

# Blueprint 2000 TCC Meeting Minutes

SunTrust Bank Building  
2727 Apalachee Parkway, Suite 200  
Thursday, June 7, 2012

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

|                        |                      |                  |
|------------------------|----------------------|------------------|
| <b>Wayne Tedder</b>    | <b>Gabe Menendez</b> | Margie Quillman  |
| <b>Tony Park</b>       | Dave Snyder          | Junious Brown    |
| <b>John Kraynak</b>    | Gary Phillips        | Ed Ringe         |
| <b>Rodney Cassidy</b>  | Marek Romanowski     | Meredith Herd    |
| <b>Theresa Heiker</b>  | Dave Bright          | Alicia Wetherell |
| <b>Harry Reed</b>      | Angela Ivy           |                  |
| <b>Alan Rosenzweig</b> | Shelonda Meeks       |                  |

Wayne Tedder called the meeting to order at 1:06 PM.

## I. Agenda Modifications

There were no Agenda Modifications

## II. Information Items

### **Item #1: Capital Circle Southeast: Woodville Highway to Crawfordville Road – Project Update**

This item was information only.

## III. Consent

There were no Consent Items.

## IV. Presentations/Discussions

### **Item #2: Franklin Boulevard Flood Relief**

Dave Snyder gave a brief update on the progress of the project with aerial photos presented.

There was brief discussion between Mr. Snyder and Tony Park regarding the 6X6 signs at Franklin, Suwannee, and Meridian. Theresa Heiker stated that it was discussed during design. The question was whether FDOT would agree to allow the directional signs to be mounted to their bridge because of the split in the roadway.

Mr. Tedder asked for an update on landscape plans. Mr. Snyder stated that he reviewed revised "line of sight" plans. Marek Romanowski confirmed that and stated that Blueprint would be reducing the proposed number of trees especially at the intersections. Also the speed limit had been reduced to 25 MPH. Mr. Park stated that the County had received them two days earlier and had not evaluated them yet.

Dave Bright questioned the location of the Star Metro stop pad. He was not clear as to why it was not carried through as promised. Gary Phillips stated that the proposed location, at the intersection of Franklin and Lafayette, was not acceptable for site distance issues nor would it work for Star Metro either. The bus stop would remain where it had previously been, however the new pad had not yet been poured.

**Item #3: Capital Circle Northwest/Southwest: South of US 90 to North of Orange Avenue**

Wayne Tedder stated that Blueprint had not received a response from Federal Highway Administration (FHWA) therefore the bid process was on hold until then.

**Item #5: Cascades Park Update**

Dave Snyder gave a brief update of construction progress with aerial photos presented. He confirmed that the ramp access had been determined as had the liner for Boca Chuba Pond.

Tony Park questioned when Gaines Street would be closing. Mr. Snyder stated that it would be the first of July 2012 and would remain closed. Mr. Tedder stated that a second certified arborist would be examining the "hanging tree" so that issues would not come back onto City Public Works. Furthermore, the contractor was taking great care while working around that tree.

**Item #4: Capital Cascades Trail Segment 3 Update**

Gary Phillips gave a brief overview of the agenda item. The City's Gaines Street outfall project (bid \$680,925.50) was combined with Coal Chute Pond (bid \$796,301.45) for a total of \$1,477,226.95. Dixie Paving was the apparent low bidder. However the MBE component remained under review by the City MBE office.

John Buss questioned the arrangements of the HUD grant. Wayne Tedder stated that it was left over from the last year's budget. There was a verbal commitment to provide funding for the boxed culvert. Blueprint was in the process of securing that funding in writing. Funding commitments had previously been secured for Franklin Boulevard and could not be supplanted.

Mr. Phillips stated that the next project in Capital Cascades Trail was Van Buren Pond. It was a four-acre surface area pond that Blueprint had acquired the necessary ROW on the north and south sides of the ditch. Kimley Horn determined in the modeling that Blueprint would also need the commercial parcels as well. Therefore Blueprint's plan was to extend the ROW up to the railroad track. The CAC had reviewed conceptual

renderings of the Van Buren Pond and were concerned that it would not be as attractive as the ponds in Cascades Park, for example. However, stated Mr. Phillips, it was an inline pond that would fill very quickly and that created safety issues. The potential for fencing was surfaced but it received quite a bit of push back. Blueprint was considering alternatives including underground storage which came with its share of problems or the potential of the majority of the water bypassing the pond.

Ed Ringe stated that there were multiple constraints with Van Buren Pond. The velocities in the culverts were +/- 10-feet per second and would fill in less than 30 minutes. There would be a 10-foot stage increase. Technically the fence could be eliminated because of the 4:1 side slopes but there was approximately .5 mile of boxed culvert downstream that would be impossible to escape if someone got in.

To eliminate some of the hazard, keep the 4:1 slopes with a decorative fence (like at Boca Chuba) to screen the hazard but still allow the aesthetics of a landscaped pond to be visible. The north barrel could be removed from the base flow however it would require an intake structure at the lower end. It would stage to the range of elevation 80 the flow could be picked up in the culvert once again. A weir could be added to the north barrel to divert the flow into the pond. It would give approximately 400-500cfs in the pond at the most.

More volume, approximately 7-acre feet, could be gained if the maintenance berm at the higher elevation were eliminated. It could be maintained from the floor rather than the wall with that setup, he stated.

The pond itself would be approximately 10-feet deep. They were trying to match elevation 80 – 80.5 for the existing flow. The flood plain elevation was 81. The boxed culverts came in at elevation 70. Mr. Tedder stated that however, from the top of the concrete wall on the back side of the pond to the bottom was a total of 18-feet deep. Mr. Ringe confirmed. Gabe Menendez noted that it was on the south side of the railroad track and therefore at the lowest part of the berm. The concept drawing however, stated Mr. Ringe, was viewing the pond from the retaining wall, giving only a 10-foot visual difference even though there was more behind it.

John Buss questioned the total acre feet. Mr. Ringe stated that at Van Buren it was approximately 22 acre feet. With vertical side it was closer to 40. With the slopes, it was 28; without the maintenance berm it was approximately 35. The overall goal of the pond was to offset the volume lost by adding the boxed culvert in Segment 3. Dave Bright interjected that it was also to replace the pond that would have been at Myers Industrial Park had Blueprint acquired it. Gary Phillips stated that it helped with the tail water on South Monroe and the water from Franklin.

Mr. Tedder stated that while there were things that could be done to soften and enhance the few vistas into it, however he did not think it needed a trail around it. Mr. Menendez agreed. Referring back to the CAC's objection to fencing Van Buren Pond, he

questioned if they were aware that the FAMU Way Pond would be fenced. Mr. Phillips stated that he was not sure but that it could be brought to their attention. Mr. Menendez noted that they would be directly across the street from each other and if it was not an aesthetic, interactive pond for the user he did not see any reason not to go with vertical walls and fence it.

John Buss stated that Blueprint's purpose was for repairing and trails. That the university was not prepared should not mean that the mission changed. To construct a piece of infrastructure, in the middle ... a fenced, vertical walled pond, he did not think he could support that. They should keep in mind the original mission of the project. Rodney Cassidy agreed. Mr. Buss concurred that the view from the railroad track did not need to be attractive however from the east and south sides it did. Mr. Tedder concurred.

Tony Park questioned how the trail connected from the overpass at South Monroe. Gary Phillips stated that it the original design had been changed because of the changes to the pond locations. However there were several options. Mr. Ringe stated that the piers for the overpass structure would dictate where the boxed culvert could be located; it would most likely follow the existing alignment of the ditch to maintain as few bends and loses as possible. There would be an expansive green space between the edge of the road and the new pond.

Mr. Menendez questioned the sized of the boxes feeding and draining Van Buren Pond. Mr. Ringe stated that it would be either 8X3.5 or 8X10 because they would utilize as much of the unused material from Cascades Park as they could. However there would not be a large opening. The orifice would be large to accommodate the weir but the amount of water would not be anywhere near what the culvert could take.

Rodney Cassidy stated that he noticed there were willows indicated in the concept and hoped they would not actually be used in the landscaping. While the first order of landscaping had been to plant willows the second had quickly become their removal.

Harry Reed stated that his office was working on a concept for a pedestrian bridge over the railroad track at Martin Luther King. He wanted to ensure there would be ROW remaining so that could occur. Mr. Phillips stated that it would. Mr. Buss stated that it would be an expansive bridge and integrating it with the pond would be a great idea. The consensus with the committee was that there was a significant elevation change (approximately 55') and it would require several switchbacks to make it ADA compliant.

Mr. Menendez stated that he did not think Blueprint could make accommodations for the pedestrian bridge at that time. The space would be provided, if it needed to be retrofit it could be. Mr. Reed stated that if there was the ability to coordinate it, please do so. Mr. Buss agreed that the pedestrian bridge was a key component to the EECC concepts. Mr. Bright stated that it was a funded enhancement grant five to six years earlier but it never went anywhere. It was unfortunately no longer funded.

Sherrie Horne stated that she would bring up the suggestions at the Southside Sense of Place working group to get their input on a gathering area beneath the bridges. Mr. Menendez noted that the bridges were in FDOT jurisdiction.

**Item #6: Fiscal year 2013-2017 Blueprint Capital Improvement Plan and FY 2013-2020 Net Sales Tax Allocation Plan**

Wayne Tedder stated that he continued to try to clarify the funding sources, what had been allocated to date and the balances available.

Tony Park questioned the balance shown in Capital Circle Northwest/Southwest. Mr. Tedder stated that it did not include additional money from FDOT, CSX, or the utility group. It could not be included in the typical accounting until it had been allocated to the project by the IA.

Theresa Heiker questioned why Blueprint continued to carry a balance on Capital Circle Northwest. Mr. Tedder stated that in his first year with Blueprint he kept it there because he was learning the program. In the current year, he had spoken to County Administration about the possibility of additional trails in that area however, he was holding it there until it was determined how to best utilize it.

John Buss questioned the \$2.1M in 2017 for Capital Circle Southwest (W1) with no activity in between. Mr. Tedder stated that Federal approval of the ongoing PD&E study required design funds for all segments. Regarding the schedule, it was a timing issue that could change from year to year. However, with a set of plans on the shelf – having ‘shovel ready’ projects – allowed Blueprint to maximize leveraging opportunities. Dave Bright noted that was how Blueprint was successful in securing TRIP and SIB loans, ARRA funds, etc. over the years.

**V. Citizens to be Heard**

There were none.

**VI. Items from Members of the Committee**

John Buss stated that he was concerned about the arbitrage laws. Given that Blueprint had sold bonds; was there a time frame in which the money had to be spent by? Alan Rosenzweig stated that Blueprint was currently at negative arbitrage. Mr. Buss questioned if that was by project or by total. Mr. Rosenzweig stated he did not know however, the bottom line was they were making less than they were paying out. Mr. Buss questioned why the IRS auditor was questioning specifics, especially regarding Water Quality. He did not feel that was the case in that line item. If it was, he thought someone should review the payments. At the same time, though, he wanted to preserve

the capital. Mr. Rosenzweig stated that there were opportunities to flip that into other projects. Mr. Buss stated that the opportunities for that were becoming slim because of the projects that had been completed. Mr. Rosenzweig stated that there was a big project coming on, approximately \$8-9M over the next three to four years. It would be burned off but it might be that they moved it between projects and used cash flow for a few years. It could be the same for the City, he thought.

## **VII. Adjournment**

There being no further business, the meeting adjourned at 2:40 PM.