

Blueprint 2000 TCC Meeting Minutes
Thursday, February 11, 2010
Ellis Building – Koger Center

Attendees: (TCC Members in Bold) (TCC Member Substitutes In Bold Italics)

Theresa Heiker	Jim Davis	Angela Richardson
Gabe Menendez	Phil Maher	Jamie Hart
Tony Park	Dave Bright	Margie Quillman
John Buss	Dave Snyder	Claire Forbes
<i>Fred Goodrow</i>	Jim Shepherd	Alicia Wetherell
Rodney Cassidy	Latesa Turner	Ed Ringe
Harry Reed	Gary Phillips	

Jim Davis called the meeting to order at 1:06 pm.

I. Agenda Modifications

There were no Agenda Modifications

II. Information Items

Item #1: Cascade Park Update

Gary Phillips stated that bid openings had occurred on February 4, 2010 and that staff had broken out options A-D for the bidding process. Option A incorporated everything in the design plans; subsequent options had amenities deducted with option D having only five of the amenities included. Two of the four bids came in at Option C; below Blueprint's maximum allowable amount of \$23M. The two remaining bids came in above that dollar amount for Option D at approximately \$27.5M. The lowest apparent bid was by Sandco at \$22,980.00. The next lowest was by M. Inc at \$22,994.00; a difference of \$14K or 0.06%.

Mr. Phillips stated that items that **would not** be constructed in the first phase were the Hydrological Cycle (underground vaults and electrical would be constructed however the pumps and fountain would not be included), Boca Chuba (the concrete pad it would rest on would be constructed), the Shade Canopy over the amphitheater, and the History Timeline Fence. Blueprint had established a committee comprised of local historians and citizens to determine what historical designs would eventually be etched onto the panels of that fence. Blueprint would proceed with design, as with other amenities, so that they would be construction ready should donors step forward. Jim Davis clarified that there was no fence funded whatsoever; Mr. Phillips confirmed.

Mr. Phillips stated that other items in the plans would be constructed: the structures, bridges, drainage, utility relocation, trails, landscaping, lighting, the Interactive Fountain, the Cascade Fountain, the Meridian Plaza, restroom facility, and community center. The Smokey Hollow Plaza would also be included. It was currently under design therefore it

was not included in the Invitation For Bid. Once the design was completed it would be added to the final selected contractor or someone else. It would be opened when the overall park opened.

Jim Davis stated that Blueprint was doing their due diligence in the review of the bids. They knew who the low bidder was but not who would win the contract. Some issues had surfaced that called the winner into issue. Blueprint was working to resolve those however.

Mr. Davis stated that Blueprint's strategy, concerning the Lafayette Tunnel, would be that FDOT would advertise that project once Blueprint had secured a contractor; anticipating that the contractor would give the most competitive cost. Given that Blueprint would be absorbing much of the MOT costs and others to that effect. Gabe Menendez stated that the City voted to allocate overages from ARA to the pedestrian tunnel. Harry Reed clarified that between Gadsden and Leon Counties and the City of Tallahassee there was approximately \$1.8M in underbids which freed up XU dollars for reallocation. Mr. Davis stated it would be more complicated and requested they speak with Phil Maher off line.

Item #2: Capital Cascade Train – Segment 3 and Segment 4 Update

This item was informational only.

Harry Reed questioned if the culvert and/or bridge could be ready to go to construction before 2014. Mr. Phillips confirmed that yes, probably. Mr. Davis stated that Blueprint's plan regarding the pedestrian bridge was to issue a Scope of Services and selection based upon oral presentation. He led a discussion regarding whom from the City or County would be appropriate to sit on the selection committee. Other than Dan Donovan no additional names surfaces however, several members stated they would provide names at a later date.

Alicia Wetherell, Kimley Horn, gave a brief presentation on the design of Coal Chute Pond for retrofit and redevelopment treatment. John Buss questioned if the rate control was for the split pond; Mrs. Wetherell confirmed that it was. He also requested clarification on the inclusion or exclusion of water from Railroad Square. Jim Davis confirmed that Railroad Square water was included in the calculations. It remained to be determined if they would pay for that inclusion.

Mr. Phillips stated that the stream would only be from Railroad Avenue to Coal Chute Park Pond not from Monroe Street on. Mr. Buss questioned what the water source would be if it was not coming from the upstream portions. Ed Ringe stated that the elevation was such that it could be pulled from Adams Street.

Mr. Davis read an excerpt of the February 23, 2009 IA minutes regarding the stormwater master plan for Capital Cascade Trail.

“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. 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).”

Mr. Davis noted that it passed unanimously (11:0). Mr. Buss stated that was slightly different from the discussion. The quote indicated that the TCC wanted Blueprint complete modeling before building the ponds; it did not say not to do it. He felt it was a mistake not to do the Master Plan for the other segments and he brought it up for TCC consideration. Mr. Davis stated that there was a significant and expensive plan that was completed. He was not sure exactly what beyond that Mr. Buss was hoping for. Blueprint’s position was that funding was not available to do a \$2M study above and beyond what had previously been done. Mr. Buss stated that it guided the future; the City was looking at a project and it was difficult to coordinate it when there were no more details than there were. His recollection of the Genesis Master Plan, other than through Segment 2, there was a statement to the effect that the details needed to be fleshed out in later studies.

Mr. Phillips stated that he felt Mr. Buss was mistaken; they were designed to the same level as Segment 1 and Segment 2. The design model went from Segment 1 to Segment 3 for the St. Augustine Branch that was useful for the designs. There was also an older CDD model that Kimley Horn... Mr. Buss interjected that he was not speaking as much about just modeling but *“there would be a pond here and here’s approximately what size it is”* to outline the overall goals they were shooting for. Mr. Phillips stated that the next step was to design the Master Plan as was done with Segment 2. In terms of going back to Master Plan it, maybe the nomenclature Master Plan was not correct, however Mr. Phillips stated, it was not necessary to do it again. Kimley Horn was moving forward with construction plans, stated Mr. Phillips.

Tony Park stated that he thought they were talking about stormwater modeling aspects of it and doing a Master Plan from that perspective. He thought when they left the TCC that day that they were in agreement with that. When it was presented to the IA, it basically said, ‘the money was not available to do that; let’s do what we can.’ Jim Davis stated that it was certainly not Blueprint’s intent to misrepresent anything to the Board; in fact, he thought he’d made a point to give them not only what the agenda read but to emphasize it as well. Mr. Davis stated that staff would review the tapes/minutes however he recalled, candidly, that staff had modeled it to death; all four segments.

Mr. Phillips confirmed that the modeling for Segment 1-3 had been completed. The design for Segment 2 had to include the ultimate improvement in Segment 1 as well as Segment 3. Segment 4 was a separate model; it was to be combined at some point but

that had not been done. Pond 5 would be the only thing Blueprint did in Segment 4 that was basically a in-line wetland area.

Theresa Heiker stated that the basic idea of having three segments modeled and not the fourth, brought up the issue of what influence the fourth segment would have on the design of Segment 3. The current configuration of Segment 2 and Segment 3 was not represented in any of the models that were performed. She did not believe that staff had evaluated the current situation in what they were proceeding to design in Segment 3. It did not have the boxed culvert nor the Segment 2 pond (as modified in the scale of the project) in the current configuration and they had made changes in the design assumptions. Furthermore, Segment 1-3 were modeled but Segment 4 had not been integrated. The idea was to integrate it before making any design considerations between Segments 3 and 4 because of that junction. They were putting a pond at the junction between 3 and 4 without evaluating the influence of Segment 4 on Segment 3; or on evaluating the changes to Segment 2 in Segment 3. Without having a single model that represented the current design plans, she felt that Blueprint was setting itself up for a problem. Model it from top to bottom or accept that there would be hydraulic inconsistencies that would have to be addressed in the field.

Ed Ringe stated that the modeling that was completed for FEMA had the effects of Segment 2 as presently proposed, built into it. In addition to that they had a design that considered improvements in Segment 1, their own internal study and modeling that had been preformed, as well as the work done by Driver. All of those numbers were included.

John Buss acknowledged that there were models out there what he really meant by Master Plan was a level of documentation that someone could pick up and see what would ultimately be accomplished. That was what was missing for him. Gary Phillips agreed that it was a model that would need continuous updating. The ditch improvement was the box culvert and they knew the flows, Coal Chute was off-line, and Pond 5 was at the very lower end and therefore less risky in terms of the impacts. Staff felt they could be analyzed enough to proceed with them. Furthermore, Pond 5 would only be designed to 60%. Staff intended to, with Kimley Horn, do one fully intergraded model in the future. Staff was not modeling from nothing; they knew exactly what was going on there.

Theresa Heiker stated that a single run of the model had not been completed however. Blueprint had not modeled the water from US 90 to Black Swamp. They had modeled the segments independently from each other. It required an integrated model, as if it were a roadway. Along with documentation of the assumptions made as far what went into the culvert versus what would be flowing in a creek on top of the culvert. That information, she stated, was only in the (working) documentation but not anywhere else. That was the Master Plan concept; bringing it beyond what was originally done in 2000 with the citizens. They needed that.

Mr. Davis stated that it appeared that Blueprint staff needed to go back to the Master Plan that was completed and upgrade it based upon the realities and the changes to the conditions that would be implemented as they have evolved. Mr. Buss stated that if the financial reality was that Blueprint would not be able to complete several things from the Master Plan, he felt that it should be revised to what would be done. He did not want to waste money either but it was the level of documentation he was concerned about. It was obvious, he stated, that Mr. Ringe knew exactly what was happening there but what would happen if he left? As it was he was the only guy who really knew.

Mr. Ringe stated that what Blueprint was proposing was enough structure, no matter what happened, they would allow Monroe Street and the areas south of there, that were isolated behind the road itself, to be brought to the St. Augustine Branch. That level of improvement was what got it to the present flow conditions. Mr. Buss stated that it used to sit in the street now it would be in the ditch but what was it doing to people down stream. Mr. Ringe stated that hopefully there was enough reserve in Segment 2 with the double by-pass in to take care of it.

Mr. Davis stated that the points were well taken. What Blueprint was using as a base line needed to be updated to reflect those things that would actually be in place. They would look to do that. So much of it was an on going process as they came to the final designs or as better ideas evolved, as with the in-line versus off-line ponds or box culverts. It certainly needed to be updated periodically so that there was good documentation. **Mr. Davis agreed with Mr. Park.**

Mr. Buss stated that without doubt the model needed to be updated. However, to decrease costs he suggested instead of Blueprint updating the Genesis generated document, they run another that was more fluid and less fancy. Including what had changed, creating a current model, identifying the ponds that would be constructed along with approximate elevations and flows to be expected. He felt there had been too many changes to leave it as it was. Mr. Davis concurred; it needed an "as-built" even though it was an evolutionary process.

Item #3: Capital Circle Northwest/Southwest: Project Funding Update and US 90 to ST 20 (Modified Construction Limits) Design Supplemental

This item was informational only.

Theresa Heiker questioned what the cost would be if Blueprint constructed through the intersection but not to Orange Avenue. Latesa Turner stated that staff assumed that the cost would be significantly less. Staff was requesting approval of an amount not to exceed \$350K to modify the plans and permits to stop north of SR 20. With that they would be able to get through the intersection and do the ponds south of it as well. There was not an amount actually shown, they were requesting authorization to modify the contract with Lochner. Ms. Heiker stated that Option 1 in the agenda item did not indicate that. It was clearly \$350K to go north of SR 20, she stated.

Jim Davis stated that if Blueprint received the \$15M there would be plenty of money to do any design modification that was necessary. There had been discussion of building full out to a point of stopping it and painting in the transition. His thought was that the redesign would be minimal at that point because all of the stormwater infrastructure would be in place.

Item #4: Capital Circle Southeast: Woodville Highway to Crawfordville Road Design/Build Project

This item was informational only.

Jim Davis stated that it had been a challenging RFP because there was no contingency money. Blueprint staff and attorneys had been “going around” on it trying to ensure that all risk would be on the contractor. That was nearly impossible but they were trying to minimize risk to Blueprint. Phil Maher stated that the contractors would need to factor contingencies into their bids. Whoever was the highest risk taker would win the bid.

Jim Davis stated that there was no incentive for Blueprint to bring the project in one nickel under the \$13.7M. In fact it was to Blueprint’s advantage for the contractor to include a large contingency, to cover everything that could might possibly ever happen, so that they did not come back to Blueprint. That was the reality of the situation; was rather short-sighted in his opinion.

Dave Snyder stated that there would be no sidewalk or crossing at Shelfer Road. Blueprint tried but the FDOT would not fund it. Mr. Davis stated that the design would incorporate the items that would be needed in the future.

Item #5: Capital Circle Southeast: Woodville Highway to Tram Road

This item was informational only.

Item #6: Sales Tax Update

This item was informational only.

III. Consent

Item #7: TCC Minutes October 29, 2009

There were no comments regarding the minutes.

Theresa Heiker questioned if the working group had been formed for the West Ditch/Black Swamp. Mr. Davis stated it had not happened yet but it was still Blueprint’s plan.

IV. Presentations/Discussions

There were none.

V. Citizens to be Heard

There were none.

VI. Items from Members of the Committee

John Buss requested Mr. Davis summarize his meetings from a few years back with Leon County School Board Superintendent Bill Montford and then Leon High School Principal, Margot White. Both of whom were no longer in those positions and the current Superintendent and Principal seemed to know nothing of the discussions.

Mr. Davis stated that there were concept plans drawn up for Leon High School. Blueprint felt that the concepts would be of benefit to Leon but would not work unilaterally nor until improvements were made to, at least, Segment 1 to move more water down stream. The general idea was to turn the existing parking lot into a pond and move the parking slightly north of where it currently was located. It was all to be funded by LCSB. The northern limit of the Capital Cascade Trail project was East Tennessee Street.

Gary Phillips stated that Genesis was tasked with designing interim improvements to Franklin Boulevard. Those interim improvements were submitted to the Board who declined moving forward because it was all “throw away.” Mr. Davis interjected that at one point in time the Board had authorized Blueprint to encumber \$5M for interim improvements on Franklin. However, it was cut from the budget in the downturn of the economy.

Mr. Phillips stated that in December 2009 the City and County jointly submitted for FEMA grant money from TS Faye. Michael Parker reported to Mr. Phillips that Blueprint would be receiving \$1.7M of the FEMA grant money for improvements on Franklin. County and City representatives stated that the award was not yet final. They concurred that FEMA was reviewing the application and completing site visits.

VII. Adjournment

There being no further business, the meeting adjourned at 2:39 pm.