

**TALLAHASSEE – LEON COUNTY
 BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY
 Meeting Minutes
 March 9, 2015
 3:00 pm, City Commission Chambers**

MEMBERS PRESENT

<u>County</u>	<u>City</u>
Commissioner John Dailey	Mayor Andrew Gillum
Commissioner Bryan Desloge	Commissioner Scott Maddox, Chair
Commissioner Nick Maddox	Commissioner Curtis Richardson
Commissioner Bill Proctor	Commissioner Nancy Miller
Commissioner Mary Ann Lindley	
Commissioner Linda Sauls	
Commissioner Kristen Dozier	

CITY/COUNTY STAFF

Autumn Calder, Blueprint 2000	Gabriel Menendez, COT
Charles Hargraves, Blueprint 2000	Tony Park, Leon County
Wayne Tedder, PLACE	Harry Reed, CRTPA
Shelonda Meeks, Blueprint 2000	Josh Pasqua, Leon County
Alan Rosenzweig, Leon County	Jim Cooke, COT
Ivan Maldonado, COT	Regina Glee, Leon County
Catherine Jones, Leon County	Lonnie Ballard, COT
Vincent Evans, COT	Cassandra Jackson, COT
Debra Schiro, Blueprint 2000	M'Lisa Ingram, COT
Anita Favors Thompson, COT	Cherri Bryant, COT

OTHERS PRESENT

Jim Davis, Michael Baker, Jr.	Connor Chambliss, Kimley Horn
Gary Phillips, Michael Baker, Jr.*	Cameron Snipes, Kimley Horn
Susan Emmanuel, QCA. Inc*	Ryan Wetherell, Kimley Horn
Maribel Nicholson- Choice, Greenberg Traurig*	Gerald Ensley, Tallahassee Democrat
Linda Figg, Figg Engineering	Antonio Garcia, Garcia Bridge
Dwight Dempsey, Figg Engineering	Kent Wimmer, Blueprint CAC
Manuel Feliciano, Figg Engineering	Brian Lupiani

* Indicates Blueprint 2000 Consultant

Commissioner Scott Maddox called the meeting to order at 3:06 pm with a quorum.

I. AGENDA MODIFICATIONS

There were no agenda modifications.

II. CITIZEN'S ADVISORY COMMITTEE (CAC) CHAIRMAN'S REPORT

Kent Wimmer reported on progress made at the December 11, 2014 and February 5, 2015 meetings. The first of the required public hearings for the Magnolia Drive Multiuse Trail project was held in February and four members of the public, including Home Owners Association President of Indianhead/Lehigh, spoke in favor of the Magnolia Drive sidewalk project. The CAC approved funding the project \$6,000,150.00 with the expectation that the funding would be reimbursed from the 2020 sales tax extension. He highlighted a few specific comments for the IA.

- Projects, such as sensitive lands, protection projects remain uncompleted from the original Blueprint 2000 list. We recommend that the funding that's being allocated be reimbursed from the 2020 sales tax.
- Lighting should be made sufficient for the safety of pedestrians.
- Additional pedestrian crossings should be considered in the plan. Currently there were large gaps in citizen's ability to cross.
- Consider using a safety strip between the curb and sidewalk to give pedestrians greater peace of mind with the fast moving traffic along Magnolia Drive.
- Neighbors wish to have opportunity to comment on the design elements of the sidewalk as the project progressed.

Furthermore, the CAC remained supportive of the connector bridge and trail connections across South Monroe and encouraged the IA to move forward with the project. The CAC also supported the City in the creation of a digital way-finding system to aide visitors to Cascades Park; particularly those with visual impairments. It could include locations of accessible parking and entrances as well as descriptions of amenities, infrastructure, and upcoming events.

Lastly, Mr. Wimmer stated that the Bucklake Alliance was considering approaching the IA with a proposal concerning protecting the forested uplands along upper Lake Lafayette in the Fallschase development.

III. INFORMATION ITEMS

1. CAC Meeting Minutes (December 11, 2014)

This item was presented as informational only.

2. Capital Circle Southwest Update

This item was presented as informational only.

3. CAC Tallahassee-Leon County Planning Commission Chair Designee

This item was presented as informational only.

IV. CONSENT ITEMS

4. IA Meeting Minutes (September 15, 2014)

RECOMMENDED ACTION:

Option 1: Approve minutes as provided.

Action by TCC and CAC: This item was not presented to the TCC or CAC.

Commissioner Dozier moved approval of the consent agenda. Commissioner Desloge seconded the motion. It passed unanimously.

V. PRESENTATIONS/ACTIONS/DISCUSSIONS

5. Capital Cascades Trail Stormwater Master Plan Update

Gary Phillips spoke briefly on the agenda item. He outlined the watershed areas of Tallahassee relevant to the project, the St. Augustine Branch, Central Drainage Ditch, and the northern and southern watersheds. The 2020 projects such as Orange Avenue, Lake Bradford Road, FAMU Way, and Capital Cascades Trail are all located within the watershed areas. In the past Blueprint utilized two different stormwater models, XPSWM and ICPR for the Central Drainage Ditch. Staff was consolidating them into one master plan storm water mode. Once complete it would be used to analyze the remaining elements of Capital Cascades Trail Segment 3D and Segment 4. This allowed Blueprint to move forward knowing that they were not limiting their selves hydraulically. It also ensured consistency with future 2020 sales tax projects, such as the Airport Gateway, and other City funded projects in that area.

Traditionally, stormwater projects begin downstream and work up. However, due to public support, funding, and IA prioritization Blueprint constructed Cascades Park first. Followed by, Segment 1, Franklin Boulevard with money from US Housing and Urban Development and Segment 3, which was currently under construction. Mr. Phillips reiterated that the consolidated model would be used to analyze Segment 3D and Segment 4 in terms of potential redevelopment and retrofit ponds.

Mr. Phillips spoke to the improvements to the 100-year floodplain of downtown. He reminded the Board that Cascades Park, a stormwater facility, was designed to flood and was therefore identified as flood plain. The idea moving west into Segment 3D and Segment 4 was to find opportunities for water quality improvements and floodplain mitigation using the consolidated model.

Mr. Phillips also updated the Board of the construction of Segment 3A and B along the City's FAMU Way project with photographs of the project.

Commissioner Miller stated that, as she understood it, that if the northern route would require the removal of all trees in the identified area. Also, that the southern alignment would allow for greater

ability to beautiful FAMU Way. Wayne Tedder stated that if the choice was made to go to the north side of the CSX railroad for stormwater conveyance, the bank system would need to be stabilized or put into a boxed culvert. Essentially all of the trees along there would be removed for that work. If the project shifted to the south, the area would not be needed. Staff was evaluating both options to determine which was the most feasible and cost effective. And was determined to continue the established aesthetics of FAMU Way along the corridor.

Commissioner Miller stated that she was not a fan of back-in parking and did not feel that the public had been enthusiastic in embracing it. She would therefore like to revisit the option of using it along FAMU Way. Mr. Tedder stated that he would convey that to the City Public Works Director. Commissioner Scott Maddox agreed with Commissioner Miller on the point.

Commissioner Dozier stated that she understood that additional analysis was forthcoming. However, she was interested in seeing how more relief could be accomplished in a wider area and fit in with 2020 projects. Even if it meant that FAMU Way was realigned. She recognized that was a City project, yet, it seemed the southern alignment allowed for more options.

Commissioner Lindley asked if there was any sense of the cost associated with the southern alignment. Mr. Tedder stated that it was part of the forthcoming evaluation. The priority was to determine the best alignment hydraulically. Blueprint had been criticized for not having the consolidated model completed earlier. However, doing the work now, allowed staff to see the effects on the 2020 sales tax projects. The timing was perfect to accomplish multiple objectives with one project.

Commissioner Lindley noted for the record, that she preferred back-in parking as it was easier than parallel. Commissioner Scott Maddox offered that calculus was also easier than parallel parking.

Mayor Gillum requested more information on the time delay impacts as well as the number of homes would be impacted by both options. Mr. Tedder stated that for some areas of the projects, specific time frames could not be given. Staff was evaluation stormwater solutions for them. Once identified, the City Public Works Department could begin programming a timeframe. One of Blueprint's goals was to communicate that the stormwater study, through Blueprint, was slowing down the process to some degree on FAMU Way. But it also allowed the consideration of additional opportunities that were not available sooner.

Mr. Tedder stated that 22 parcels had been effected thus far with the FAMU Way/Capital Cascades Trail Segment 3 project. If the southern alignment was selected, staff anticipated impacting another 55 parcels, which were mostly residential. The north option, along Gamble Street, would have significantly less impact to residential parcels however there was the possibility of losing the stormwater management facilities that influence redevelopment and retrofit.

Mayor Gillum questioned the footprint of the right of way, noting that FAMU's master plan at one time extended toward Lake Bradford. He requested that staff consider making the potential ownership of any land that was unused be offered in a first-right-of-refusal to the university. Gary

Phillips estimated the ROW at 60 to 80-feet based on the design of FAMU Way Phase and that of the trail.

Wayne Tedder stated that typically Blueprint would only acquire what was necessary for the project. However, in the occasion where what was needed was half or more of the whole parcel, Blueprint would purchase the entire piece. Mayor Gillum clarified that his request was for unused whole takes.

Commissioner Richardson stated that the joint projects would be a “game changer” for Tallahassee. However, he was sensitive to the residents and hoped that all efforts of relocation would take that into effect. Mr. Tedder briefly explained that Blueprint, acting on behalf of the City, was responsible for the acquisition of ROW for the FAMU Way project. This decision by the IA allowed for the use of Blueprint’s extremely successful incentive and relocation programs. He offered to go into greater detail on both with Commission Richardson in an off line meeting.

RECOMMENDED ACTION:

Option 1: Accept staff update.

Blueprint 2000 Project Definitions Report Consistency: This request is within the approved project for Map 3 Segment 3, Old St. Augustine Branch Redesign South Monroe to Gamble Street and Map 3 Segment 4 Gamble Street to the Confluence with Munson Slough.

Action by the CAC and TCC: This item was presented to the TCC and CAC as information only.

Commissioner Dailey moved approval of option 1. Commissioner Dozier seconded the motion. It passed unanimously.

6. Springhill Road Property Resolution

Mayor Gillum stated that he was glad to see the property would be acquired. He questioned how much more of it could be purchase to use as the gateway. Charles Hargraves stated that all of the property was state owned. The subject parcel was currently owned by FDEP. The piece to the north was owned by FDOT and used it for traffic signal operations. He was not sure if they would be willing to relocate however, at the IA’s direction, Blueprint could begin the conversation.

RECOMMENDED ACTION:

Option 1: Adopt Resolution No. 15-_____ indicating Blueprint’s intent to acquire the subject state owned property located on the southern approximately 6.30 acres of 2616 Springhill Road, which is described more accurately in Exhibit “A” attached to the Resolution.

Blueprint 2000 Project Definitions Report Consistency:

Action by the CAC and TCC: This item was not presented to the TCC and/or the CAC.

Commissioner Miller moved approval of option 1. Commissioner Richardson seconded the motion. It passed unanimously.

7. Capital Cascades Connector Bridge Bid Evaluation

Wayne Tedder gave a presentation of the material in the agenda item.

Commissioner Lindley questioned how the height of 42” for the railing was determined. Linda Figg stated that 42” was a standard and mandated height by FDOT for bicycles. She expressed concern from the CRTPA federal transportation representative, that people could throw items over the rail onto traffic below. Ms. Figg stated that the connector bridge was a fairly short crossing with interesting topography changes on either end. This resulted in significant earth work for the park. All of that went to show that currently someone could stand on the bluff and throw something into traffic if they wanted to.

Furthermore, that possibility was discussed at length at the beginning of the design criteria as folk tried to determine what would be allowed. The project was approved by local and state agencies to move forward with the railing as designed. There were other sidewalks locally that crossed over major highways that did not have fencing, namely I-10 over North Monroe. Commissioner Scott Maddox also noted that the I-10 crossing over Meridian Road had no fencing. Ms. Figg reiterated that they were in many places across the city.

Mr. Tedder stated that during the variance process, Blueprint indicated that security cameras would be installed as a deterrent. Furthermore, the bridge lighting would be on motion sensors during the night hours; coming on only when someone ventured onto the bridge. This would conserve energy and still provide safe passage.

Antonio Garcia, with Garcia Bridge Engineers, stated that the concern of himself and his partner, Juan Goni, was primarily the cost of the structure. He was in no way implying or indicating that the design was faulty. They believed that since Figg would be signing and sealing the drawings, that their engineers did a good job and met all the requirements of FDOT. It was safe, within the requirements of the design criteria, and a valid solution to the problem.

The point they wanted made clear was that the cost was excessive. The information presented to the Democrat and to individual commissioners were numbers from FDOT based on normal situations. Bridges typically came in at a cost of \$130 per square foot. The original number that was given at an early public hearing was that the bridge itself would cost \$1.5M. Later that was increased to \$2.5M. That increase made the connector bridge \$1300 per square foot.

To bring that into comparison, the Skyway Bridge across Tampa Bay, came in at \$140 per square foot in the 1980’s. Bringing that into 2015 dollars, it would be somewhere in the order of \$500-\$600 per square foot. It could be an investment. It could be something that the Board wanted. It

could be something that the public would accept. Garcia Bridge Engineers wanted them to give it more thought.

Changing the classification from major to intermediate was irrelevant. It remained a category two based on FDOT requirements. It needed post tensioning which was expensive and unnecessary. Finally, the equine/pedestrian bridge over I-75, south of Orlando, was fenced with foliage.

Commissioner Desloge thanked Mr. Garcia for his comments and stated that he wished the emails from his partner were less overt. The ones to Himself, were a bit offensive. He thought Mr. Tedder did an excellent job explaining the process and to ensure it was a product everyone could be proud of.

Commissioner Proctor stated that at a previous IA meeting, requested staff halt the project until the intermediate classification was achieved. That would have allowed for local contractors to bid on the project. He was not certain if all of those things were achieved. However, learning that one factor in the enormous cost was that it was classified as a major structure. That limited the number of qualified bidders and therefore the cost.

The item was presented as a \$2.7M shortfall. To him, however, it was a \$3M increase. That could be seen as a play on words but the project had more than doubled since it was first presented. He was not satisfied with the accounting for the increase.

Furthermore, in a community where citizens were issued pedestrian citations for walking in the street for areas in which there were no sidewalks, it was difficult for him to approve spending \$7M for a pedestrian bridge when there was not sufficient sidewalks on the ground. He spoke about southside residents who paid taxes for 54 years; who lived in high pedestrian traffic areas, and still did not have sidewalks in their neighborhoods. It was a lovely project, however, he could not justify his support for a \$7M sidewalk in the sky, when the people of his district, his bosses, did not have sidewalks on the ground.

Commissioner Dozier stated that she felt the Board or Commissions did the public a disservice when they considered various pots of money as being accessible for anything they chose to do. The funding came with a specific scope and not everything could be accomplished with Blueprint funding. Secondly, she was continually impressed by the diversity of Cascades Park and felt that the connector bridge would be a gateway to South Monroe, future segments of Capital Cascades Trail and expansion of FAMU toward South Monroe. It was a high dollar project that did not come around often. However, she felt it was worth it. Her one concern was the increase of the low bid. She encouraged Blueprint to initiate a conversation with the contractor to find out why.

Furthermore, Commissioner Dozier stated that while she would love to know more about that, cost would only continue to rise. She felt the choice was to move forward with the project or not at all. Mr. Tedder stated that, unless the bid was awarded, that information would not be available because of public records protection laws. If the funding was approved by the IA, staff would provide a status report of where and which items changed.

Commissioner Richardson stated that Connector Bridge was, in his opinion, a signature project for Tallahassee. It was a gateway to the southside that complimented Cascades Park and what was underway along FAMU Way. It also tied into the 2020 improvement of the South Monroe and South Adams gateways.

Commissioner Lindley stated that the tourism and visitor piece was also important with the connection to St. Marks Trail. It was part of a much larger community picture. She supported the project and wanted it to move forward.

Mayor Gillum aligned himself with the comments regarding the need for sidewalks in the community. He wanted to clearly understand the line of demarcation on which funds could be used for what purpose. In the Blueprint reauthorization (2020 sales tax extension) the City identified sidewalks as its number one priority and suggested \$50M be allocated toward that. He encouraged Commissioner Proctor to pursue the same on the County side because large swaths of the community were left untouched.

He further stated that Figg Engineering had done an outstanding job in designing what would be an iconic bridge for Tallahassee. He echoed comments made by other about the diversity that happened in Cascades Park. Mayor Gillum stated that Cascades Park was where Tallahassee went to meet itself.

He applauded staff for attempting to get local contractors to bid on the project. He knew they could not answer presently why there was no participation from them for the bridge. Why, when they had the opportunity to participate locally, to keep local dollars in the community, did they not show up?

Commissioner Proctor questioned the legality for Leon County to have been the contractor for the project. Mr. Tedder stated, with confirmation from Tony Park from the audience, that the County Public Works Department was not qualified to build the Connector Bridge. Commissioner Scott Maddox stated that the County's Capital Budget could certainly construct the bridge as well as sidewalks. If Commissioner Proctor wished to augment the pedestrian bridge or any sidewalk project, he could do so from the County's Capital Budget. They might not have the ability to build it their self but they certainly could fund it.

Commissioner Proctor clarified that his question was relate to the County's qualification to bid on the project. It seemed that government agencies could complete projects more cost effectively than the private sector. He was also curious about the MBE portion of the project. Mr. Tedder stated that Blueprint accepted \$1.4M from FDOT thereby making the project subject to their procurement policies. The goal for DBE was similar but different from MBE. The bid were currently being evaluated for that criteria, he stated. Charles Hargraves stated that in a meeting between the contractor, Blueprint and FDOT the contractor clarified that DBE goal was almost 10%.

RECOMMENDED ACTION:

Option 1: a. Provide additional funding of \$2,700,249.70 (shortfall) for the base bid and add alternates including the western pedestrian node, the western sidewalk

connection and the full landscaping. The funding source is \$2,078,487.42 from unallocated funds and \$621,762.28 from Capital Cascade Segment 3 & 4.

b. Authorize the Intergovernmental Management Committee (IMC) to award, negotiate and execute a contract with the lowest responsive bidder to construct the Capital Cascades Connector Bridge Project.

Blueprint 2000 Project Definitions Report Consistency: This request is consistent with the project summary for Map 3 Old St. Augustine Branch Redesign Segment 2 Apalachee Parkway to South Monroe and Segment 3 South Monroe to Gamble Street.

Action by the CAC and TCC: This item was not presented to the TCC and/or the CAC.

Commissioner Desloge moved approval of option 1. Commissioner Lindley seconded the motion. It passed 10-1 with Commissioner Proctor casting the dissenting vote.

8. Sandco, Inc. Settlement Agreement

Wayne Tedder briefly spoke on the material of the agenda item.

RECOMMENDED ACTION:

Option 1: Provide additional funding in the amount of \$272,149.24 from Blueprint's unallocated funds that will be added to Contract No. 2229's current unobligated balance of \$75,850.76 for a total amount of \$348,000.00, which represents the settlement amount agreed to by Blueprint and the Contractor. Once this amount is paid, the Contractor resolves any and all claims for damages the Contractor has or will have against Blueprint 2000 related to Contract No.2229.

Blueprint 2000 Project Definitions Report Consistency: This request is within the approved project for Map 3 Segment 2, Old St. Augustine Branch Redesign Apalachee Parkway to South Monroe.

Action by the CAC and TCC: This item was not presented to the TCC. The information was presented to the CAC in the Project Updates Agenda Item but no action was required.

Commissioner Desloge moved approval of the consent agenda. Commissioner Richardson seconded the motion. It passed unanimously.

VI. CITIZENS TO BE HEARD

One speaker was present and spoke during the item discussion by the Board.

VII. ITEMS FROM MEMBERS OF THE COMMITTEE

There were no items from members of the committee.

VIII. ADJOURNMENT

There being no further business, Chairman Maddox adjourned the meeting at 4:23 pm.

APPROVED:

ATTEST:

Scott Maddox
Chair of Blueprint 2000 IA

Shelonda Meeks
Secretary to Blueprint 2000 IA