

Blueprint 2000 TCC Meeting Minutes

Monday, May 22, 2006
Ellis Building – Koger Center
2:00 pm

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

Jim Davis	Dave Bright	Debra Schiro
Rodney Cassidy	Phil Maher	Angela Richardson
John Buss	Jerry Oshesky	
John Kraynak	Paul Hiers	
Theresa Heiker		

Jim Davis called the meeting to order at 2:05 pm.

I. Agenda Modifications

There were none.

II. Information Items

Item #1: Mahan Drive Status Update

This item was informational only.

Item #2: IA Retreat: April 18, 2006 Minutes

This item was informational only.

Item #3: Capital Circle NW/SW PD&E Study Status

This item was informational only.

Item #4: Capital Circle SW PD&E Consultant Selection

John Kraynak stated that he had lost track of the mitigation strategies and wanted to get an update of them. There were some good ideas presented at a meeting several months back however, he did not recall there being a final selection. Paul Hiers stated that there were several options on the table and certain sites were being considered for certain types of mitigations. The plans would be solidified over the next four months, he said. Mr. Kraynak wondered if TCC would be involved in a second meeting. Mr. Hiers assured him that they would. Mr. Hiers further stated that Blueprint was in the process of having the City of Tallahassee delegate to Leon County all responsibility for permitting for the job because approximately 80-percent of the project was in the County. Jim Davis stated that staff had briefed the IA regarding the option to coordinate the project up front and they approved that.

Theresa Heiker asked, regarding the “highly effective erosion plan,” if erosion was a particular issue for the community. Mr. Heirs stated that approximately half of the comments at the public hearings concerned erosion during construction. Mr. Davis stated that it was primarily the Gum Swamp and Bradford Chain of Lakes area residents and

Commissioner Lightsey. Ms. Heiker stated that she had recently learned that FDEP was no longer allowing the use of hay bales for erosion control during construction because of the soda apple seeds that were bound up in the hay bales become invasive. She stated that when Leon County was working in the National Forest they were required to buy hay from a source that was certified weed free. However, FDEP had talked about eliminating it at a state level. Ms. Heiker stated that there were several innovative methods, whose descriptions were being developed by the Watershed Protection group at FDEP, to supplement that.

Mr. Davis stated that there were certain conditions listed in the PD&E that specifically addressed that issue. As part of the proposal process for construction, staff would include an evaluated category regarding the handling of erosion control, above and beyond the standard in the event that there was a major storm event. Furthermore, staff would probably require the chosen firm to have someone on site each day that would be responsible for ensuring that the environment was protected. Mr. Kraynak stated that having a person on site in that capacity worked very well for the Thomasville Road project.

Item #5: Capital Circle SE (Woodville-Tram) Right of Way

This item was informational only.

III. Consent

Item #6: TCC Minutes: February 6, 2006

There were no comments regarding the February minutes.

IV. Presentations/Discussions

Item #7: Revised Master Plan and Proposed Capital Budget for FY 2007 – FY 2011

Theresa Heiker stated that Tony Park had requested that she ensure that Mahan Drive was included and remained so. Mr. Davis stated that funding for Mahan Drive was included but clarified that it was “reserved.” Since the Board had not yet approved nor through the process to move the project to Tier 1, however, the funding was clearly reserved for Mahan Drive.

Mr. Davis noted that attachments two and three indicated where the money was reallocated from to come up with the \$10-million for Mahan Drive; most of which, \$6-million, came out of the Landbank. Mr. Davis also pointed out to Theresa Heiker and John Buss that Blueprint had retained \$2-million for the Atkinson property for the trail network, \$1-million was in the Greenways and Trails and \$1-million was at the Atkinson line item in 2007. Furthermore, he felt that staff would be able to “pull something off” with K2 Urban Corp. With that \$2-million Blueprint planned a public access trail network. The wetlands area would need to be “set aside” but Blueprint was amenable to

trail improvements and acquiring some of the property as long as it had public access and not just for the residents.

Ms. Heiker asked how the trail would connect once it reached Highway 90. Mr. Davis stated that there was no connector as of yet. Dave Bright stated that it would be slightly off-set from the Gibby Pond connection. Ms. Heiker stated that she had seen evidence that the Gibby's were moving forward with plans for their next tract of land; south of the regional pond. Mr. Oshesky stated that there were not much uplands available in that area. Mr. Davis stated that it would be interesting to see the information related to that because of the trail network connections.

Debra Schiro asked, regarding ROW for CCNW, for 2005 there was \$26-million plus however there was nothing listed for 2006 or 2007. Was that the amount that was spent to date, she asked. Phil Maher stated that it was the original budget that indicated where the money was originally encumbered. Ms. Schiro asked how much of the money had been spent to date. Mr. Maher stated that the latest estimates were a couple of million more than the previous estimates; the total package, however, should be approximately \$47-million. Mr. Oshesky stated that "they" had only spent approximately half that amount.

Mr. Davis stated that "they" had told Blueprint all along that the total would be \$45-million, however, they had changed their methodology and it was currently \$45-million plus \$2.7 million for administrative fees. He further stated that it would remain as it was until the settlement was reached. Blueprint first budget estimate was \$53-million; staff had reallocated \$1.5 million to another project, however, there was no intention to cut it any closer. There was concern, Mr. Davis stated, that the \$51.5 would not be enough.

IV. Citizens to be Heard

There were none.

V. Items from Members of the Committee

Given that there was time remaining Jim Davis updated the Committee of the status of various projects.

Capital Circle Northwest – Construction was underway and all seemed to be going well. The MOT was also going well.

Capital Circle Northwest/Southwest – An \$800,000 change order had recently been signed for Lochner to complete the design for Blountstown Highway to Orange Avenue.

Capital Circle Southeast, Tram Road to Connie Drive – Staff was waiting for the City Manager to sign the linear infrastructure variance for the northern most segment and in Segment 3, staff was waiting for Southwood to get the EIA for the pond. Once that was

complete staff would be able to get that segment permitted. Segment 1 and 2, however, were already permitted and the project was close to being on schedule.

Phil Maher asked Debra Schiro about the status of right of way along that project. Ms. Schiro stated that it would be a convenient time for her to get the projection for the remaining parcels. She stated that the City had not yet secured the convenience store and that it would most likely be the highest settlement on that section. Mr. Maher asked if it was already in MOT. Ms. Schiro state that the City already owned all of it but in regards to how much money was still to be spent, she would need to review the parcels that had yet to be settled to answer that. Mr. Davis stated that there was a small piece where FDOT transitioned south of Apalachee Parkway that did not tie into Connie Drive that was causing some issues but staff was working with that.

Staff had received 60% design plans from DRMP on that project. Staff had reserved \$10-million for construction and hoped to obtain some of the money that was extracted from Southwood Phase II and an additional \$5-million from TRIP that would bring the project up to approximately \$20-million.

Capital Circle, Woodville Highway to Crawfordville Highway – That project was under design by URS. The “flea market tract” was included in that project area and that seemed to be progressing well. However, there was no money for construction for that project yet. Blueprint would obtain the right of way from the flea market tract without any cost to Blueprint.

Capital Circle, Crawfordville Highway to Springhill Road and Springhill Road to Orange Avenue – Those project areas had been combined under the CCSW PD&E. Oral presentations were scheduled for Tuesday, May 23, 2006 and staff would have a recommended consultant by next is meeting, June 5, 2006.

Capital Cascade Trail, Segment 2 – That project continued to move forward with only a few issues. Staff had recently signed a \$400,000 amendment to the Genesis contract where the Board approved Genesis and their sub-consultants for the design.

VI. Adjournment

There being no further business Jim Davis adjourned the meeting at 2:28 pm.