved approval of the Capital Cascades Trail Segment 3D concept plan. It was seconded by Claudette Cromartie. The motion passed unanimously.

**Item #5: Selection of Blueprint Bond Counsel, Bond Disclosure Counsel, and Financial Advisor**

Autumn Calder stated that the item was provided as an update to the selection process. No action was required from the CAC.

Allen Stucks stated that he held concerns with the selection process and how it was shared with the public domain. Charles Hargraves stated that it was advertised through Demand Star by the City Procurement office. Ms. Calder stated that Blueprint utilized the City’s Procurement Services department for all related activity.

Additional information would be provided to the CAC at their request.
Item #6: Infrastructure Projects Update

Charles Hargraves and Autumn Calder summarized the item and shared leonpenny.org to familiarize the CAC with the 2020 projects.

Allen Stucks stated in regards to FDOT’s long range plans and funding, if Blueprint was included in those projections. Mr. Hargraves confirmed that by Blueprint 2020 projects being included in the CRTPA’s Regional Mobility Plan they were positioned to receive funds when they were made available by FDOT.

Steward Proctor questioned what timeframe that defined the parameters of the Regional Mobility Plan. Ms. Calder stated that within the Regional Mobility Plan was a Cost Feasible Plan that was based on the amount of funding the local region thought it might receive, and in which years, for transportation projects. The prioritization occurred in the Cost Feasible Plan with items at the top of the list being funded first. Each year the State Legislature adopted a Five Year Work Plan that each FDOT district would implement. Some of the regional mobility projects and cost feasible projects made it into the 2017 FDOT Draft Work Plan. Five of the Blueprint projects were listed in it: Capital Circle Southwest, Woodville Highway, Orange Avenue, and Monroe Street from John Know Road to Thomasville Road as well as from Lake Elie Drive to 7th Avenue.

Regarding the $9.9M annual allocation for bike route systems, sidewalks, greenways master plan, Starmetro enhancements, and operating costs for parks constructed with sales tax dollars, Kent Wimmer questioned if the completion of Capital Cascades Trail Segment 4 was funded. Mr. Hargraves stated that Segment 4 was programmed in the 2000 sales tax allocations. Once Segment 3 was complete, the concept for Segment 4 would be revisited because stormwater opportunities had changed however the need for watershed improvements were essential through Black Swamp. Mr. Wimmer questioned if there were plans for a fifth segment to extend it to Lake Munson. Mr. Hargraves stated that there was not. It was not included in the original program and he did not anticipate any additional funds beyond what was planned for Segment 4. There was a water quality allocation in the 2020 program however, the conversations on how it would be divided had yet to occur.

In his need to balance green and gray, Mr. Wimmer also questioned how the $9.9M, mentioned above, would be allocated. Ms. Calder stated that each of the projects had its own dedicated funding amount. That information could be provided to Mr. Wimmer. Mr. Fleckenstein stated that it would be nice to have an update on it at the April CAC meeting.

Item #7: Orange Avenue, Lake Bradford, Springhill Road Corridor Study

Autumn Calder briefly spoke on the item.

Claudette Cromartie and Allen Stuck each raised questions about the widening of Orange. Several segments had (relatively) recently been widened to four-lanes. Moreover though, they were
concerned about work near the schools. Ms. Calder stated that was precisely the types of situations, safety concerns, and traffic capacity needs that the corridor study would evaluate. The school board would be included in the discussion as well. Andrew Chin noted the large number of residential properties along the roadway and the bridge at the railroad as well. However, the traffic did become rather dense through there and the project would be beneficial.

Items from Members of the Committee

Allen Stucks requested to be invited to the FAMU Way meetings. Ms. Calder stated that any community meeting Blueprint held on the project could be sent to the CAC. Mr. Stucks questioned how the information was disseminated to the community in general. Ms. Calder stated that Blueprint had a comprehensive process for notifying residents and various community organizations. Claudette Cromartie stated that as the CONA representative, she would also assist in the distribution of information.

Neil Fleckenstein thanked everyone for their attention and to staff for the work of preparing the agenda. He also stated that the next meeting would be at 4:30 on April 27, 2016 at the Blueprint offices.

Citizens to Be Heard

There were no additional citizens to speak.

Adjourn

Allen Stucks moved to adjourn; Claudette Cromartie seconded the motion. The meeting adjourned at 6:14 pm.
Acceptance of FY 2015 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 2015 Operating Fund Balance

Date: June 2, 2016
Contact Person: Rita Stevens
Requested By: Blueprint Staff
Type of Item: Consent

STATEMENT OF ISSUE:
This item is to present to the Intergovernmental Agency Board Blueprint’s Comprehensive Annual Financial Report (CAFR) for the year ended September 30, 2015, and the appropriation of Fiscal Year (FY) 2015 encumbrances and unexpended operating budget funds.

SUPPLEMENTAL INFORMATION:
The Blueprint 2000 FY 2015 CAFR has been completed. In addition to the financial statements, the CAFR includes the opinion of the external auditors, their management letter, and the auditor’s reports on compliance and internal controls. It should be noted, as in previous years, the annual audit is nearing completion and the Agency expects to receive an unmodified opinion from the external auditors, Thomas, Howell, Ferguson and Law, Redd, Crona, and Munroe, P.A.s.

At the end of the fiscal year, $2,190,660 remained unexpended. $122,689 is encumbered for contracts, and $2,067,971 is available for transfer to the Capital Projects Fund. Staff is requesting the Board approve an increase in the FY 2016 adopted budget of $122,689 for outstanding encumbrances and $2,067,971 for transfer to the Capital Projects Fund as shown below. This recommendation will allow the IA to expend these funds in the current fiscal year on the approved capital projects.

<table>
<thead>
<tr>
<th>Amount</th>
<th>Description</th>
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<tbody>
<tr>
<td>$32,440,086</td>
<td>Approved FY 2016 Operating Budget</td>
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<tr>
<td>122,689</td>
<td>FY 2015 Carryover for Encumbrances</td>
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<tr>
<td>2,067,971</td>
<td>FY 2015 Unexpended Balance transfer to Capital Projects Fund</td>
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<tr>
<td>$34,630,746</td>
<td>Total FY 2016 Amended Budget</td>
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OPTIONS:
Option 1: Accept the FY 2015 CAFR and approve additional appropriation to the FY 2016 Operating Budget of $122,689 for encumbrances and $2,067,971 for transfer to the Capital Projects Fund.
Option 2: Provide alternate direction to staff.

RECOMMENDED ACTION:

Approve Option 1: Accept the FY 2015 CAFR and approve additional appropriation to the FY 2016 Operating Budget of $122,689 for encumbrances and $2,067,971 for transfer to the Capital Projects Fund.

Blueprint Project Definitions Report Consistency: Not applicable.

Action by the CAC and TCC: This item was not presented to the TCC and was presented as information only to the CAC.

ATTACHMENTS:
Attachment 1: Management Letter (to be provided at June 2016 IA meeting)
Attachment 2: FY 2015 CAFR document (to be provided at June 2016 IA meeting)
Subject/Title: Office of Economic Vitality Update

Date: June 2, 2016
Contact Person: Ben Pingree

Requested By: Blueprint Staff
Type of Item: Presentation

This item is a presentation only at the meeting with no written agenda material.
**SUBJECT/TITLE:** Review of a Proposal to Acquire Ames Sink Property

<table>
<thead>
<tr>
<th>Date: June 2, 2016</th>
<th>Requested By: Blueprint Staff</th>
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<tbody>
<tr>
<td><strong>Contact Person:</strong> Autumn Calder</td>
<td><strong>Type of Item:</strong> Discussion</td>
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**STATEMENT OF ISSUE:**
Blueprint is seeking guidance from the IA on whether to pursue the acquisition of the property containing Ames Sink. The acquisition of Ames Sink is not a component of an approved Blueprint 2000 project, but it is adjacent to the Pine Flats Greenway, which is included in the Greenways Master Plan and identified for implementation through the 2020-2040 collection of the one percent sales tax.

**SUPPLEMENTAL INFORMATION:**

**Background**
In February 2016, Blueprint was made aware of a proposal from Jim Stevenson, a Blueprint CAC member, to use public funds to acquire all or a portion of properties that contain Ames Sink. The formal proposal was provided to Blueprint on April 17, 2016 and is included as Attachment 1.

Ames Sink is in southern Leon County south of Oak Ridge Road and east of Wakulla Springs Road. See Attachment 2 for a location map of Ames Sink with the proposed acquisitions. The properties proposed for acquisition are owned by Sam Wommack and his son, Kenneth Wommack. Sam Wommack is a willing seller, but it is unknown if Kenneth Wommack is ready to sell. The combined parcels are approximately four acres, and the Leon County Property Appraiser’s total market value for the lots is $105,000.

Ames Sink is a unique geological feature in Leon County and serves educational and scientific purposes. Stormwater from Tallahassee goes underground into the aquifer at Ames Sink. Dye released into Ames Sink has reached Wakulla Springs. As an Agent of Palmetto Expeditions, Mr. Stevenson has been leading the “Saving Wakulla Springs” educational tour, which includes a stop at Ames Sink. Mr. Sam Wommack has permitted these tours on his property. Many locals and visitors to the area have attended these tours over the last three years, which has heightened the public awareness of the Ames Sink connection to Wakulla Springs.

**Blueprint 2000 Project Consistency**
The Blueprint projects funded by sale tax revenues collected prior to 2020 include efforts to protect, through acquisition of sensitive land or other strategy, the Lake Jackson Basin, Lake Lafayette Basin, St. Marks Floodplain, and the Fred George and Ochlockonee River Basins. Ames Sink is not within any of the above project areas. The process for adding a project to the
Blueprint Intergovernmental Agency Agenda Item
Item Title: Review of a Proposal to Acquire Ames Sink Property

Blueprint 2000 approved list is to hold two public hearings and gain a super majority vote of the City and County Commissions.

However, Leon County's share of the Blueprint 2000 Water Quality Program funds could potentially be used. Should the IA desire to utilize this funding source, then the County and Blueprint would begin the approval process. The approval process for the use of the funds involves developing technical data, review by a third party for consistency with the Blueprint holistic philosophy and environmental benefit such as reduction of pollutants, and finally a recommendation from Blueprint staff, the CAC, the TCC and the IMC.

Blueprint Projects Funded by the 2020 Sales Tax Extension Consistency
"Implement the Greenways Master Plan" is an approved project to be funded by sales tax revenues collected from 2020 to 2040. The Ames Sink property is adjacent to the Sunflower Trail, which is one of seven interconnected trails that make up the Pine Flats Greenway. See Attachment 3 for the property connection to the Sunflower Trail. Although the property is not identified for acquisition in the Pine Flats Greenway project description, it is noted as a destination. In April 2015, the IA authorized a recurring annual allocation to the Greenways project; the annual allocations will be $790,000 each year and will begin in 2020. In the same April meeting, the IA directed staff to pursue only projects with significant leveraging opportunities prior to 2020.

Grants and Partnerships
Working with partners, Blueprint staff could identify creative strategies to share the acquisition and potential other costs. For example, the Northwest Florida Water Management District (NWFWMD), Florida Communities Trust (FCT), and the Florida Department of Environmental Protection (FDEP) have grant programs to help with the acquisition of spring-shed properties. The Wakulla Spring Alliance has recently submitted a proposal to the NWFWMD for the acquisition of Ames Sink. Also, partnership opportunities could exist with Leon County and/or private and non-profit groups interested in protecting Wakulla Springs or purchasing flood prone properties.

Summary
Blueprint is seeking guidance from the IA on the pursuit of the acquisition. If the IA recommends pursuit of the parcels by the Blueprint Intergovernmental Agency, then the funding source will need to be identified. If funds collected prior to 2020 are to be used, then the project needs to go through the process to be added to the approved list of Blueprint projects. If 2020-2040 funds are to be committed prior to their collection, then outside funding sources, i.e. leveraging opportunities, will need to be identified, or the acquisition should be put on hold until after the start of 2020.

OPTIONS:

Option 1: Use Blueprint 2000 project revenues (sales tax revenues collected prior to 2020) and begin the process to add the project to the list of approved projects. This process requires two public hearings and a super majority vote from both the City and County Commissions.

Option 2: Direct Blueprint staff to work with Leon County to submit an application for the use of the BP 2000 Water Quality Program funds.
Option 3: Use sales tax revenues collected after the start of 2020 to purchase the property and put the project on hold until the revenues are received.

Option 4: Direct Blueprint staff to work with partners to identify opportunities to apply for grants and set up partnerships to help share the acquisition and potential other costs. If leveraging strategies are successful, the funding source would be the Blueprint 2000 sales tax revenues with a payback from the 2020 revenues if the acquisition is made prior to 2020.

Option 5: Board Guidance

RECOMMENDED ACTION:

Option 4: Direct Blueprint staff to work with partners to identify opportunities to apply for grants and set up partnerships to help share the acquisition and potential other costs. If leveraging strategies are successful, the funding source would be the Blueprint 2000 sales tax revenues with a payback from the 2020 revenues if the acquisition is made prior to 2020.

Action by TCC and CAC:

ATTACHMENT(S):
Attachment 1: Ames Sink Acquisition Proposal
Attachment 2: Ames Sink Location Maps
Attachment 3: Sunflower Trail Map
Ames Sink Acquisition Proposal

Approximately 30% of Tallahassee’s stormwater flows south through the Lake Munson watershed. This water has been traced from the Capital to Wakulla Springs. After passing through Lake Munson, the water flows underground into the aquifer, through a geological feature called Ames Sink. It is located on Cottonwood Lane about a mile north of the Leon/Wakulla County line. Scientists released dye in Ames Sink and it reached Wakulla Spring 21 days later—a distance of six miles.

Ames Sink is a unique geological feature which serves educational and scientific purposes. The Northwest Florida Water Management District maintains a flow meter in the sink and water quality testing is conducted there sporadically. Palmetto Expeditions has conducted “Saving Wakulla Springs” educational tours of this portion of the Wakulla Spring Basin for the past three years and Ames Sink is a popular stop during the tour. Mr. Sam Wommack has graciously permitted these tours on his property. Hundreds of county residents have observed this geological phenomenon during these tours. Four Leon County Commissioners, Democrat Publisher Skip Foster, and Representative Gwen Graham have taken the tour and seen Ames Sink as well. Acquisition of this property should ensure the continuation of education tours, scientific monitoring and research and also help to mitigate flooding problems.

Relatively recent acquisitions in the Munson watershed have contributed to the protection of Wakulla Spring. In 2010 Leon County obtained the 8-Mile Pond tract consisting of 132 acres. Munson Slough flows into and out of 8-Mile Pond and then continues to Ames Sink ½ mile downstream. The cave conducting the water from Ames Sink to Wakulla Spring passes beneath the 700 acre Chason Woods property purchased in 2013 by the state and managed as a state forest by the Florida Forest Service. The property is in Leon County and borders the south county line and State Road 61.

Ames Sink is privately owned by Sam Wommack and his son. They each own two lots. The two lots that contain Ames Sink are often flooded by the stormwater draining from Tallahassee. The lots are not developable due to flooding. Mr. Sam lives in a frame house on one lot, parts of which also flood. He has lived there over 20 years. His wife died on April 3rd. He is 84 and is ready to discuss sale of his property. He would like a life estate. His two lots and one of his son’s lots totaling 3.5 acres should be acquired.

Management would involve periodic inspections to protect the property from littering and other possible abuses. As it is only ½ mile from the county’s 8-Mile Pond, such inspections should be simple. Another advantage of this project is to satisfy some of the county’s responsibility for BMAP requirements. Funding partners may include Leon County, Blueprint and the NWFWMD springs appropriation. The Property Appraiser’s total market value for the three lots is $105,000.

There is a precedent for this type of acquisition. The Trust for Public Lands, using donated funds, acquired Rose Sink, in Columbia County that was proven to be connected by cave to Ichetucknee Springs five miles downstream. The purpose of the acquisition was to protect the water flowing to the springs and to permit educational and scientific activities that benefit the springs.
Agenda Item

SUBJECT/TITLE: Approval of the Debbie Lightsey Nature Park Concept

<table>
<thead>
<tr>
<th>Date: June 2, 2016</th>
<th>Requested By: Blueprint Staff</th>
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<tr>
<td>Contact Person: Autumn Calder</td>
<td>Type of Item: Discussion</td>
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STATEMENT OF ISSUE:
Blueprint is seeking the IA’s approval of the Debbie Lightsey Nature Park Concept. The park will be located on the east side of Capital Circle NW/SW, in between Blountstown Highway and Orange Avenue. The IA has previously approved funding for up to $50,000 for design of the Park, and should the IA approve this concept, staff will move into design.

SUPPLEMENTAL INFORMATION:

Background
The proposed Debbie Lightsey Nature Park is located in the southwest quadrant of Tallahassee on a 113-acre parcel. This site, formerly known as the “Delta Industrial Site”, is currently a combination of manmade stormwater ponds, natural wetlands, and forested areas. It was acquired by Blueprint in December 2006 for $3.7 million as part of the stormwater treatment and wetland mitigation associated with the 2.7 mile Capital Circle Northwest/Southwest (CCNW/SW) Roadway Project. See Attachment 1 for a Location Map. Both the stormwater treatment and wetland mitigation were completed early 2016. The roadway project does not include funding for the construction of the Debbie Lightsey Nature Park.

In 2012, the Tallahassee City Commission named the future park after Commissioner Debbie Lightsey to recognize her service to the community and dedication to protecting the environment. The Debbie Lightsey Nature Park is located within the Bradford Brook Watershed (as is the Bradford Brooks Chain of Lakes). The stormwater facilities and wetlands in the Debbie Lightsey Nature Park serve as a 113 acre buffer to the Chain of Lakes from development occurring in the surrounding area. The site and surrounding area provide habitat for a variety of native flora and fauna. This system is part of the Wakulla Springs Basin, one of the regions greatest recreational and natural resources due to its pristine beauty and diverse wildlife.

In September 2015, the IA approved up to $50,000 for the design of the Debbie Lightsey Nature Park.

Tallahassee Section of the Florida Chapter of the American Society of Landscape Architects
In winter of 2015, Blueprint was approached by the Tallahassee Section of the Florida Chapter of the American Society of Landscape Architects (ASLA) who offered to donate their services to develop the concept plan. The ASLA Chapter representatives include Patrick Hodges, Jeremy
Floyd, Steve Roberts, Hilda Gilchrist, and Tom O’Steen who all put in numerous hours developing the concept design.

**The Park Concept**

The ASLA and Blueprint staff team developed the Debbie Lightsey Nature Park Concept Plan through a series of three charrettes. This process included a focused charrette, a targeted stakeholder charrette, and finally a public meeting held on May 26, 2016. The sign-in sheet from the stakeholder charrette is included as Attachment 2. The Park Concept is included as Attachment 3 and includes ADA accessible trails, “rake and ride” trails for mountain biking, picnic shelters, and boardwalks that encourage safe interaction with the wetlands and manmade stormwater ponds. Vehicular access to the Park will be on the northwestern corner of the Park off Capital Circle. Signage will be installed to help convey information about the natural environment and the impact of development on our natural systems.

A unique feature in the concept is the repetition of an identity marker at all entrances and along Capital Circle creating an awareness of the Park’s boundaries and signaling something special. These markers could be sculptural, sized according to the individual locations, and speak the same architectural vocabulary as the pavilions and signage within the Park.

**Park Context**

The site is adjacent to several neighborhoods including Seminole Manor, Mabry Manor and Villa San Michele. Together, these neighborhoods have approximately 725 residential units. Greenway connections already exist to the park site, but this plan will increase and enhance the opportunities for greenway connections to Lake Cascade, Broadmoor Pond, Innovation Park, and FSU’s Recreational Fields and Southwest Campus.

James Messer Sports Complex, the closest public facility, provides playing fields for baseball and softball but is not a park designed for hiking or accessing the natural beauty of the area. Other recreational facilities in the immediate area are not open to the public as they are privately owned or charge admission fees. Accordingly, Blueprint staff is proactively working with stakeholders to identify and address additional needs.

**Great Urban Parks Campaign Grant**

Blueprint submitted an application in April 2016 for the National Recreation and Parks Association Great Urban Parks Campaign Grant. The campaign looks for three objectives; increased public access to recreational activities in underserved/low-income communities, improved environmental quality and hazard mitigation, and a project that engages community through green infrastructure. If awarded, up to $575,000 will be applied to the construction cost of the park. Applicants will be notified of selection status by June 30th, 2016.

**Summary**

Blueprint is seeking authorization from the IA to approve the Debbie Lightsey Nature Park Concept. The Park provides opportunities to enhance regional greenway connectivity, benefit underserved communities, and educate and engage the community about the natural environment.
Blueprint Intergovernmental Agency Agenda Item
Item Title: Approval of the Debbie Lightsey Nature Park Concept

at both local and regional scales. Blueprint has submitted a grant application requesting $575,000 for further park funding and will know the grant status by June 30th, 2016. Once approved by the IA, staff will move forward with design and continue to seek funding for construction through grant applications and partnerships. Once the design is complete, staff will be able to phase the construction depending on the level of construction funding that is available.

OPTIONS:

Option 1. Approve the Debbie Lightsey Nature Park Concept

Option 2. Board Guidance

RECOMMENDED ACTION:

Option 1. Approve the Debbie Lightsey Nature Park Concept

Action by TCC and CAC:

ATTACHMENT(S):
Attachment 1: Debbie Lightsey Nature Park Location Map
Attachment 2: Stakeholder Charrette Sign-in Sheet
Attachment 3: Debbie Lightsey Nature Park Concept
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<thead>
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<th>Name</th>
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Debbie Lightsey Nature Park
Draft Concept Plan, May 26, 2016

- **Staging Area**
  - Full-service staging area at the west end of currently undeveloped land of Capital Circle SW adjacent to the existing trail network.

- **Trail System**
  - A trail system is proposed which includes:
    - **Main Trail**
    - **Loop Trail**
    - **Side Loop Trail**
    - **Overlook Side Trail**
    - **Observation Shelter 1**
    - **Observation Shelter 2**

- **Shelter and Concessions**
  - **Main Park Shelter**
  - **Parking**
  - **Restrooms and Bike Rental**

- **Visitor Experience**
  - **Interpretive Stations**
  - **Observation Points**
  - **Picnic Area**

- **Environmental Education**
  - **Interpretive Signs**
  - **Observation Towers**

- **Parks and Recreation**
  - **Future Activity Area**
  - **Main Park Identity Sign**
  - **Park Identity Signage**
  - **Boundary Fencing and Secured Access**
  - **Future Expansion Opportunity**

- **Wetland Restoration**
  - **Wetland Boardwalk & Wildlife Observation Trail**
  - **Wetland Boardwalk and Wildlife Observation Overlook**
  - **Sanitary Sewer Route**
  - **Rake and Ride Trail Network**

- **Utility Considerations**
  - **Powerline Property**
  - **Stormwater Management Pond**
  - **Environmental Education Stations**

- **Sustainability**
  - **Native Plantings**
  - **Sustainable Design**
  - **Recycling and Composting**

- **Accessibility**
  - **Handicap Access**
  - **Barriers and Obstacles**

- **Community Engagement**
  - **Public Meetings**
  - **Community Surveys**
  - **Volunteer Programs**

- **Development**
  - **Pavement Types**
  - **Construction Materials**
  - **Siting and Placement**

- **Parking and Access**
  - **Parking lot**
  - **Overnight Parking**

- **Environmental Protection**
  - **Wetland Protection**
  - **Soil Stabilization**

- **Construction Schedule**
  - **Construction Phases**
  - **Project Timeline**

- **Funding Sources**
  - **State and Federal Grants**
  - **Community Contributions**
  - **Private Donations**

- **Additional Information**
  - **Parking and Access**
  - **Utilities**
  - **Trail Design Considerations**

**Note:** The above information is subject to change based on further studies and community input.
Agenda Item

SUBJECT/TITLE: Approval to Enter into a Joint Partnership Agreement with the Florida Department of Transportation Regarding Improvements to Woodville Highway

Date: June 2, 2016
Contact Person: Charles Hargraves

Requested By: Blueprint Staff
Type of Item: Discussion

STATEMENT OF ISSUE:
Blueprint is seeking authorization from the IA to enter into a JPA with the Florida Department of Transportation (FDOT) to fund the construction of improvements on Woodville Highway between Capital Circle and Tram Road. This proposed JPA provides an opportunity to meet the goals of the Southside Gateway project, an adopted Blueprint project from the 2020 extension, and more quickly move the project into implementation without incurring additional debt. The Blueprint contribution is estimated to be $1,120,000.

SUPPLEMENTAL INFORMATION:

Background
Woodville Highway is not only a key link for the Region but also to the local community, as the roadway is an important commercial and industrial corridor and serves a diverse group of residents living in proximity to the corridor. It provides a key north-south link between Tallahassee, the State Capitol; Wakulla County to the south; and the surrounding coastal communities. Vehicular traffic has continued to grow over the years and its importance as a community transportation link and gateway continues to increase. Additionally, use of the St. Marks Trail as a community resource continues to grow.

The CRTPA began a PD&E study for the Woodville Highway North Corridor in 2012 and completed it in 2013. The study area was defined by Capital Circle Southeast at the south, and Paul Russell Road on the north with a corridor length of approximately 2.13 miles. The project area is included as Attachment 1. One significant decision made in the PD&E was that all improvements would be made within the existing right of way. The design of the transportation improvements that came out of the PD&E for this segment of Woodville Highway have been led and funded by the Florida Department of Transportation and are now 90% complete. FDOT estimates that the total construction cost of the project is $23 million and the right of way almost $10 million.

In November 2014, the local option one percent sales tax was extended from the year 2020 to 2040. A new list of infrastructure improvements were approved to be funded by this extended sales tax including the Southside Gateway. The Southside Gateway not only extends along Woodville Highway from Capital Circle Southeast to Tram Road, but it also includes Crawfordville Highway from Capital Circle to Tram and Ross Road; the project description and map is included as Attachment 2.
Blueprint Intergovernmental Agency Agenda Item
Item Title: Approval to Enter into a Joint Partnership Agreement with the Florida Department of Transportation Regarding Improvements to Woodville Highway

Blueprint began their involvement in the Woodville Highway design review in 2015 when the plans were 60% complete. Blueprint design comments were provided from the perspective of achieving the goals of the Southside Gateway project to the greatest extent possible. FDOT met with Blueprint several times to refine the design to help meet the Gateway project goals. Modifications included adjustments to the Tram and Ross Road intersections to match the future connections indicated in the Gateway project as well as adjustments to maximize the buffer between the roadway and the multiuse trail.

A significant adjustment made to the design was the incorporation of “bump outs” which allow for a meandering of the multiuse trail to achieve a curvilinear aesthetic and provide opportunities to plant trees between the trail and the road. Over the length of the project eight bump out locations have been identified. Gravity walls are required in the locations to enable the meandering of the trail. The construction estimate for each bump out is $140,000 for a total of $1,120,000 for all eight. Should there be no opposition to the bump outs in the final design public meeting, the FDOT has agreed to pay for the design of the bump outs and has requested Blueprint to pay for the construction.

The FDOT work plan indicates funding for right of way acquisition to begin in fiscal year 2018. At this time, construction funding is not yet funded. Based on the right of way schedule, it is likely that if construction is funded by FDOT it will not begin before 2020. Therefore, should Blueprint contribute to the construction cost of the project in order to advance the implementation of the Gateway project it will occur after the receipt of 2020 sales tax revenues.

Summary
Blueprint is seeking authorization from the IA to enter into a JPA with the Florida Department of Transportation to fund the construction of “bump outs” on Woodville Highway to achieve the community driven goals of the Southside Gateway project, an adopted Blueprint project from the 2020 extension. This cost is estimated to be $1,120,000. Staff will negotiate with FDOT to begin the payment for the bump outs after January 1, 2020.

OPTIONS:

Option 1. To achieve the enhanced landscape and gateway goals of the Southside Gateway project, authorize Blueprint to enter into a Joint Project Agreement with FDOT District III to fund the construction of the “bump outs” on SR 363 (Woodville Highway) from SR 263 (Capital Circle) to Tram Road, whereby Blueprint will contribute to FDOT up to a maximum of One Million One Hundred and Twenty Thousand and 00/100 Dollars ($1,120,000.00).

Option 2. Board Guidance

RECOMMENDED ACTION:

Option 1. To achieve the enhanced landscape and gateway goals of the Southside Gateway project, authorize Blueprint to enter into a Joint Project Agreement with FDOT District III to fund the construction of the “bump outs” on SR 363 (Woodville Highway) from SR 263 (Capital Circle) to Tram Road, whereby Blueprint will
Blueprint Intergovernmental Agency Agenda Item
Item Title: Approval to Enter into a Joint Partnership Agreement with the Florida Department of Transportation Regarding Improvements to Woodville Highway

contribute to FDOT up to a maximum of One Million One Hundred and Twenty Thousand and 00/100 Dollars ($1,120,000.00).

Action by TCC and CAC:

ATTACHMENT(S):
Attachment 1: FDOT Project Map
Attachment 2: Southside Gateway Project Description and Map
Project Highlights

- Creates a gateway feature at the interconnection of Woodville and Crawfordville Highways.
- Widens Woodville Highway (from Capital Circle SW to Tram Road) to four lanes, which will reduce evacuation time from coastal areas.
- Constructs sidewalks, bike lanes, and wide medians for landscaping.
- Provides greenspace allowing for water infiltration and stormwater ponds.
- Estimated Cost: $29.7 million

This project enhances regional mobility and supports the goal of economic revitalization to the Southside of Tallahassee. This roadway also has a significant regional impact as it is a crucial evacuation route from the coast. The multimodal connectivity improvements, enhanced roadway capacity, landscaping, and gateway features advance the redevelopment potential of the surrounding area. The current grey landscape of asphalt and concrete along Crawfordville Highway will be improved with a greenspace in the form of landscaped medians and open land for stormwater improvements. Finally, the project builds bike connections along Ross Road, linking Woodville and Crawfordville Highways.
Southside Gateway Enrichment