

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

**Meeting Minutes
September 20, 2004, 3:00 PM
County Commission Chambers**

MEMBERS PRESENT

County

Commissioner Tony Grippa
Commissioner Rudy Maloy
Commissioner Bob Rackleff
Commissioner Jane Sauls
Commissioner Cliff Thaeell, Vice-Chair (arrived approx. 4:25)
Commissioner Dan Winchester
Commissioner Bill Proctor (arrived approx. 3:30)

City

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

CITY/ COUNTY STAFF

DeLane Adams, County Commission Staff
Leticia Adams, County Commission Staff
David Bright, Blueprint 2000
Joe Brown, County Public Works
DeShaun Carter, Blueprint 2000
Jim Davis, Director, Blueprint 2000
Shelonda Gay, Blueprint 2000
Jack Kostrzewa, TLC PD

Vince Long, Assist. County Administrator
Phil Maher, Blueprint 2000
Tony Park, County Public Works
Dan Rigo, County Attorney's Office
Debra Schiro, City Attorney's Office
Parwez Alam, County Administrator
Anita Favors, City Manager
Gabe Menendez, City Public Works

OTHERS PRESENT

James Errol Bastian
Reggie Bouthillier, Greenberg Traurig*
Paco de la Fuente
Jack Diestelhorst, Capital Cascade Council
Chuck Duggar, The LPA Group*
R.P. Elliott, Seminole Manor
David Freni, PBS&J
Juan Jones, SWAGS
Bryant King, DRMP
Rob Kissel, Diskin Property Research
Bill Little, Jacobs Civil Eng.*

Sean McGlynn, MLI
Chris Merritt, PBS&J
Maribel Nicholson-Choice, Greenberg Traurig*
Jerry Oshesky, The LPA Group*
Bonnie Pfuntner, The LPA Group*
Bob Probst, The LPA Group*
Dave Pupkiewicz, The Haskell Co.
Marek Romanowski, The LPA Group*
Eric Rosenstein, Greenhorne & O'Mara
Jim Shepherd, Jacobs Civil Eng.*
Chris Timmons

* Indicates Blueprint 2000 Consultant

CALL TO ORDER

Chairman Mark Mustian called the meeting to order at 3:10 p.m.

I. AGENDA MODIFICATIONS

Jim Davis indicated that three (3) agenda modifications had been provided last week, for Item #5, Item #7, and Item #11.

II. INFORMATION ITEMS

1. Blueprint 2000 Website

Nothing was discussed on this item.

III. CONSENT

2. IA Meeting Minutes: June 14, 2004

3. Florida Communities Trust Grant Update

4. Leveraging Policy and Plan

5. Contract for Blueprint Director

6. 2005 Agency Meeting Schedule

7. Appointments to the Citizens Advisory Committee

Commissioner Grippa made a motion to approve the Consent Agenda, Commissioner Katz seconded, and it passed unanimously.

Commissioner Katz raised some concern about the *Contract for Blueprint Director* agenda item. He stated that in the future when an item is pulled for more feedback or rationality, it should not be placed on the Consent Agenda, but rather the Discussion portion. He would have liked more information on how they came to the decision.

IV. PRESENTATIONS/ACTIONS/DISCUSSIONS

8. Capital Circle Southeast Design-Build Award

Jim Davis stated that an e-mail was sent to the Board announcing that M, Inc./C.W. Roberts Joint Venture had won the project award. A short video of the proposed road construction of Capital Circle Southeast was shown to the Board. Jim stated the video clip was created by URS, a non-winning firm. He further stated that the clip shows the meandering trail on the west side of the road, but the winning firm will address the trail on the east side of the road. Commissioner Lightsey stated that she noticed a stretch of six-lanes before getting to a secured median and asked whether pedestrians will be safe crossing six lanes. Jim answered the signalized intersections on the clip were missing the pedestrian refuge. In the true design this will not occur. Commissioner Grippa asked if the meandering path is on the left and the bicycle lanes were on the right in the design for Capital Circle near the airport. Jim stated that a decision has not been made on the segment by the Airport yet and it will come back before the Board for approval. Further discussion followed.

RECOMMENDED ACTION:

Option 1: Authorize the Intergovernmental Agency Management Committee to negotiate and award a contract with M, Inc./C.W. Roberts Joint Venture, the number one ranked firm.

Commissioner Grippa made a motion to approve staff recommendation, Commissioner Lightsey seconded.

Commissioner Gillum asked if the MBE policy was utilized during the process. Jim stated yes it was and all firms except URS received the ten (10) maximum MBE points. URS received nine (9) of the 10 points.

Commissioner Katz inquired about the possibility of change orders. He asked about the 20% threshold in cost changes before the IA is required to approve any changes. Jim stated yes that was correct, however because this project is a design-build project, one of the strong points is that there should be very few change orders. Commissioner Katz stated his concern was that the project could cost an extra \$6M without the IA having approved anything. He stated he was not comfortable with this process and would like staff to come up with another procedure by which IA approval is necessary for costly change orders. Commissioner Katz asked that the IA be notified when these changes occur that cost more than \$1M. Jim Davis explained that the methodology will include a monthly production meeting, which causes the consultant to give a report in a standard format that will track cost, progress, and key issues on a month-to-month basis. Jim further stated that each Commissioner would receive a copy of the production meeting reports with any change orders highlighted. Commissioner Grippa added that through change orders, the project could reach the cost of the firm with the highest bid price proposal. He further proposed that once the project cost changes reached \$500,000 or \$1M then any further change orders should come before the Board. He also stated that if the change orders have to come before them, then perhaps it would lessen the occurrence of the change orders. He further asked staff to go and create a procedure for consideration. Commissioner Mustian stated that the Board should remain mindful that they are only scheduled to meet three (3) times a year, and something along the lines of what Commissioner Katz mentioned is more feasible. He further suggested that a sizeable change order of approximately \$500,000 or more the IA should be notified and given the opportunity to weigh in with the IMC. He stated this solution would not affect construction time. Commissioner Grippa asked what the procedure would be surrounding the possibility of an impromptu meeting on change orders. Jim stated that the by-laws allow for the Chairman to make that decision, as he deems necessary. Commissioner Mustian stated that if he gets enough feedback and feels a meeting is necessary he would call one. Commissioner Grippa asked if the procedure would violate the Sunshine Law. It was suggested that the Board go through Jim Davis, Blueprint 2000 Executive Director, for any objections to change orders, by which he will notify the Chairman.

The recommended action passed unanimously without further discussion.

9. Master Plan

Jim Davis stated that all Commissioners were briefed on this item. He also stated that the process was very laborious. A draft Master Plan was presented to the IA in 2002, but the cost estimates have been revised and the Master Plan has been updated. Jim further stated that this would serve as a tool that will illustrate what projects can be done, when they can be scheduled, and the funding needed for the projects. The document also serves as the basis for the Capital Budget. He further stated that staff is aware that this plan will need frequent update. Phil Maher addressed the Board to discuss the development of the Master Plan. Phil stated that there were several assumptions made regarding the Master Plan. They are:

- The plan will go before the Board on a yearly basis
- Only currently available resources were used
- A schedule of projects was based on the strategies approved at the October 20, 2003 meeting
- Using only existing resources, trade-offs had to be made

Phil directed the Board to the document provided. He stated that based on cash flow, only minor changes can be made to the bottom line totals. He further stated that the Master Plan is a balanced plan that went before the Finance Committee and included bond sales and was discussed with the Agency's Financial Advisor. The projects are funded with \$281M in Bond proceeds, with \$247M coming from sales tax dollars. Phil stated that Blueprint is anticipating another Bond sale in late 2005 or early 2006 in the amount of \$44M and then another in late 2007 in the amount of \$70M. After that, there will be several Bond sales, every other year until 2014. He stated that the City and County water projects are fully funded. The Sensitive Lands portion was completely funded, including the contract with Northwest Florida Water Management District (NFWMD) for \$2.5M, Headwaters of the St. Marks River for \$9.1M, Lake Jackson Basin for \$3.5M, and the Lafayette Basin for \$5.1M. He also stated that there was an amount set aside for Land Banking in the amount of \$7M to acquire right-of-way, stormwater, and floodplains. Phil outlined each road project as well. He stated the following:

Capital Circle Northwest, I-10 to US 90

Phil stated this project is fully funded, although one of the flaws is that the enhanced stormwater does not coincide with the road construction. However, there is \$2M that was allocated for Gibby Pond in 2004 and that a majority of the pond would be used for stormwater retrofit. Commissioner Grippa asked that if this is Blueprint's number one project, why was it not being completed until 2016. Phil stated that on this particular segment of the road, the stormwater was not going to be adjacent to the road, but was going to be west of the road. He stated that the document shows the construction beginning next year and being completed in 2007. Commissioner Grippa further asked why Capital Circle Southeast was completely funded, when it is number five on the list, prior to the number one project. He also mentioned that Capital Cascade Trail is also fully funded, and is there any priority for the projects. Jim Davis explained that in an attempt to get to the Airport the fastest, CCNW became the number one priority. Based on the Blueprint philosophy, Capital Circle from I-10 to Highway 20, had supplemental dollars, approximately \$22M and \$11M for Floodplain acquisitions and greenways to the west of the roadway, above and beyond what is required for the roadway corridor. He further stated that in an attempt to balance the program, staff opted to stretch the monies for stormwater retrofit for several years. This was done in an effort to pursue other leveraging opportunities. The road in its entirety with the required stormwater facility will be complete by the end of the construction date in 2007. Jim also stated that in a previous discussion, it was decided that if there were six lanes to Blountstown Highway, along with the intersection improvements in that area, then the immediate desire to get to the Airport was addressed. Commissioner Grippa stated he thought the construction was to go to Orange Avenue. Jim answered that the PD&E will go to Orange Avenue, but the construction will only go through the Blountstown Highway intersection. This is the deal that was agreed upon with the Federal Highway Administration. Jim further stated that the next phase of Capital Circle Southwest would begin its PD&E next year. There is the proposed alternative alignment that may begin south of Blountstown Highway and Capital Circle

to Springhill Road. Commissioner Grippa addressed his concern with the road not connecting I-10 to the airport. He also stated that when the new airport opens in Panama City, Tallahassee's airport would become a lot less competitive due to the inability to connect to a major thoroughfare.

Chairman Mustian asked that the Board regain focus and discuss the approval of the Capital Budget. He further stated that staff could be given direction to amend and give another alternative to the Master Plan to be discussed at a later meeting. He also asked that Phil complete his outline of the document and the Board ask questions after the facts are presented. Commissioner Lightsey asked if additional monies were received, how would they be applied to the Master Plan. It is her understanding that the monies will be used to push projects forward, such as Capital Circle Northwest, to reduce the lag among phases. She further stated that she is happy with the document because it is a "real" picture of the available funds and how they will be spent. Jim stated that she was correct, that any additional money will go to push projects up, not begin new ones. Commissioner Mustian asked about a grant that was in the works for CCNW. He wanted to know if the funding was received would a revised Master Plan be presented with the new schedule reflecting the additional funding. Jim answered yes, that when any funds are received the plan would be updated and presented to the board. Commissioner Mustian also asked if the repayment of the advanced funding money given to the State was reflected in the plan. Phil answered yes.

Capital Circle Southeast, Tram Road to Connie Boulevard

Phil stated this project recently went through the Design-Build process and it is fully funded. Construction is scheduled to begin in 2005 and end in 2007.

Capital Circle Southeast, Woodville Highway to Tram Road & Woodville Highway to Crawfordville Highway

Phil stated that the PD&E has been completed for this segment. Phil stated he also wanted to point out some key points, such as in 1989 the State received the property from St. Joe Company and transferred 150 feet of right-of-way from Old St. Augustine Road to Woodville Highway. All of the right-of-way for this segment will go to the State automatically. On the segment from Woodville to Crawfordville much of the right-of-way belongs to the National Forest Service. Phil further stated that the potential to gain right-of-way for these segments is promising.

Capital Circle Southwest, Crawfordville Road to Springhill Road

Mr. Maher stated that there is no funding provided in the Master Plan for this segment.

Capital Circle Southwest, Springhill Road to SR 20

Phil explained the PD&E for this segment has been funded and they would be studying alternate alignments.

Capital Cascade Trail, Segments 1-4

Phil stated that there has been a significant increase in the cost estimate for the project. Segments 1-3 are fully funded, and the right-of-way for segment 4 is being funded in the latter years.

Jim stated as a short recap, that from the Board's direction in October 2003, they realized there is a \$200M shortfall to complete all the projects. Another concern was making sure that the environmental aspects of the Blueprint philosophy did not fall by the wayside while completing any of the projects. Jim further stated that all the environmental projects that were proposed are fully funded, however, all do not occur in the years staff wishes for them to happen. Jim further stated that this document is a Blueprint 2000 interpretation and implementation of the Board's priorities.

Commissioner Rackleff asked Commissioner Grippa for clarification on his statement earlier regarding the prioritization of Capital Circle NW to the Airport and whether he felt the road should begin construction before Capital Circle Southeast. Commissioner Grippa stated he feels building only half a road to the airport is "silly" and that the construction of Capital Circle Southeast will aide in the movement of businesses from the Downtown area to the Southwood Office Complex. He further stated that the connection from I-10 to the Airport is more economical for the community. Commissioner Gillum asked why is there no funding shown for the Capital Circle Southwest, Crawfordville to Springhill Road project. Jim Davis explained that there is not funding available for the project. He further stated that there is \$520M available for construction projects, however the plan does not reflect Debt Service and Operating Cost. This is all that could be done using Sales Tax money. A project had to be picked that could not be done and this project was chosen. Jim also stated that this phasing decision was based on traffic projections and prioritization by the Board. Commissioner Gillum asked if funding became available would the project be considered. Jim stated that if additional funds were available, there is a possibility that this project could get some funding. Commissioner Mustian expressed concern that Capital Cascade Trail is fully funded, while only two segments of Capital Circle are being completed. He also stated that when Blueprint 2000 was created, it was designed to complete Capital Circle and we haven't gotten half way around. Commissioner Lightsey stated that she is interested in finding out if any money can be reallocated, but she also realizes that there are projects that are already in progress, and we must stay focused on these and on the expectations of the public. The other issue is how quickly you can move on the West side. She further stated that with the PD&E study in the works, that if you construct Capital Circle to the Orange Avenue intersection, then you have eliminated all hope for an alternative route. Commissioner Lightsey also asked that decisions be made by the Board in a timely manner so the cost of right-of-way would not keep eating up the available funding amount. Commissioner Katz voiced his agreement with Commissioner Mustian. Commissioner Grippa also expressed his agreement with Commissioner Mustian with minor comments. Commissioner Proctor commented on his disappointment with Springhill Road not receiving any funding. He stated that the philosophy must state that the name of the road must have the word "Capital" in it to receive money. He further stated that what was promised to the community is not being realized in this document. When Blueprint 2000 was created, it was stated that there would equitable spending in all quadrants of the community. He also stated that the wide right-of-way for CCNW is taking money from Springhill Road. Commissioner Proctor also stated that Springhill Road was the road that was promised to voters in exchange for their votes for Blueprint. He further stated that the community has been "duped", especially his district and Commissioner Sauls' district, which made Blueprint 2000 a reality. Proctor also stated that the program is far

behind schedule. That in December 2002, an outline was created that stated that in 2003 there would be at least 15 projects started, and 20 ongoing by 2007. He further asked that CCT be completely scrapped from the plan, and those funds be put into the projects that were promised to the community. He can't support the list. Commissioner Rackleff asked what action was needed on the Agenda item today. Commissioner Mustian stated that staff asked for approval of the 2005 Capital Budget.

RECOMMENDED ACTION

Option 1: Provide Board Guidance

Commissioner Grippa made a motion to approve the FY 2005 Capital Budget, but on the Mater Plan, have staff go back and come up with alternatives that will satisfy the concerns expressed during the meeting, such as less funding for CCT, adding the remaining sections of Capital Circle, Springhill Road, and the improvements from I-10 to the Airport. Commissioner Gillum seconded the motion.

Commissioner Rackleff read an excerpt from the Tallahassee Democrat's opinion section on Blueprint 2000 and what was promised to the voters. He stated that Blueprint 2000 promised solutions to three (3) major challenges. They are:

- Protecting the natural environment
- Encouraging development and supporting infrastructure in the right places
- Promoting a balance of housing and stimulating private investment in the Southern Strategy area.

He also stated that the main focus is to keep the promises.

Commissioner Winchester stated he appreciated the development of the Master Plan document. He also asked what were the plans for intersections in the areas that do not have current funding. He stated that we could get some "bang for the buck" on intersection improvements, if we cannot do the big fix on some of the roads. Commissioner Winchester asked for a plan that illustrates the strategy for road segments that are 20-30 years out that are not funded and the improvements that can be made to accommodate pedestrian and congestion issues. Mayor Marks asked if the document was consistent with what was promised and is the Capital Budget also consistent with what the voters asked for. Jim Davis explained that the CAC embraced the document, including endorsement from two CAC members who were original members of the EECC. Therefore, there must be some consistency. He also stated that the actual referendum requires Blueprint to leverage dollars as much as possible, realizing that there is not enough money to do everything with just sales tax revenue money. Commissioner Gillum suggested that all projects have some funding. There being no further discussion, the motion passed unanimously, with Mr. Proctor out of the Chambers.

Jim Davis reiterated that leveraging dollars is a top priority for Blueprint. He also stated that he believes the Strategic Intermodal System is the greatest source of funding for Capital Circle NW/SW. Capital Circle NW/SW to the Airport is on the Emerging Markets SIS List. There needs to be a coordinated effort to get funding. He further stated that he has developed a draft document to present to all Legislators who represent our area, to support the funding and CCNW as the top

priority for SIS. Commissioner Grippa stated he thinks the document is great and commends staff for their efforts. He also stated that he believes the money in the House budget has switched to Highway 90, and could staff research if this is indeed a fact. Mayor Marks stated his approval of the document and that he would discuss it with City Lobbyists to support the funding.

10. Construction Management @ Risk

Jim Davis gave a brief overview of the item. He stated a year ago, staff presented a delivery method for highway projects to the Board called Design-Build. Jim introduced Bill Little, Project Manager for Jacobs Civil Engineering, to give the full presentation on CM @ Risk. Bill Little stated that CM @ Risk is a the delivery method and may be appropriate for execution of the design option for Segments 1-3 of the Genesis Group contract for the Capital Cascade Trail. Bill stated that as of now, the project area has severe flooding problems, complicated multi-discipline construction issues and is high on the public's radar screen. Therefore, staff wants the project to be top-notch, retain control of the design, and utilize as many local MBE firms as possible. Project design and construction could be accomplished through three (3) different delivery methods. They are:

- Design-Bid-Build, separately hire a designer and contractor according to low bid.
- Design-Build, hire a single entity for design and construction, single point of responsibility
- CM @ Risk: hires a design engineer, retains control of design, and hires a Construction Manager who acts also as a General Contractor. As a General Contractor they pre-qualify sub-contractors and take bids for different components of the project.

Bill stated that this practice was done commonly in vertical type construction. Bill stated there were several specifics to CM @ Risk. He stated that when using CM @ Risk you will have a Construction Manager that will provide you with constructability reviews, value engineering, assistance with project cost, schedule, and help maintain quality of the overall project. It also utilizes a Contingency System for changes once you obtain a guaranteed maximum price. Mr. Little further stated that CM @ Risk has many advantages:

- Allows you to maintain control of the project design
- Allows teaming with Construction Manager to obtain a guaranteed maximum price prior to design completion
- Allows you to use contingency to eliminate costly and time consuming conflicts
- Allows for maximization of coordination between different segments, different designers, etc.
- Allows you to pre-qualify sub-contractors.

Bill also stated that there was a cost associated with CM @ Risk. He mentioned that in the pre-construction phase the contractor charges on a Professional fee basis. It tends to be about 1% of the construction cost. In addition, the fee associated with the Construction Manager taking the risk to guarantee a guaranteed maximum price, costs are around 2-3% of the construction cost. In addition, the contract allows for reimbursement at direct cost (labor plus fringes) to the Project Manager when acting in the Construction Manager position. Lastly, he stated that when you hire a CM @ Risk contractor, they might want to perform some work themselves with the Agency approval. The savings at the end of the project is minimal when using CM @ Risk compared to

Design-Build, but the effectiveness of the direct input in the project overrides this. Jim Davis added that when he recently went on a tour to Chattanooga, TN, the Manager with the River City Company stated that their success was based on five (5) principles. Three of which are very important. They are:

- A great design for their projects
- Quality construction
- A celebration at the opening

He also stated that no action is required for this item. It was for information only.

11. Water Quality Program Fund Criteria Modification

Jim Davis stated that this was a requested item by Parwez Alam, County Administrator. He stated that this document did not go before the CAC or TCC, as it was delayed due to the recent hurricane weather issues. Jim also stated that staff had drafted a response to the agenda item and was presenting an Agenda Modification with an alternative recommendation to what is being proposed by the County. Commissioner Gillum asked if this item could be taken back through the appropriate channels before they make a decision. Commissioner Grippa stated that he feels it is imperative to get through this item today since it is a safety and health issue. Commissioner Grippa also stated that the situation was so bad in this area, that there was literally raw feces in the streets of Killlearn Lakes. He further stated that a report was compiled by Sean McGlynn, McGlynn Laboratories, Inc., that states that Lake Iamonia has a fecal coliform level 27 times the acceptable level. He further stated that although it is a \$30M project, it would directly improve the Water Quality for this area. Commissioner Katz stated he thinks the City and County need to work together on this issue and other issues as they arise. Commissioner Thael stated that he would go along with this only because it is a very special exception to the Interlocal Agreement and Blueprint spending. He further stated that it has to be addressed as soon as possible because of its severity. Commissioner Lightsey stated that there had not been a formal motion made, but she will support the motion as well. She further stated that she would also like continuous networking between the City and County on such projects.

Commissioner Grippa made a motion to approve Blueprint staff recommendation.
Commissioner Lightsey seconded the motion.

ALTERNATIVE OPTION:

Approve as a one time exception to policy, \$5M for use with the sewer system project in Killlearn Lakes.

Mayor Marks stated he feels the Board should be very proactive in this regard. He also stated that everyone recognized that there was a problem in the area, and the faster it could be elevated to a discussion and eliminated the better. Commissioner Rackleff stated that this exception eats up approximately 1/3 of the unallocated stormwater money for the County. He also stated that it is another slap in the face on the accountability issue regarding Blueprint 2000. He read a short excerpt from the ballot language that shows where the Board is going directly against what the citizens of Leon County voted on. He further stated that while he agreed that it was a serious problem, he did not agree on spending \$5M of taxpayer money to fix the problem.

Commissioner Rackleff also stated that on a list of 47 County Stormwater projects totaling \$49.5M, what project would not be funded because of this issue. He also stated that he was disturbed that the CAC or TCC had not reviewed the item. At the least it should go before them and then come back at a later date. Commissioner Proctor stated that he doesn't understand why this is viewed an exception. There is \$25M the County has for Water Quality and using money for this is galling and it should not be an exception. He further stated that since the Board is considering exceptions that they not forget Springhill Road and Woodville Highway, as they should be exceptions as well. Commissioner Lightsey asked if the Board of County Commissioners has made any progress on the issue. Commissioner Grippa answered that the second public hearing is tomorrow and will pass the moratorium tomorrow as well. Commissioner Lightsey asked if there was a need for a Super Majority vote. Jim Davis stated that Legal Counsel stated that the Super Majority vote is not necessary. Commissioner Grippa asked to vote in the Super Majority anyway. Commissioner Thael stated that the best solution would be to annex that portion of Killlearn Lakes into the City and let the homeowner's bare some of the burden and be a part of the solution. Commissioner Lightsey stated that there was an annexation proposal done for this area in the past, however it failed. She further stated that the City would have taken on the project long ago and solved the problem. Further discussion followed.

The motion was voted on and passed 9-1, with Commissioner Rackleff expressing the dissenting vote, and Commissioner Maloy out of the Chambers.

PUBLIC HEARING: PROPOSED FY 2005 OPERATING AND CAPITAL BUDGET

Chairman Mustian stated that it was time for the Public Hearing portion of the Agenda which was advertised for 5:00 pm. He asked if there were any citizens who wanted to address the Board. There were none. He further made a motion to approve the Operating budget. ?? seconded and was passed unanimously.

He also made a motion to approve the Capital Budget. ?? seconded, and it passed unanimously.

V. CITIZENS TO BE HEARD

There were none.

VI. ITEMS FROM MEMBERS OF THE COMMITTEE

There were no items.

VII. ADJOURNMENT

There being no further business, Chairman Mustian adjourned the meeting at 5:05 pm.

APPROVED:

ATTEST:

Mark Mustian
Chairman of Blueprint 2000 IA

Shelonda Gay
Secretary to Blueprint 2000 IA