Blueprint 2000
Intergovernmental Agency
Meeting
June 17, 2009
I. AGENDA MODIFICATIONS

II. CAC CHAIRMAN’S REPORT

III. INFORMATION ITEMS
1. CAC Meeting Minutes (February 5, 2009) Dave Bright
2. No-cost Property Transfers Between Blueprint 2000, City of Tallahassee, and Leon County Latesa Turner/Gary Phillips
3. FAMU Way Extension – from west of Lake Bradford Road to east of South Monroe Street, and Coordination with Capital Cascade Trail Segment 3 Dave Snyder
4. Capital Circle SW PD&E Study Update Latesa Turner
5. Blueprint Project Schedule Update Jim Davis

IV. CONSENT
6. IA Meeting Minutes: February 23, 2009 Chairman Sauls
7. Citizens Advisory Committee Appointments Dave Bright

V. PRESENTATIONS/DISCUSSION
8. Election of Intergovernmental Agency Vice-Chair Chairman Sauls
10. Capital Cascade Trail Segment 2 – Authorization to Advertise for Construction, Negotiate a Contract, and Award a Bid Gary Phillips
11. Capital Circle Southeast: Woodville Highway to Crawfordville Road – Design Build Project Dave Snyder
VI. CITIZENS TO BE HEARD

*Citizens desiring to speak must fill out a Speaker Request Form; the Chair reserves the right to limit the number of speakers or time allotted to each.

VII. ITEMS FROM MEMBERS OF THE COMMITTEE

VIII. ADJOURN
#1.

CAC Meeting Minutes
(February 5, 2009)
Tom O’Steen called the Citizens Advisory Committee meeting to order at 4:31 p.m.

Committee Members present:

<table>
<thead>
<tr>
<th>Tom O’Steen</th>
<th>Scott Balog (telephonically)</th>
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<tbody>
<tr>
<td>Jess Van Dyke</td>
<td>Nancy Miller</td>
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<tr>
<td>Lamar Taylor</td>
<td>Burt Davy</td>
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<td>Kathy Archibald</td>
<td>Kevin McGorty</td>
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Guests/Presenters/Staff:

<table>
<thead>
<tr>
<th>Jim Davis</th>
<th>George Reynolds</th>
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<tbody>
<tr>
<td>Dave Bright</td>
<td>Ward Miller</td>
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<tr>
<td>Phil Maher</td>
<td>Steve Godfrey</td>
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<td>Dave Snyder</td>
<td>Ryan Wetherell</td>
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<td>Jim Shepherd</td>
<td>Will Mitchell</td>
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<td>Gary Phillips</td>
<td>Harry Reed</td>
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<tr>
<td>Margie Quillman</td>
<td>Paco de la Fuente</td>
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<tr>
<td>Marek Romanowski</td>
<td>Mark Llewellyn</td>
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<tr>
<td>Latesa Turner</td>
<td>Rachel Delisle</td>
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<td>Angela Richardson</td>
<td>Mark Jones</td>
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<tr>
<td>Debra Schiro</td>
<td>Patrick Twyman</td>
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Agenda Modifications

There were no modifications to the agenda. Dave Bright noted that the CAC membership list was being distributed for any required updates. He also noted that Item #8 would be discussed first so that certain staff could be released, and that Item #9 would be advanced so the Committee had time to discuss it in full.

Consent Items

**Item #8: Acceptance of FY 2008 Comprehensive Annual financial Report (CAFR) and Appropriation of FY 2008 Operating Fund Balance**

Phil Maher stated that the report was still in draft form, however, a copy of it had been forwarded to CAC member Lamar Taylor for review. The final report, including all financials, would be presented for approval at the February 23, 2009 IA meeting with general distribution to follow. Mr. Maher distributed the management letters for CAC review and noted highlighted areas giving Blueprint an unqualified opinion with no exceptions.

Jess Van Dyke moved staff recommendation of accepting the FY08 CAFR and approval of additional appropriation to the FY09 Operating Budget of $48,935.00 for encumbrances
and $41,755,171 for transfer to the Capital Projects Fund. Kathy Archibald seconded the motion; it passed unanimously.

**Item #7: CAC Minutes: December 4, 2008**
Kathy Archibald moved approval of the December 4, 2008 minutes. Nancy Miller seconded the motion; it passed unanimously.

**Presentations/Discussion (Part 1)**

**Item #9: Capital Circle Southwest PD&E Study – Recommended Corridor Segment Solutions**
Steve Godfrey of Kimley-Horn, the consulting firm conducting the PD&E Study, gave a brief presentation of the recommended corridor segment solutions for CCSW. In summary Blueprint and Kimley Horn staff recommendation was:

- **Segment 1** - Existing Capital Circle, generally from Crawfordville Road to Near Springhill Road
  
  *Recommended Solution: Widen Right*

- **Segment 2** - Existing Capital Circle, generally from Springhill Road to South of SR 20
  
  *Recommended Solution: Hybrid Solution*

- **Segment 3/3c** - Realignment, generally from the Capital Circle/Springhill Road Intersection to the Orange Avenue/Lake Bradford Road Intersection
  
  *Recommended Solution: 3c – Center Alignment*

- **Segment 4** - Realignment, generally from the Orange Avenue/Lake Bradford Road Intersection to south of SR 20
  
  *Recommended Solution: 4b1-North Alignment*

Jess Van Dyke stated that he found the elimination of 4A due to impacts to wetlands and the Delta property unfortunate. The original idea was to pull the road away from Cascade Lake to an extent. His opinion was that the wetlands were rather new, artificial and of lesser quality. Mr. Godfrey stated that Kimley Horn’s Environmental Specialist personally investigated the area and classified the wetlands to be high quality.

Nancy Miller questioned that Kimley-Horn was choosing to protect the high quality wetlands near Delta as opposed to the Cascade Lake. Also, she mentioned the reconstruction of the relatively recent intersection improvements at Orange Avenue that would be changed again. Mr. Godfrey stated that Kimley-Horn’s purpose was to determine which long-term roadway solution made the most sense. The realignment of the Orange Avenue intersection, while an important project, was a short-term solution. They were aware of them but no previous improvements were driving their decision making process for the future corridor. Any of the various alignments, including the existing alignment, would require the reconfiguration of that intersection and would be only a small portion of the overall cost of the project. Speaking of the area around FSU and how their Master Plan related to the CCSW project, Mr. Godfrey stated that it was a great opportunity to create a unique vision as well as a public/private partnership there.
Lamar Taylor questioned what Kimley-Horn based cost estimates on. Mr. Godfrey stated that Florida Land Acquisition assisted in the evaluation of Right-of-Way costs for all alternatives. They did not perform appraisals at this time as they were quite costly. However, they evaluated land value, damages, and cost of acquisition using the database information available (2007/2008) for acquisitions in the area. Cost estimates also included culverts, the bridge over Bradford Brook, mitigation for wetland and various other impacts, etc. Mr. Taylor questioned the difference in ROW costs between the existing alignment and the realignment. Mr. Godfrey cautioned that it would be inappropriate to, at that time, consider relativity between existing alignment and realignment in total because the PD&E (data) was not at that phase yet. That being said however, he further stated that they compared the ROW and real costs for each of the alternative alignments within each segment and identified the ROW and construction costs for each of the various alternatives. That was what was represented in the total number in the presentation. The numbers, as presented, could not be added together nor compared yet; the study was still too macro. Mr. Godfrey assured Mr. Taylor that the costs had been reviewed quite carefully. More importantly however, everything had been evaluated on common ground. Even if costs were slightly inflated or deflated they were all relative to each other and in the correct order of magnitude.

Kevin McGorty stated that his personal concern was that as they came down to making the decision between the existing alignment and realignment that they moved into that discussion on an even playing field. He felt frustrated though because it was coming out of a unique public effort that had higher standards than if they were looking at a typical road segment outside of the parameters of the Blueprint values. He wanted to be comfortable knowing that the realignment had an ‘even shot’ with the existing alignment. Mr. Godfrey stated that while it was more work for Kimley-Horn, if they evaluated smaller sections of the project area and agreed within that geographic area to what was best it provided a better opportunity to ensure that everything was evaluated on a fair basis. Mr. McGorty stated that the creators of the EECC had a vision in which two key values were expressed: economic development potential in implementing the southern strategy along an innovative alignment and protection of the area’s natural resources. He only wanted to ensure that the policy makers would make a decision that would have tremendous consequences to broader community and specifically the values of Blueprint.

Burt Davy questioned if active dialogue had occurred with FSU. Mr. Godfrey stated that FSU had gone on record, even though it was not the time to say so, as preferring the existing alignment. If however, something was to be done in Segment 4 they preferred the 4C alignment. They felt that any other alternative would be disruptive to their future plans. Mr. Godfrey stated that they would continue dialoguing with FSU to discuss ways they could work with the enhancements. Dave Bright mentioned that Laurie Thomas from FSU Facilities Planning was on the Community Representatives group, and that Blueprint staff had met at FSU with Facilities Planning staff.

Kathy Archibald stated that she felt comfortable in moving forward with the segments as they had been presented and recommended. She stated that she had attended several of the public meetings and that Kimley-Horn had done a great job of getting public input. Of course, she stated, she had her personal preference for an alignment, however, the people that would be directly affected had a better idea of “what it would mean to the neighborhood.” For everyone
else it was a part of the community but not as personal. She did not want to micro-manage the process; the bottom line, in her opinion was that they would have to trust and allow the process to unfold.

Kevin McGorty stated that he was coming from a definite bias regarding the two potential alignments. He did not think it fair of them to pick apart the process. He also reminded the committee to look at the larger vision and that they would have the opportunity in the future to weigh the pros and cons of both.

Jess Van Dyke moved staff recommendation; Nancy Miller seconded the motion. It passed unanimously.

**Item #10: EECC Presentation to IA Regarding Capital Circle SW**
Kathy Archibald stated that her purpose with the presentation was to remind the IA of the original vision of the EECC. The whole concept was based on vision and a potential for economic development. That was the element that was so hard to encapsulate and convey. She felt that Kimley-Horn had done a remarkable job of quantifying that in terms the PD&E. She spoke of the original PD&E from many years earlier, of the sensitive nature of the area due to sinkholes, and the southern strategy of promoting economic development on the south side. She spoke of the difficulty in passing down with continuity that vision from administration at the universities and the benefits of an Airport access road. She stated that it would take imitative on the part of the elected officials to create public and private partnerships; the potential was unbelievable.

### Information Items

**Item #1: Wood Sink Tract Acquisition**
This item was informational only.

**Item #2: Capital Cascade Trail – Segment 3 and 4 Design Update**
This item was informational only. In brief discussion however, Mr. Davis stated that there was a philosophical quandary. There were certain limitations but the design should maximize capacity. If Blueprint constructed the pond(s) to maximum capacity and retained enough space to incorporate amenities later he did not see a down side to doing so and constructing the improvements now; even without full blown stormwater modeling (as recommended by the TCC). All of the proposed short-term improvements were part of the final solution in every scenario.

Mr. Maher stated that there was no funding available for Segments 3 and 4 ROW or construction estimated at $100M) until beginning in FY2012. There was approximately $4M remaining in the design budget which could be used for ROW or construction as well.

**Item #3: Cascade Park / Meridian Monument Plaza Design Modification Due to Property Constraints**
This item was informational only. However, Mr. O’Steen requested an update of fund raising efforts at the next CAC meeting. Nancy Miller requested clarification on the requested $10M for stormwater (under the Federal Stimulus Package). Mr. Davis stated that staff extracted elements
of various park infrastructure that they felt could be implemented in a timely manner. The double by-pass box culvert was purely a stormwater entity and was what funding was being requested; although, it was also part of the delay in project construction due to regulatory permitting requirements.

**Item #4: Capital Circle Northwest/Southwest: US 90 to Orange Avenue**
This item was informational only.

**Item #5: Naming of Regional Pond/Park after Martha Wellman**
This item was informational only.

**Item #6: Capital Circle Southeast: Woodville Highway to Crawfordville Road Design/Build Project**
This item was informational only. There was however discussion of this item with Agenda Item #12.

**Presentations/Discussion (Part 2)**

**Item #11: Billingsley Property Conservation Easement**
Dave Bright stated that the NFWMWD staff had been working with the Billingsley’s regarding a Conservation Easement for 192-acres. In January, the NFWMWD Governing Board did not approve the appraisal, ultimately “killing” the project. One representative was adamantly against the Conservation Easement because it did not allow public access. However Blueprint would continue to work the process via the Board and Commissioner Thaell. If circumstances changed they would report back to the CAC.

**Item #12: Sales Tax Revenue Update**
Phil Maher stated that Blueprint’s typical growth rate in sales tax receipts was 4.5% which, at the time, was considered conservative compared to previous growth rates. Staff estimated a 3% decline in the growth rate for last year and they were not far off. At the last Finance Committee meeting it was determined that the current year’s collections would be at a -3% also with the following years growth rates at 1% for the first year. Based on that, Mr. Maher expected an additional $20M in cuts to the Blueprint budget. The budget, reflecting those cuts, would be brought to the Board in June 2009; the CAC would review the budget at their May meeting.

Regarding potential Federal Stimulus Package funding there were several criteria that had to be met to be eligible. Blueprint had been exceedingly proactive in its efforts to meet those parameters. Mr. Maher stated that Blueprint staff felt confident that they were in a good position to receive stimulus package dollars that would come through FDOT, District 3 (for the Capital Circle SE (E-3) project). Staff has also reviewed and listed projects that could qualify for a Phase II of funding should it become available (for stormwater, Capital Cascade Trail, and Capital Circle NW/SW (N-2)).

Jim Davis reiterated that Blueprint was in “very good shape” for obtaining funding for E-3. There were only two Leon County projects on the District’s list for stimulus money with Blueprint/Capital Circle being one; the Lafayette Street tunnel (near the FDOT central office) was the other. The funding could not go for reimbursement, however. The E-3 project was
Blueprint was also competing for an additional $10M for Segment 2 of Capital Cascade Trail and $24M for Capital Circle NW/SW. The problem with those two projects was that Blueprint could not meet the 120-day letting period for construction. They were hopeful that there would be a Phase I (120-days) and a Phase II (120-360 days) in which case Blueprint would once again be in good stead. They could not meet the 120-day criteria due to permitting issues (LOMAR & CLOMAR for Capital Cascade Trail and FEMA requirements, contamination issues, City coordination, etc) and time frames of other departments that did not share the same sense of urgency as Blueprint.

Mr. Davis stated that Blueprint staff had met with representatives from Congressman Boyd’s and Senator Nelson’s offices. The City and County had coordinated along with FSU and regional governments for the local stimulus package; Blueprint was included with that package as well. They had worked diligently to position themselves for the money. Harry Reed stated that it was a dynamic process that was continually evolving. The CRTPA was working closely with Blueprint, the City, etc to find projects that they could move forward as quickly as possible. The key element was construction projects.

Lamar Taylor stated that he was concerned because E-3 was not initially funded in the Master Plan; what if Blueprint was offered only a portion of the necessary funds? Would they pursue reallocating funds from other projects to cover the difference? Or be willing to turn the funding down? Mr. Maher stated that the whole purpose was to move the money and create jobs. There would not be enough time for other scenarios; for the project to be successful Blueprint would need the full $15M or nothing. Mr. Davis stated it was a situation that would be handled if it arose. It was an opportunity for Blueprint to chase and hopefully secure $15M in “free” money for the community and they were not passing it by. The E-3 project met the criteria and had the opportunity to be successful; if it had not been eligible, Blueprint would not have applied.

**Item #13: Capital Circle NW/SW: US 90 to Orange Avenue – Construction Project Limits**

Latesa Turner stated that the item discussed what construction limit alternatives staff was currently reviewing based on the possibility of further reductions to available funding for NWSW.

**Option 1:** Construct Project from South of US 90 to North of SR 20
Estimated Construction Cost: $34.4 million

Option 1 would not include construction of improvements to the intersection of CCNW/SW and SR 20 or along SR 20, the Broadmoor pond or the Delta pond.

**Option 2:** Construct Project from South of US 90 to South of SR 20
Estimated Construction Cost: $46.9 million

Option 2 would require the construction of the Broadmoor and Delta ponds.
**Option 3:** Construct Project from South of US 90 to South of Orange Avenue
Estimated Construction Cost: $55.2 million

There is a total of $46.5M available for CCNW/SW in the Master Plan. Of that, $2.5M is allocated for CEI services and there is $4M (10%) for contingency; that leaves a balance of $40M for actual construction. Mr. Davis stated that Blueprint would bid out Option 1 as the base line with a contract option for Option 2 to evaluate the costs. Based on the bids received, if there was a way to fund Option 2 Blueprint would construct through the SR 20 intersection.

**Item #14: Blueprint Participation in Lafayette Heritage Trail/Bridge Project**
Dave Bright stated that Blueprint was looking to partner with the City Parks and Recreation for a bike/ped bridge at the far eastern edge of the Lafayette Heritage Trail over the CSX railroad. Blueprint would be submitting, along with the City, a $250,000 Recreational Trails Program grant application. In order to make sure the entire project can be built, Blueprint was looking to offer up to $500,000 toward the construction.

**Kathy Archibald moved approval of endorsing Blueprint’s participation in the Bridge project and authorized up to $500,000 to be transferred from the Lake Jackson Basin/Fred George line item to be used for the project. Nancy Miller seconded the motion; it passed unanimously.**

**Citizens To Be Heard**

There were none.

**Items From Members Of The Committee**

Mr. Davis requested that the CAC membership review their by-laws as part of routine maintenance. Presently there were three vacancies on the CAC. Mr. O’Steen stated that when the membership was created certain organizations held places however attendance of appointees had not been consistent. Could there be other organizations that should be involved? Mr. O’Steen would bring information back to Blueprint and the CAC.

Mr. Davis stated that there was potential for Blueprint to take on an aggressive role of project management for the City and County regarding the stimulus package. Blueprint was in favor of such an arrangement because of the capabilities to expand/contract through the GEC. Furthermore Blueprint was exclusively designed to manage large infrastructure projects. Additional projects would be at no expense to the Agency’s sales tax receipts, as they would be fully funded by other sources.

**Adjourn**

**Kathy Archibald moved to adjourn; it was seconded by several members. The meeting adjourned at 6:59 pm.**
#2.

No-cost Property Transfers Between Blueprint 2000, City of Tallahassee, and Leon County
STATEMENT OF ISSUE:
This item is to inform the Intergovernmental Agency of proposed no-cost property transfers between Blueprint 2000, City of Tallahassee, and Leon County. These property transfers will need to be approved by the respective Commissions.

SUPPLEMENTAL INFORMATION:
As part of the Capital Circle NW/SW Project (Orange Avenue to Tennessee Street) and the Capital Cascade Trail Segments 3 & 4 Project (Monroe Street to Lake Henrietta), Blueprint 2000 either needs the specified parcels from the City or County in order to construct the proposed improvements, or intends to deed the specified parcels to the City or County at the end of construction for mitigation or for maintenance.

An approximate breakdown of the proposed transfers is as follows:
City of Tallahassee to Blueprint 2000 – 5.996 acres
Blueprint 2000 to City of Tallahassee – 118.05 acres (City to maintain Delta Pond)
Leon County to Blueprint 2000 – 2.739 acres
Blueprint 2000 to Leon County – 94.898 acres (County to maintain Broadmoor Pond)
Leon County to Leon County, Blueprint 2000 to construct Pond 5 – 30.744 acres
Leon County to City of Tallahassee, Blueprint 2000 to construct Coal Chute Pond – 0.5 acres

With the exception of the Leon County Transfer Station (Parcel 21299206110000) and the Hollon Property (Parcels 2132202170000, 2132202130000, 2132202180000, 2132202180001), all of the parcels are undeveloped. Blueprint 2000 has worked closely with Leon County staff to mitigate impacts to the Transfer Station’s perimeter fence, landscape buffer and stormwater pond.

OPTIONS:
For information only.

RECOMMENDED ACTION:
No action requested.
Action by TCC and CAC:
Provided to TCC for information only.

ATTACHMENTS:
1. Narrative of Blueprint/City Transfers
2. Map - proposed property transfers between Blueprint 2000 and City of Tallahassee
3. Narrative of Blueprint/County Transfers
4. Map - proposed property transfers between Blueprint 2000 and Leon County
Blueprint 2000 will be initiating formal agreements with City of Tallahassee regarding right-of-way transfers, usage agreements, and/or maintenance agreements related to the properties listed below and shown on the attached map(s). Blueprint 2000 will prepare the necessary documentation (JPAs for usage, parcel legal descriptions and sketches for deeds, etc.).

**Capital Circle NW/SW (N2), from Orange Avenue (SR 371) to Tennessee Street (US 90)**

<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Acreage</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4105204030000</td>
<td>4.624</td>
<td>Blueprint requests use of this parcel to construct a stormwater pond in the northeast quadrant of the Orange Avenue/Capital Circle SW intersection. Parcel would be deeded to the Florida Department of Transportation (FDOT) upon completion of the project. FDOT would assume maintenance responsibility.</td>
</tr>
<tr>
<td>4105208010000</td>
<td>0.442</td>
<td>Blueprint requests use of this parcel to construct the roadway improvements within the 230’ corridor. Parcel would be deeded to the Florida Department of Transportation upon completion of the project.</td>
</tr>
<tr>
<td>4105200010000</td>
<td>0.930</td>
<td>Blueprint requests use of this parcel to construct the roadway improvements within the 230’ corridor. Parcel would be deeded to the Florida Department of Transportation upon completion of the project.</td>
</tr>
<tr>
<td>4105200020000</td>
<td>113.05</td>
<td>This parcel (Delta Property) has been acquired by Blueprint for construction of several stormwater ponds and for mitigation of project environmental and wetland impacts. Property would be deeded to the COT upon project completion and COT would assume maintenance of the proposed ponds, including the portions of the ponds within the 230’ FDOT right-of-way.</td>
</tr>
<tr>
<td>4105202440000</td>
<td>5.00</td>
<td>This parcel (Total 32.866 acres) has been acquired by Blueprint for construction of a regional stormwater pond. A 5-acre tract will be deeded to the City of Tallahassee for a future proposed Electric Substation. Ownership and maintenance responsibility for the remaining 27.866 acres and the pond will be transferred to Leon County upon project completion.</td>
</tr>
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</table>
BLUEPRINT / COUNTY PROPOSED PROPERTY TRANSFERS

Blueprint 2000 will be initiating formal agreements with Leon County regarding right-of-way transfers, usage agreements, and/or maintenance agreements related to the properties listed below and shown on the attached map(s). Blueprint 2000 will prepare the necessary documentation (JPAs for usage, parcel legal descriptions and sketches for deeds, etc.).

### Capital Cascade Trail, Segment 3 (CCT-3), from Monroe Street to Gamble Street

<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Acreage</th>
<th>Comments</th>
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<tbody>
<tr>
<td>4102208520000</td>
<td>0.5</td>
<td>Blueprint requests use of this parcel to build a regional stormwater pond (referenced by Blueprint as Coal Chute Pond). Parcel to be deeded to City of Tallahassee.</td>
</tr>
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### Capital Cascade Trail, Segment 4 (CCT-4), from Gamble Street to Lake Henrietta

<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Acreage</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4111206340000</td>
<td>30.744</td>
<td>Blueprint requests use of this parcel to build a regional stormwater pond (referenced by Blueprint as Pond 5). Parcel to remain in County ownership and County to assume maintenance of completed pond.</td>
</tr>
</tbody>
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### Capital Circle NW/SW (N2), from Orange Avenue (SR 371) to Tennessee Street (US 90)

<table>
<thead>
<tr>
<th>Parcel Number</th>
<th>Acreage</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>21299206110000</td>
<td>1.669</td>
<td>Blueprint requests use of this parcel to construct the roadway improvements within the proposed 230’ corridor. Parcel would be deeded to the Florida Department of Transportation upon completion of the project. County would continue to maintain the portion of the existing onsite pond located within the 230’ FDOT right-of-way.</td>
</tr>
<tr>
<td>2132208520000</td>
<td>1.07</td>
<td>Blueprint requests use of this parcel to construct the roadway improvements within the proposed 230’ corridor. Parcel would be deeded to the Florida Department of Transportation upon completion of project.</td>
</tr>
<tr>
<td>4105202440000</td>
<td>27.866</td>
<td>This parcel (Total 32.866 acres) has been acquired by Blueprint for construction of a regional stormwater pond (Broadmoor Pond) south of Jackson Bluff Road. Except for a 5-acre tract which will be deeded to the City of Tallahassee for a future proposed Electric Substation, ownership of this parcel would be deeded to the County upon project completion. County would assume maintenance of the proposed stormwater pond.</td>
</tr>
<tr>
<td>Parcel Numbers</td>
<td>Acres</td>
<td>Description</td>
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<td>--------------------------------</td>
<td>---------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2132202070000 2132202160000  (BP Parcels 241 and 242)</td>
<td>9.353</td>
<td>These parcels (Hill Property) will be acquired by Blueprint for mitigation of environmental and wetland impacts through Gum Swamp and will be placed under County and FDEP conservation easements. Property would be deeded to the County upon project completion.</td>
</tr>
<tr>
<td>2132202170000 2132202130000 2132202180000 2131200070010 2132202180001  (BP Parcels 247, 248, 249, 250 and 251)</td>
<td>10.430</td>
<td>These parcels (Hollon Property) will be acquired by Blueprint for mitigation of environmental and wetland impacts through Gum Swamp and will be placed under County and FDEP conservation easements. Property would be deeded to the County upon project completion.</td>
</tr>
<tr>
<td>2132202010000  (BP Parcel 130)</td>
<td>11.52</td>
<td>This parcel (Zenz Property) will be acquired by Blueprint for mitigation of environmental and wetland impacts through Gum Swamp. The portion of the property outside the proposed 230’ roadway right-of-way will be placed under County and FDEP conservation easements. Property would be deeded to the County upon completion of project.</td>
</tr>
<tr>
<td>2131200010000  (BP Parcel 244)</td>
<td>17.21</td>
<td>This parcel (Gum Road Property) will be acquired by Blueprint for construction of a stormwater pond and mitigation of wetland and floodplain impacts through Gum Swamp. Property would be deeded to the County upon project completion and County would assume maintenance of the proposed pond.</td>
</tr>
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Capital Cascade Trail - Segment 3
from Monroe Street to Gamble Street: Coal Chute Park Pond

4102208520000
Area Deeded to COT
0.5 AC

BP 2000
C.O.T

Leon County
Capital Cascade Trail - Segment 4
from Gamble Street to Lake Henrietta: Pond 5
#3.

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

SUBJECT/TITLE:  FAMU Way Extension - from west of Lake Bradford Road to east of South Monroe Street, and Coordination with Capital Cascade Trail Segment 3

Date: June 17, 2009  
Requested By: Blueprint 2000 Staff

Contact Person: Jim Davis/Dave Snyder  
Type of Item: Information

STATEMENT OF ISSUE:
To advise that the City of Tallahassee has requested assistance and provided the funding for Blueprint 2000 to prepare a cost estimate for the construction of FAMU Way from west of Lake Bradford Road to east of South Monroe Street. The item also references potential coordination between the FAMU Way Extension and Capital Cascade Trail Segment 3 (See attached Memorandum). No vote is required.

SUPPLEMENTAL INFORMATION:
The cost estimate will include right-of-way costs, new roadway construction and widening of existing FAMU Way and upgrades to the St. Augustine Branch through the 1.6 mile corridor. Blueprint’s cost estimate will be performed independently and will be used to verify an existing construction cost estimate for the FAMU Way Extension recently prepared by the COT and their consultants during the PD&E phase of the project.

Blueprint 2000’s construction cost estimate for the FAMU Way Extension will divide the 1.6 mile project into three (3) segments. Segment 1 will be from west of Lake Bradford Road to Russell Street; Segment 2 from Russell Street to 500’ east of Railroad Avenue; and Segment 3 from 500’ east of Railroad Avenue to east of South Monroe Street. Attachment 1 is a map of the corridor which details these three distinct segments. Attachment 2 shows the typical roadway section.

The proposed FAMU Way typical section calls for two 11’ traffic lanes flanked by 5’ bike lanes and 8’ wide on-street parking lanes. Curb and gutter and sidewalks on both sides of the road complete the proposed typical section as shown in Attachment 2. This roadway section will be modified as needed to integrate with improvements proposed to the St. Augustine Branch, which is currently under design as part of the Capital Cascade Trail project. Coordination with the Capital Cascade Trail project and potential construction cost sharing with the FAMU Way Extension project will be part of Blueprint 2000’s assignment.

OPTIONS:
For information only.
RECOMMENDED ACTION:
No action requested.

Action by TCC and CAC:
No action was requested or taken, however, the TCC and CAC were generally supportive of the combined FAMU Way/Capital Cascade Trail cross-section south of Railroad Square that included the recreated stream at grade level and with the box culvert accommodating peak channel stormwater flows.

ATTACHMENTS:
Attachment 1 – Segment maps
Attachment 2 – FAMU Way Cross-section (Segment 1 and Segment 3)
Attachment 3 – Memorandum of Meeting (Minutes including roadway and Capital Cascade Trail/St. Augustine Branch cross-sections.)
EXHIBIT 8-1
MEMORANDUM OF MEETING

Project: FAMU Way Extension, Construction Cost Estimate

Date: 5/4/09     Time: 11:00 AM     Meeting Location: Blueprint 2000 Conference Room

Subject: Project Progress Meeting No. 1

Attendees: Will Butler, Roxanne Manning, Michael Parker, Henree Martin, Nancy Miller, Gary Phillips, Ray Youmans, David Bright, Ed Ringe, Dan Selman, Ryan Patterson, Phil Maher, Jim Shepherd, Alisha Wetherell, Dave Snyder

The following issues were discussed:

1. Blueprint 2000 proposes to divide the 1.6 mile segment of FAMU Way into 3 segments for the preparation of a construction cost estimate. The segments are as follows:
   
   **Segment 1** - Jackson Bluff Road to Russell Street
   **Segment 2** - Russell Street to 500’ east of Railroad Avenue
   **Segment 3** - 500’ east of Railroad Avenue to east of South Monroe

   A construction cost estimate will be developed for each of these individual segments.

2. Proposed typical sections for FAMU Way were discussed. A typical section from the recently completed PD&E Study was reviewed (a copy is attached on Page 3).

   **Segment 1** - It was agreed that the typical section for Segment 1 will be modified to provide an 8’ wide parking lane on the north side of the road only, the 3’ wide grass utility strip will be eliminated and the north sidewalk will be contiguous to the curb and gutter and 6’ wide instead of 5’ (by code). The bike lane on the south side of the road can also be reduced to 4’ due to the elimination of the south side parking lane. These modifications will reduce the proposed cross section width in Segment 1 by 11’. Construction quantities and the required right-of-way costs through Segment 1 will be analyzed with this reduced cross section.

   **Segment 2** - The construction cost analysis through this segment will take into account the Capital Cascade Trail Project which will be constructed to the north of FAMU Way. The Capital Cascade Trail will involve modifications to the St. Augustine Branch and construction of a meandering 12’ wide multi-use trail adjacent to the waterway. Three potential cross sections were reviewed for Segment 2. The cross sections involved widths of approximately 250’, 175’ and 120’ to construct FAMU Way and various alternatives to the St. Augustine Branch and multi-use trail. A copy of the three potential cross sections in Segment 2 is illustrated on Pages 3 and 4. Our estimate for Segment 2 will look at these three potential cross sections to determine FAMU Way construction and right-of-way costs. Capital Cascade Trail costs, and any potential savings if the projects were constructed together, (i.e. multi-use trail, box culvert) can be looked into during a future phase of this project.

   **Segment 3** - This segment will involve the reconstruction of existing FAMU Way. The cost analysis through this segment will use the typical section close to that prepared during the PD&E Study (see Page 3). We will delete the grass strips and use a 6’ wide sidewalk in lieu of the 5’ sidewalk thereby reducing the cross section by 4’. The reconstructed FAMU Way alignment through this segment will also need to
consider the Capital Cascade Trail Project issues, again those being modifications to
the St. Augustine Branch and construction of a meandering 12’ wide multi-use trail
adjacent to the waterway. We will also look at the Oakland Avenue area between
South Adams Street and the terminus of the project (east of South Monroe) with
regards to FAMU Way roadway reconstruction and right-of-way costs.

3. Proposed Schedule - Blueprint 2000 will develop the construction cost estimate for
FAMU Way which will include right-of-way costs for each of the three segments and
prepare a report of our findings by June 19th.

4. The next FAMU Way Project progress meeting will be held on Monday May 18th at
11:00AM in the Blueprint 2000 Conference Room.

Prepared by Dave Snyder
Blueprint 2000 Program Manager
May 8, 2009

cc: All Attendees
Jim Davis
EXHIBIT 8-1
#4.

Capital Circle SW
PD&E Study Update
STATEMENT OF ISSUE:
The purpose of this agenda item is to provide the Board with an update on the progress of the Capital Circle Southwest PD&E Study.

SUPPLEMENTAL INFORMATION:
The Capital Circle Southwest Project Development and Environment (PD&E) Study was initiated in August 2006. Since that time, considerable public involvement has occurred to allow public input into the identification of alternatives within the four corridor segments of the study area. Specific alignment alternatives were developed and analyzed within each corridor segment. The results of these evaluations were summarized and presented at the Alternatives Public Meeting held in November 2008. The recommended solutions for each of the four corridor segments were approved by the Board at the February 23, 2009 IA Meeting.

The approved segment solutions have been combined to form an Existing Alignment (Widening) Alternative and a Realignment Alternative. These two “Build” alternatives are currently being evaluated, along with the “No-Build” Alternative, using the 13 evaluation criteria and associated weightings approved by the IA. The results of these evaluations will be presented at the Preferred Alternatives Meeting, tentatively scheduled for August 13, 2009.

The remaining PD&E Study schedule is as follows:

- Preferred Alternatives Meeting  
  August 13, 2009
- IA Meeting (Approval of Preferred Alignment)  
  September 21, 2009
- Public Hearing  
  April 28, 2010

RECOMMENDED ACTION:
No action required, presented as information only.

Action by TCC and CAC:
Presented to TCC and CAC as information only.

ATTACHMENT(S):
None
#5.

Blueprint Project Schedule Update
SUBJECT/TITLE: Blueprint Project Schedule Update

Date: June 17, 2009
Requested By: Jim Davis
Contact Person: Jim Davis
Type of Item: Information

STATEMENT OF ISSUE:
This Agenda Item updates the Committees and the Board on significant milestones and current schedules for all Blueprint 2000 projects.

SUPPLEMENTAL INFORMATION:
Martha Wellman Park:
Park Dedication: June 1, 2009

Capital Cascade Trail – Segment 2 (Cascade Park):
Begin construction: October 2009

Capital Circle Southeast – Tram Road to Woodville Highway:
Construction completion: Late May 2010

Capital Circle Southeast – Woodville Highway to Crawfordville Road:
Begin construction: To be determined; awaiting other FDOT District 3 bids (in mid-June) to determine whether additional funding may become available for full seven lane project.

Capital Circle Northwest/Southwest – Tennessee Street to Orange Avenue:
Plans completion/permitting completion: August 2009
Begin construction: early 2010 (Tennessee Street to SR 20)

Capital Circle Southwest PD&E Study – SR 20 to Crawfordville Road
Preferred Alternatives Meeting: August 13, 2009 (Tentative)
IA Meeting (Approval of Preferred Alignment): September 21, 2009
Public Hearing: April, 28, 2010

RECOMMENDED ACTION:
For information only; no action requested.

Action by TCC and CAC:
Presented as information only.
#6.

IA Meeting Minutes: February 23, 2009
MEMBERS PRESENT

County
Commissioner John Dailey
Commissioner Akinyemi
Commissioner Brian Desloge
Commissioner Bob Rackleff
Commissioner Jane Sauls
Commissioner Cliff Thaell

City
Commissioner Andrew Gillum, Chairman
Commissioner Allan Katz
Commissioner Debbie Lightsey
Mayor John Marks
Commissioner Mark Mustian

CITY/COUNTY STAFF
Ramon Alexander, City Commission
Ken Austin, Tallahassee Airport
Jim Davis, Director, Blueprint 2000
Shelonda Gay, Blueprint 2000
Jim English, City Attorney’s Office
Linda Hudson, City Attorney’s Office
Tony Park, Leon County Public Works
Gabriel Menendez, City Public Works
Phil Maher, Blueprint 2000

Harry Reed, CRTPA
George Reynolds, Blueprint 2000
Angela Richardson, Blueprint 2000
Debra Schiro, Blueprint 2000
Rita Stevens, COT
Patrick Twyman, COT
Bill Woolery, COT
Dave Bright, Blueprint 2000

OTHERS PRESENT
Robert Apgar, Greenberg Traurig
Kathy Archibald, CAC/ EECC
Steve Bailey
Richard Barr, Kimley-Horn
Stacy Blizzard, FHWA
Hines Boyd, Jefferson County Commission
Jennifer Carver, Commuter Services of No.FL
Rachel Delisle, Carr, Riggs & Ingram
Jeremy Floyd, Sommer & Williams
Joey Gordon, The LPA Group*
Jerry Ingram, Kimley-Horn
Gino Luzeietti, Broad & Cassel
Ward Miller, Kimley-Horn
William Mitchell, Kimley- Horn

Diana Norwood
Tom O’Steen, Moore Bass/EECC
Gary Phillips, The LPA Group*
Margie Quillman, The LPA Group*
Jim Shepherd, Jacobs Engineering*
Dave Snyder, The LPA Group*
Charles Stratton, Broad & Cassel
Del Suggs
Trish Thompson, Lockwood Andrews & Newman
Latesa Turner, Jacobs Engineering*
Robin Turner, DEP, Greenways & Trails
Alisha Wetherell, Kimley-Horn
Ryan Wetherell, Kimley-Horn
Ray Youmans, THC*

* Indicates Blueprint 2000 Consultant
Chairman Andrew Gillum called the meeting to order at 3:00 p.m. and introduced Mr. Bob Apgar who was attending the meeting as the Board attorney because Mrs. Nicholson-Choice was out sick.

I. **AGENDA MODIFICATIONS**

Mr. Davis stated that there were two agenda modifications: Item #13, Capital Circle Southeast: Woodville Highway to Crawfordville Road - Design/Build Project and #15, Capital Circle Northwest/Southwest: US 90 to Orange Avenue - Right-of-Way Acquisitions and Resolutions which both had minor modifications that were passed out to the Board members.

II. **CITIZEN’S ADVISORY COMMITTEE (CAC) CHAIRMANS REPORT**

Mr. Tom O’Steen stated that the February 5 meeting was his first as the Chairman of the CAC and that there was only one major item to report on: the segment options for Capital Circle SW. He stated that five of the original EECC members currently held positions on the CAC and they recommended the IA follow the consultant’s recommendations as listed in the agenda item. He stated that Ms. Archibald would give an overview of the history of the EECC’s Blueprint 2000 initiative later on during the meeting.

III. **INFORMATION ITEMS**

1. **Wood Sink Tract Acquisition**

   This item was presented as informational only.

2. **Billingsley Property Conservation Easement**

   This item was presented as informational only.

3. **Cascade Park/Meridian Monument Plaza Design Modification Due to Property Constraints**

   This item was presented as informational only.

4. **CAC Meeting Minutes (August 21, October 16, and December 4, 2008)**

   This item was presented as informational only.

5. **Naming of Regional Pond/Park after Martha Wellman**

   This item was presented as informational only.

6. **Sales Tax Receipts Update**

   This item was presented as informational only.
IV. CONSENT

7. IA Meeting Minutes: September 15, 2008

RECOMMENDED ACTION:
Approve minutes as provided.

8. Capital Circle Southeast: Woodville Highway to Crawfordville Road Landscaping Plans

RECOMMENDED ACTION:
a. Authorize Blueprint 2000 to contract with the City of Tallahassee’s Landscape Architect within the Department of Public Works to prepare the landscape design, plans and permits necessary for the Capital Circle Southeast Roadway Reconstruction Project between Woodville Highway and Crawfordville Road.
b. Authorize Blueprint 2000 to either negotiate with the Design/Build Team for this landscaping work or solicit for a separate landscape contractor to install the landscaping along this section of Capital Circle SE after roadway reconstruction is complete


RECOMMENDED ACTION:
Option 1: Accept the FY 2008 Comprehensive Annual Financial Report (CAFR) and approve additional appropriation to the FY 2009 Operating Budget of $48,935 for encumbrances and $41,755,171 for transfer to the Capital Projects Fund.

11. Blueprint Participation in Lafayette Heritage Trail Park/ Bridge Project

RECOMMENDED ACTION:

Option 1: Endorse Blueprint’s participation in the Bridge project and authorize up to $500,000 in Blueprint funds to be transferred from the Lake Jackson Basin/Fred George to be used for the project.

Chairman Gillum asked if anyone would like to pull any of the informational or consent items for discussion. Commissioner Akinyemi stated that he would like to pull item #10 for discussion. Mayor Marks moved to accept the information and consent items except for Item #10. The motion was seconded. The motion carried unanimously 11-0.
10. Assignment to City of Tallahassee of Any/All of Blueprint’s Vested Rights in Delta Industrial Park

RECOMMENDED ACTION:

Option 1: Approve the assignment to the City of any and all interest Blueprint has in the unused vested rights (1,532 transportation trips) created pursuant to the Certification of Vested Status of Delta Industrial Park (Application No. VR0020T) issued October 22, 1990.

Commissioner Akinyemi stated that he had a question regarding the trip transfers and whether there would be an agreement between the parties for a trade of some kind or could the City put in a stipulation for compensation if the road were expanded in the future. He stated that there was a value to the transportation trips.

Mr. Davis stated that the transportation trips have a value to other government entities; however there have been no concessions for getting anything in return. He stated that there were certain assumptions regarding right-of-way owned by the City along the corridor and that in the future it could be donated. He further stated that Blueprint had no need for the transportation trips and that giving up the trips would help to create jobs and encourage economic development around the airport. He stated that some of the right-of-way along Capital Circle was owned by the Federal Aviation Administration and would have to be paid for.

Commissioner Akinyemi moved staff recommendation. The motion was seconded. The motion carried unanimously 11-0.

V. PRESENTATIONS/ACTIONS/DISCUSSIONS

12. Capital Cascade Trail - Segments 3 and 4 Design Update

Mr. Davis stated that staff was requesting approval from the Board to move forward with the design of two ponds and some upstream channel improvements. At a previous meeting, the Board directed staff to review the elements of the project that would yield the most value for the money keeping in mind the current budget constraints. He stated that segments 3 & 4 were primarily stormwater and water quality projects and that staff was recommending 3 projects as shown in the attachments. Mr. Davis stated that it was a strategic move to get pond 5 designed to 60%, Coal Chute Pond designed to 100% and purchase 100% of the right-of-way now. He stated that later if additional stimulus money became available, because others were unable to spend their allocation within the allotted time, Blueprint would be in a position to be next in line to receive the funds. He stated that as indicated in attachment 4, Blueprint proposes to design channel lining improvements to improve the conveyance in segment 3 reducing the tail waters by six inches and reducing the flooding on South Monroe Street. Mr. Davis stated Blueprint was working with the City and the CRA on a grant application for $2 million, which would pay for about half of the total cost of construction of the Coal Chute Pond. Mr. Davis stated that the Blueprint Technical Coordinating Committee (TCC) had discussed and recommended that all of the stormwater modeling be completed before proceeding with construction of any of the
individual elements. He stated that Blueprint would prefer to move forward in some manner rather than continue doing studies. Blueprint’s position was that the ponds could not have too much capacity. The ponds would be designed and built as large as possible within the other limiting factors (real estate available).

Commissioner Akinyemi asked if the project was being coordinated with the FAMU Way extension. Mr. Davis confirmed that it was. Commissioner Gillum asked what the residential impacts would be, particularly on the Coal Chute Park Pond. Mr. Davis stated that there were minimal residential impacts; however he didn’t know the particulars at the time. He stated that Blueprint had purchased one parcel however there were several that remained. Mr. Gary Phillips, Project Manager, stated that there were seven remaining parcels and that all but one was vacant property.

**RECOMMENDED ACTION:**
Option 1: Approve Staff recommendation to proceed with the design of the following three improvements:
- Master Plan Segment 4 – Pond 5 (60% design)
- Master Plan Segment 3 – Ditch Conveyance Improvements from South Monroe to Bronough Overpass (100% design and permitting)
- Master Plan Segment 3 – Coal Chute Park Pond (100% design and permitting)

Commissioner Dailey moved staff recommendation. Commissioner Thaell seconded the motion; it carried unanimously 11-0.

13. **Capital Circle Southeast: Woodville Highway to Crawfordville Road - Design/Build Project**

Mr. Davis stated that Item 13 concerned the possible stimulus package funding. Blueprint had proceeded with the pre-qualification of the firms in anticipation of receiving federal stimulus money. Staff was seeking the Board’s permission to move forward on the project subject to and exclusively restricted by receiving the stimulus money. He pointed out that the modification to the agenda item allowed Blueprint the option to construct either a 4-lane or 7-lane design depending upon financial ability.

Commissioner Thaell asked if the 4-lanes were west bound and how long the segment would be. Mr. Davis confirmed that the 4-lanes were west bound and stated that it was 1.53 miles in length. Commissioner Thaell asked what was in the PD&E study that indicated the need for 7-lanes. Mr. Davis stated that the PD&E confirmed that the northern most lane would be a continuous right turn lane in lieu of a frontage road. Commissioner Thaell stated that he was not sure if a 7-lane road in that area was in keeping with the desire of the community; for more of a mix of mobility options. He stated that he liked frontage roads because they supported safer travel and easier access to businesses. Mr. Davis pointed out that the rest of Capital Circle was 6-lanes and that the additional lane was a right in/out lane only; essentially serving the same purpose as a frontage road.

Mr. Davis stated that that there was only one property where Blueprint did not have the right-of-way, the Burger King on the corner of Crawfordville and Capital Circle and property adjacent to
it. He stated that most of the required property along the east end of the corridor was purchased for the project from Woodville to Tram. Commissioner Lightsey asked if the overall width of the typical section was the same as the rest of Capital Circle with a wider median for the interim solution. Mr. Davis stated that was correct. Commissioner Lightsey asked if the construction costs were less for a 4-lane versus a 7-lane. Mr. Davis stated yes and also that there was no funding for additional right-of-way for that segment. Therefore the option to purchase more right-of-way through the intersection on Crawfordville Highway was not being considered. Furthermore, one of the criteria for receiving the FDOT stimulus money was that right-of-way needed to be in hand and that the project could be started within 120 days. He further stated that the plan was to move forward with the 4-lane or 7-lane and to transition into the current Crawfordville intersection that has already been improved. He stated that the 4-lane solution would meet the FDOT level of service requirement through 2020.

Commissioner Rackleff asked for clarification on whether Blueprint would have to purchase the Burger King if the Board opted for the 4-lane solution. Mr. Davis stated that Blueprint would not have to purchase the Burger King under any of the interim scenarios. Commissioner Rackleff stated that he echoed Commissioner Thaell’s concerns on the 7-lanes because it would degrade the usefulness of transit because there would be no way for pedestrians to get across the road safely. He stated that in looking at the design he did not see any accommodations for bus stops along that section and that this segment was intended as a route to the airport. Furthermore studies showed that there was not much added benefit to going from a 4-lane to a 7-lane. He mentioned that if there was extra money available that he would vote that the money go to another needed project in the county.

Mayor Marks asked if the initial design was for a 7-lane for level of service. Mr. Davis reiterated that it was designed for 7-lanes in lieu of a frontage road to allow right in and right out to accommodate the businesses in the segment. Mayor Marks asked if under the current economic circumstances whether the 7-lanes continued to be justified.

Commissioner Katz asked if the money Mr. Davis mentioned would come from the state portion of the federal stimulus package. Mr. Davis confirmed that it would. Commissioner Katz reiterated what was previously said and directed Mr. Davis to come back to the Board for direction if FDOT awarded Blueprint enough money to construct 7-lanes.

Commissioner Mustian stated that Commissioner Katz made a good suggestion and that in the area near the airport he would vote for only four lanes. He further stated that because of the business in the area he understood the need for 7-lanes and that eventually it would be needed and it would be cheaper to do now.

Commissioner Sauls stated that she agreed with Commissioner Mustian; however she favored the staff recommendation.

Commissioner Akinyemni stated that he agreed with Commissioner Katz. Commissioner Akinyemni moved that staff move forward with the 4-lane option and that if FDOT awarded enough money to build the 7-lane option that staff bring the item back to the Board for discussion. He further stated that he wanted to get away from simply expanding roads because
of the environmental impacts. He asked if there was a formula or criteria for deciding what type of construction projects staff would recommend, i.e. design/build, bid/build.

Mr. Davis stated that FDOT had four criteria that needed to be met: (1) Have all of the right-of-way in hand; (2) Have no major issues with Federal Highway Administration or environmental issues; (3) Have all permits in place; (4) Award in 120 days or lose the money. He stated that a design/build project would meet all of these criteria. Commissioner Akinyemi stated that he understood that from this standpoint a design/build was the best option, however because the design team worked for the contractor, it could compromise the design. Mr. Davis stated that each project was evaluated individually and the method of construction was based on the best option for the project.

Commissioner Lightsey stated in some areas of Capital Circle the laneage might be reduced to 4-lanes due to environmental concerns, however in that area where there was intense development pressure with the Southside DRI, development to the north and there were no environmental concerns, 7-lanes would be the best option.

Commissioner Rackleff reiterated his points regarding multi-modal transportation.

**RECOMMENDATION: OPTION 1**

a. Authorize Blueprint 2000 to solicit a Design/Build contract to construct the interim 4-lane or 7-lane improvements on Capital Circle SE from Woodville Highway to Crawfordville Road. Included in this solicitation is a stipend not to exceed $25k for unsuccessful firms.

b. Authorize Intergovernmental Management Committee (IMC) to negotiate and award a Design/Build contract to construct the interim 4-lane or 7-lane improvements on Capital Circle SE from Woodville Highway to Crawfordville Road.

c. Approve budget and budget appropriations equal to the amount provided by the Economic Stimulus Package and incorporate the project funding into the Blueprint Master Plan and the FY 2009 Capital Budget.

d. Authorize the IMC to select the Construction Engineering and Inspection (CE&I) consultant for this project.

**Commissioner Katz moved staff recommendation.** Commissioner Mustian seconded the motion; it carried 11-0.

14. **Capital Circle Northwest/Southwest: US 90 to Orange Avenue - Construction Project Limits**

Mr. Davis stated that due to budget shortfalls the construction of that project would most likely stop north of the Blountstown Highway intersection. He stated that there was currently a separate funding request package in the hands of Congressman Allen Boyd requesting an additional $24 million to move south of SR 20 to complete the entire project.

**RECOMMENDED ACTION:**

No action required. This item was presented as information only.
Commissioner Thaell asked if stopping at that point meant that the stormwater facilities would not be built and thus save money. Mr. Davis stated that he was correct and that until the Capital Circle/SR 20 intersection improvements were made the stormwater facilities (at Delta and Broadmoor) would not be needed. He further stated that the two ponds have been identified as projects for stand alone stimulus projects if the money does become available.

15. **Capital Circle Northwest/Southwest: US 90 to Orange Avenue - Right-of-Way Acquisitions and Resolutions**

Mr. Davis stated that the Board had previously approved all but one of these right-of-way parcels for acquisition; however there was a recent court case which rewrites the statues and that required a resolution for each parcel. Mr. Davis read the individual parcels into the record for the Board’s approval.

**RECOMMENDED ACTION:**

**Option 1:** Approve the individual resolutions allowing the acquisition of fee parcels numbered 101, 105, 106, 109, 110, 111, 114, 115, 116, 117, 118, 119, 120, 125, 126, 128, 129, 130, 132, 134, 136, 137, 138, 139, 146, 161, 163, 166, 170, 239, 241, 242, 244, 251, temporary construction easements numbered 701, 703, 705, 706, 711, 712, 717, 718, 719, 720, 722, and Parcel 801, a permanent drainage easement. These parcels are all necessary for the construction of Capital Circle Northwest/Southwest (SR 263) from Orange Avenue to West Tennessee Street.

Commissioner Sauls moved staff’s recommendation. Mayor Marks seconded the motion.

The motion carried 11-0.

16. **EECC Presentation Regarding Capital Circle Southwest**

Kathy Archibald stated that in anticipation of the next item on the agenda and the fact that there were several new commissioners on the Board since the Blueprint program was approved by the voters, she wanted to give the Board a refresher on the concepts in this particular area. She stated that of all of the projects being proposed, this project and Capital Cascade required the most vision and cooperation among multi-governmental agencies. The group struggled for quite a few years for a viable southern strategy that would bring a mix of households and economic development to the southern part of the community. She stated that 25 years ago there was a push to widen all of Capital Circle; however there was a great concern about the Bradford Chain of Lakes and their connection to the aquifer. Ms. Archibald stated that because of those concerns the commissioners requested a PD & E study which resulted in the recommendation to take Capital Circle north of Orange Avenue because of a natural break in the basin that does not direct or allow stormwater to flow into the lakes. She stated that the EECC saw Blueprint 2000 as a way to jointly address transportation and environmental issues along with encouraging economic development in the area. She further stated that in most cities the main thoroughfare does not connect directly with the airport, they instead have an airport access road to split out airport traffic. She mentioned that another benefit for this was a break in concurrency by having separate roadways and thereby encouraging economic development. Ms. Archibald also stated
that re-routing Capital Circle near the National High Magnetic Lab would provide an opportunity to foster economic development in that area, along with the possible creation of backdoor mass transit that would connect FAMU, FSU and TCC.

**RECOMMENDED ACTION:**

No action requested.

17. **Capital Circle Southwest PD&E Study – Recommended Corridor Segment Solutions**

Mr. Davis stated that staff was requesting approval to move forward with the detailed and comparative analysis of the recommended segments. He noted that the consultant, Kimley-Horn was available for a presentation if the Board desired.

**RECOMMENDED ACTION:**

Option 1: Approve Staff recommendation for the corridor segment solutions:

a. Segment 1: Widen Right
b. Segment 2: Hybrid Solution
c. Segment 3/3e: 3c – Center Alignment
d. Segment 4: 4b1-North Alignment

**Mayor Marks moved staff's recommendation.** Commissioner Mustian seconded the motion. Commissioner Lightsey mentioned that previously there was a study done in the area called the Greiner Report which recommended up to 18-lanes in the area near the airport. The motion carried 11-0.

**VII. CITIZENS TO BE HEARD**

**VIII. ITEMS FROM MEMBERS OF THE COMMITTEE**

**IX. ADJOURNMENT**

There being no further business, Chairman Gillum adjourned the meeting at 4:03 pm.

**APPROVED:** Andrew Gillum
**ATTEST:** Shelonda Meeks
Chairman of Blueprint 2000 IA Secretary to Blueprint 2000 IA