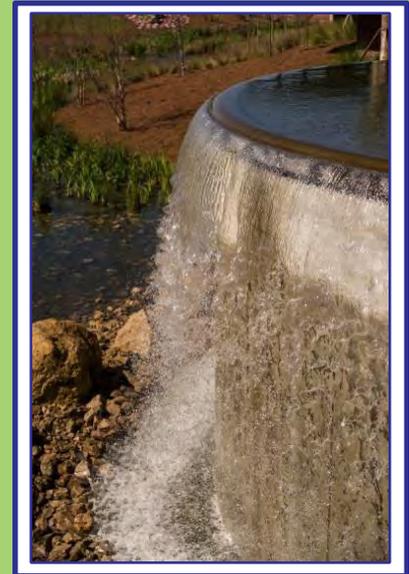
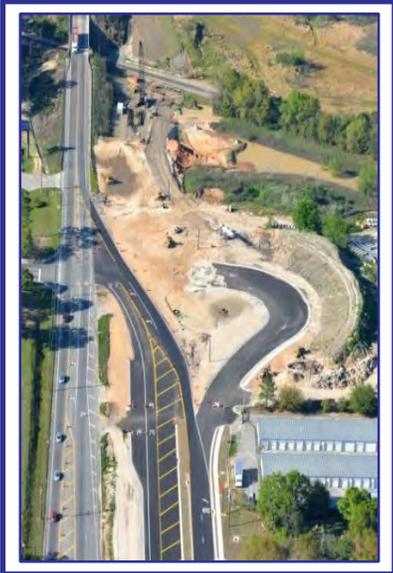


# Blueprint 2000 Intergovernmental Agency Meeting February 29, 2016





# INTERGOVERNMENTAL AGENCY MEETING

February 29, 2016  
3:00 pm to 5:00 pm  
City Commission Chambers

**Chair: Nick Maddox**

## Agenda

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Neil Fleckenstein

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12. Capital Cascades Trail Segment 3D – Approval of Concept Plan Coal Chute Pond to Lake Bradford Road Charles Hargraves 127

**VII. CITIZENS TO BE HEARD**

Citizens desiring to speak must fill out a Speaker Request Form; the Chair reserves the right to limit the number of speakers or time allotted to each.

**VIII. ITEMS FROM MEMBERS OF THE COMMITTEE**

**IX. ADJOURN**

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to attend this meeting, should contact Susan Emmanuel, Public Involvement Manager, at least 48 hours prior to the meeting. Address: The SunTrust Building, 2727 Apalachee Parkway, Suite 200, Tallahassee, Florida, 32301. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.

**#1**

**CAC Meeting Minutes**  
**(August 13 and December 10, 2015)**

**Blueprint 2000 CAC Meeting Minutes**  
Thursday, August 13, 2015  
Cascades Park, Meridian Point Building

Kent Wimmer called the meeting to order at 4:37 pm.

**Committee Members present:**

Gordon Hansen	Andrew Chin
Chris Klena	Jim Stevenson
Neil Fleckenstein	Stewart Proctor
Kent Wimmer	JR Harding
Henree Martin	Christic Henry

**Committee Members absent:**

Terence Hinson	George Smith
Dale Landry	

**Guests/Presenters/Staff present:**

Charles Hargraves	Wayne Tedder
Autumn Calder	Gary Phillips
Susan Emmanuel	Roger Cain
Gary Phillips	Marek Romanowski
Shelonda Meeks	Debra Schiro
Angela Ivy	Junious Brown
Violet Wall	Jeanie Connor
Allen Stucks	

**Agenda Modifications**

There were no agenda modifications.

**Information Items**

**Item #1: Review of Blueprint's Staff Code of Ethics and Standard of Conduct Policy**

This item was informational only. Blueprint Attorney, Debra Schiro, provided an overview of the Blueprint 2000 Code of Ethics.

**Item #2: Project Updates**

This item was informational only.

Regarding Magnolia Drive sidewalks, Kent Wimmer questioned if the work in front of Big Bend Cares would be included in their expansion rather than through Blueprint. Autumn Calder stated that Big Bend Cares wanted to integrate their project into the work to be done by Blueprint as much as possible. However, Blueprint wanted them to include standards that would be beyond what was normally completed by the developer but were consistent with the Sense of Place district.

JR Harding questioned if Phase 7 would ever be completed. He thought it made more sense to extend the sidewalk up the west side versus zig-zagging it to the east. Wayne Tedder stated that it was extremely expensive. The idea was to get the phases in place then see where the gaps might be and where they can be filled in the future. That was the commitment at the IA, construct the phases and observe the operational characteristics for a year or two and what real barriers exist. The effort at that point was focused on capturing the pedestrian traffic from the neighborhoods in the right places. Charles Hargraves stated that the business damages at the gas station would also be substantial because of the close proximity of the fuel pumps to the right of way.

Christic Henry questioned the synergies with Star Metro stops. Ms. Calder stated that Blueprint identified funding for bus shelters in the cost estimates approved by the IA. However, she was not certain where the stops might be located or how the conversation might have progressed. Ms. Henry requested that, and hoped the IA understood the need for, the shelters to be covered. The families and youth utilizing Star Metro services along the corridor and had often observed them waiting in the weather for their bus. She felt the enhancement would also improve safety as well as comfort.

Gordon Hansen questioned the status of lighting and review by the Sheriff's Department. Ms. Calder stated that Blueprint did not contact the Sheriff's Department for review. Mr. Tedder stated that funding was included for lighting along the corridor with trail lights in between the existing street lights.

Andrew Chin requested that future maps, particularly ones prepared for the public, of the Magnolia Drive project include more of the neighborhoods served to the south of the project. As presented, it appeared that the project and sidewalks served the country club community and Indian Head Acres. He anticipated questions from the South City area because, as presented, it gave the impression that it served one over the other. Wayne Tedder stated that the maps were made and that the sidewalk network had been communicated through the ULI group. Mr. Chin stated that his concern was not the ULI group; rather when the map would be presented and staff was not there to explain the broader region served. Mr. Tedder agreed and acknowledged the perception it created.

Regarding the garden boxed in the Smokey Hollow Commemoration, JR Harding asked if they could be raised to 36" for the "Aging in Place" community. Ms. Calder stated that the boxes were constructed of 6x6 timbers and set. Three of the boxes, closer to the street, were taller because of the slope of the land. One of them might actually be 36". Mr. Harding noted too that the mulch around the boxes was not a hard, flat surface and could be challenging for some people to navigate.

**Item #8: Proposed Fiscal Year 2016 Blueprint Operating Budget**

Autumn Calder gave a summary of the agenda item.

Henree Martin requested additional information on the 2020 projects that would not be handled through the Blueprint office. Ms. Calder stated that the annual allocations, table #4 from attachment 5, were adopted by the IA and would be split by City and County; some in coordination with Blueprint.

JR Harding questioned how much of the budget would be used for maintenance. Wayne Tedder stated that it would be \$20M over the 20-years of the tax. Ms. Martin stated that under state statute there were only certain items that would be eligible for maintenance funding. Mr. Tedder stated that only infrastructure, parks, or property that was constructed or acquired with sales tax fund could be maintained from those dollars as well.

Neil Fleckenstein questioned if any variation of the amounts listed was anticipated. Mr. Tedder stated that the goal was to have a reoccurring yet set amount. However, it was possible that it could change or funds could be withheld. The hope was to keep all parties whole throughout the process.

Kent Wimmer noted the total shortfall of the 2020 program. Mr. Tedder stated that over the life of the sales tax compared to the project list there was a \$150M deficit. The current program had successfully leveraged \$126M to date. He suggested to the IA that the best bet to leverage dollars was to pursue state roadway projects. Ms. Martin stated that the key to that was to be "shovel ready" when the money became available. The first step was to have all Blueprint projects included in the Regional Mobility Plan, which FDOT reviewed for all communities. In the latest update, all of the Blueprint projects were listed as Tier 1 or Tier 2 projects. The second was to position the Blueprint projects as the top priorities to be better positioned for funding.

Christic Henry requested a follow up to request from the last meeting regarding a list of sidewalk priorities from the City and County. Mr. Tedder stated that the City Commission adopted a priority list for all sidewalks. He was not certain what the top priority was but the list was approved by the Commission. He anticipated it to be updated annually; he would determine who held it and the best method for distribution to all.

Mr. Wimmer stated that there was no emphasis on conservation land acquisition in the program. There were small potential opportunities in the Greenways Master Plan; possibly within Water Quality and Stormwater Improvements but those were to be split between the City and County. In the future if there were opportunities to protect watershed areas, Blueprint would have to work with the City and County. Mr. Tedder stated that it was yet to be determined because specific opportunities had not been identified. Without a doubt however, if the City and County were in a project together, Blueprint would be as well. Ms. Martin stated that while the list of projects was proposed, if an environmentally sensitive parcel became available that impacted an area watershed the political pressure would be there to acquire it. Mr. Wimmer's concern was that the CAC would not be involved in the process only after the fact.

Stewart Proctor questioned if maintenance funding would be allowed to be spent on past sales tax projects. Mr. Tedder confirmed that it was; even from the 1989 sales tax list.

Ms. Martin stated that the original program projects were under design in 2000 for a 2004 tax; Blueprint was within that window for the 2020 program. She questioned when Blueprint would actually begin designing those projects. Mr. Tedder stated that because of the cost of bonding the 2020 funds Blueprint would be pursuing opportunities to leverage state and federal funds to advance the projects. Blueprint was working with FDOT District 3 to advance fund and move Capital Circle Southwest up for construction.

Mr. Tedder stated that staff was doing all that they could to advance the projects. However, he foresaw struggles for establishing priorities in the first few years because there were 28 projects and not enough money to complete them. Ms. Martin questioned if the highest priority would be to complete what remained from the unfinished 2000 projects. Mr. Tedder confirmed that Capital Circle Southwest was the number one priority. Ms. Martin included bike paths and greenways as well. Mr. Tedder stated that the only project carried forward as into Tier 1 of the 2020 projects was Capital Circle Southwest. Blueprint would borrow from the 2000 sales tax fund to begin designing the 2020 projects.

Regarding the new positions, Kent Wimmer questioned if the increase in government staff was to be in lieu of continuing the contractual relationships. Mr. Tedder confirmed that it was. Even in adding two positions, he stated, the budget would not be much over where it was historically.

There were no speakers on the item.

**Chris Klerna moved approval of the operating budget. Henree Martin seconded the motion. The motion passed unanimously.**

**Item #9: Proposed Fiscal Year 2016-2020 Blueprint Capital Improvement Plan and Fiscal Year 2016-2020 Net Sales Tax Allocation Plan**

Autumn Calder gave a summary of the agenda item.

Kent Wimmer questioned how frequently the revenue numbers were adjusted. Wayne Tedder stated that Blueprint followed the City and County processes and used their numbers. The City budgeted at 100%; the County was required to budget at 95% of the projected revenue. Blueprint followed the more conservative route established by the County.

Jim Stevenson requested clarification on the allocations for the Lake Lafayette floodplain. The numbers listed in the attachment differed from the agenda item. Ms. Calder stated that \$750K was the annual allocation for the 2016 budget cycle. The Allocated to Date column, Mr. Stevenson referred to, was the amount over the lifetime of the program.

There were no speakers on the item.

**Niel Fleckenstein moved approval to the adopt the FY 2016-FY 2020 Blueprint Capital Improvement Plan, appropriate FY 2016 of the Capital Improvement Plan, and adopt the Budget Resolution (Attachment 1). Christic Henry seconded the motion. The motion passed unanimously.**

**Henree Martin moved approval of the utilization of reserve funds for allocation to projects subject to IA approval. Christic Henry seconded the motion. The motion passed unanimously.**

#### Information Items – Continued

##### **Item #2 Project Updates:**

This item was informational only.

Jim Stevenson questioned if there were conditions under which Elberta would connect with the flow of Capital Cascades Trail Segment 4. Charles Hargraves stated that because of the elevations the hydrology did not support it.

Kent Wimmer stated that the rail line right of way, of the St. Marks Trail, continued north beyond where that trail terminated. He was curious who owned it. Mr. Hargraves stated that it was owned by FDOT and managed by FDEP.

#### Consent Items

##### **Item #3: CAC Meeting Minutes (February 5, 2015)**

Include John Outland as a guest and Stewart Proctor as a CAC member.

##### **Item #4: Approval to Extend General Engineering Consultant Contract**

No comments.

##### **Item #5: Proposed 2016 IA, TCC, and CAC Meeting Schedules**

Correction to CAC schedule should be Thursday April 7, 2016

**Neil Fleckenstein moved approval of the consent agenda. Chris Klena seconded the motion. It passed unanimously.**

#### Presentation Items

##### **Item #6: Citizen Advisory Committee Appointments**

**Chris Klena moved approval of the following nominations:**

**Representative from the Civil Rights Community: Allen Stucks**

**Representative from the Minority Chamber of Commerce: Windell Paige**  
**Representative from the Economic Development Council: Chris Klena**  
**Representative from the Elderly Community: Gordon Hansen**  
**Representative from the Big Bend Environmental Forum: Kent Wimmer**  
**Representative from the EECC Natural Scientist/Biologist: Jim Stevenson**  
**Christic Henry seconded the motion. It passed unanimously.**

Kent Wimmer noted that CONA nominated two representatives. **Chris Klena moved approval of Claudette Cromartie. Gordon Hansen seconded the motion. It passed unanimously; with abstention by Christic Henry.**

**Item #7: Cascades Park Amphitheater Sound Mitigation**

Autumn Calder gave a presentation on the agenda item and discussed the three proposed mitigation options: sound curtains, noise barriers, and new audio equipment. The CAC supported the use of the sound curtain as much as possible. The noise barrier concept study suggested using one of three barriers: a precast noise wall, similar to what one would see along a highway, a berm constructed of shipping containers, or an earthen berm. The last would not be a feasible option because of the enormous footprint and slope necessary to reach a 30-foot berm. It would be short, only 125-feet and sound would escape around the sides. Of the two berm options, the precast wall was preferred along with it being aesthetically pleasing or hidden by landscaping.

Gordon Hansen spoke in favor of high quality, outdoor speaker because they seemed to be the most effective, in terms of directing sound to designated areas and cost less than a wall. He felt that should be the first consideration.

Christic Henry stated that the main concern was not the sound quality for guests of the amphitheater but the sound that escaped into the neighborhood. She was extremely concerned about that and always had been. Part of the responsibility on the CAC to contribute to balancing both sides. She stated that she heard comments from various producers and performers that because of the sound issues in Tallahassee, they could not perform to their full extent. She clarified that she was not advocating for the performers, she also wanted to avoid the stigma of Tallahassee not being a place to perform. Ms. Henry suggested using a combination of approaches that were satisfactory to the neighborhood. However, if it did not provide the mitigation they were hoping for, what options would be available? Sound was subjective.

Mr. Hansen stated that it was also subjective on the performer's side as well. He was concerned that Blueprint would spend \$500K or more and it could still not be resolved if performers wanted to continually increase the volume. Ms. Henry stated that the performer's position was significantly less relevant in her opinion than that of the neighborhood.

Ms. Calder stated that Blueprint was waiting on a proposal from the sound experts for another study that would consider the specifics of the proposed sound barrier, as well as enhanced audio equipment that would provide more detailed analysis to support the decision making process.

Wayne Tedder stated that no matter what measures were taken, there would always be someone who complained. Blueprint was seeking a definitive decision from the IA on the final actions to be taken by Blueprint; move on to other projects. The solution for the wall would only affect areas immediately behind to it. Occasional complaints were submitted by a variety of locations surrounding the park. It would not have any effect for them. As he stated earlier, at the September IA meeting, he would be seeking the final directive for Blueprint regarding the amphitheater.

Jeanie Conner stated that issues with sound, whether from concerts or the sound checks beforehand, were due to topography. She did not feel that anyone was villainous or incompetent. Regarding the curtain protected the north and east, somewhat to the south, but no protection to the south allowing the sound to go directly into the Myers Park neighborhood. They heard not only ticketed events but everything else too. Anytime anyone had a mic on the stage they could hear it. That unanticipated intrusion of sound was a serious problem. She felt that directed audio equipment and a physical sound barrier was necessary. The neighborhood was comfortable with and supported the three options, including the wall.

Following a comment about the quiet nature of the neighborhood, Kent Wimmer noted that was the exception to when the train passed by. Ms. Conner stated that the predictability and short duration of the train made it tolerable. The unanticipated sound at varying levels was stressful.

Andrew Chin stated that the benefits of a precast wall would be a longer life cycle, it was always in place, as well as the psychology of "people hear it when they see it." The impact would lessen if people could not see the sound source. He felt that, regardless of what stamp might be used for decoration, it would still be a concrete wall and the best that could be hoped for was landscaping to disguise it.

Mr. Hansen questioned if Ms. Conner noticed a difference between amplified and non-amplified sound. He stated that he lived three miles from campus and could hear the FSU band practicing. Ms. Conner stated that they could hear touchdowns from Doak Campbell Stadium. And that, she did not mind. There were certain events that were hosted by the City that were "absolutely wonderful." She could also hear the lone person on stage with a microphone in a private performance. Shakesphere was wonderful, she stated, and it was quiet as she walked home. It had to do with "who was doing what and how." She did not think that so many restrictions could be placed on the amphitheater that people could not use it. The solution needed to be one that was usable.

Stewart Proctor stated that he agreed that it was necessary to retain a great and viable asset to the community that was not restricted so that it could not be utilized to its fullest potential. He understood that the curtain was used to buffer sound from bouncing off of the concrete wall behind the stage. He questioned the repercussions of the amphitheater projecting sound onto a 30-foot concrete wall reflecting it back in the opposite direction. Was that considered as part of the sound study? Furthermore, in the spirit of leveraging dollars, was there a way to require the musicians use specific equipment rather than the community providing it? He wondered if that burden could be shifted as part of a contract rider with the performers.

Ms. Calder stated that requiring in-ear monitors had multiple variables that needed to be considered; not only cost but sizing too. Staff recommendations on the audio equipment were directed at the house system which was mainly used for local events and smaller acts that probably did not have the funds to cover such equipment. She would request that Parks and Recreation include an evaluation of the requirement of in ear monitors in their recommendation.

Regarding the impact of the reverb off of the concrete wall, Ms. Calder stated that staff met with the person who performed the first analysis and that concept designs were based off of. Her initial take on the issue was that the sound barrier wall would be at a distance great enough that it would not be an issue. However, analysis of that would be included in the next study because of the different materials. Also to know if there were other materials that could work better in that scenario.

Mr. Hansen stated that if it was still anticipated that the area of the Meridian Point Building could one day be a residential component that too would need to be taken into consideration in the analysis. It could be that a situation could be created where no developer or residents would want to live there because of decisions made now. Mr. Tedder confirmed that there were developers actively pursuing the Meridian Point Building site because of it was adjacent to the Amphitheater and park. Mr. Hansen stated that to find the solution, they needed to start with the nuisance itself. Which was "some users" of the sound system. Current data indicated that some shows worked well and others did not. Mr. Tedder spoke to the subjectivity of musical preference. He stated that while he might like country music, Mr. Hansen might not. Therefore, if Mr. Hansen, in this scenario, could hear it at all he would be annoyed. The subjectivity of preference was the largest and most challenging piece of the issue.

#### Items from Members of the Committee

There were no additional comments by the members of the committee.

#### Citizens To Be Heard

There were no additional citizens to speak.

#### Adjourn

**The meeting adjourned by consensus at 7:38 pm.**

**Blueprint 2000 CAC Meeting Minutes**  
Thursday, December 10, 2015  
Cascades Park, Meridian Point Building

Kent Wimmer called the meeting to order at 4:33 pm.

**Committee Members present:**

Allen Stucks	Jim Stevenson
Chris Klena	Kent Wimmer
Claudette Cromartie	Neil Fleckenstein
Gordon Hansen	Stewart Proctor
George Smith	

**Committee Members absent:**

Andrew Chin	Henree Martin
JR Harding	

**Guests/Presenters/Staff present:**

Charles Hargraves	Wayne Tedder
Autumn Calder	Susan Emmanuel
Shelonda Meeks	Gary Phillips
Angela Ivy	Gina Kinchlow

**Agenda Modifications**

There were no agenda modifications.

**Information Items**

**Item #1: Blueprint 2000 Office Relocation**

This item was informational only

**Item #2: Project Updates**

This item was informational only.

#### Consent Items

##### **Item #3: CAC Meeting Minutes (August 13, 2015)**

Neil Fleckenstein moved approval of the minutes. Steward Proctor seconded the motion. It passed unanimously.

#### Presentation Items

##### **Item #4: Blueprint Fiscal Year 2015 Performance Report**

Kent Wimmer gave a brief introduction of the item. There were no questions for staff. Allen Stucks moved approval of the performance report; Chris Klena seconded the motion. It passed unanimously.

##### **Item #5: Election of CAC Vice-Chair**

Kent Wimmer gave a brief introduction of the item. Allen Stucks volunteered to serve in the position of Vice-Chair. There being no further nominations; the committee unanimously approved Mr. Stucks as Vice-Chair.

##### **Item #6: CAC Appointment**

Kent Wimmer gave a brief introduction of the item and background of Ms. Kinchlow. Allen Stucks moved approval of the appointment of Ms. Kinchlow; Claudette Cromartie seconded it. The motion passed unanimously.

#### Items from Members of the Committee

Kent Wimmer indicated the chart of Terms of Service for CAC members that he provided (a copy of which is on file at Blueprint). His purpose in creating the chart was to see how the positions were staggered over the years to best prepare for future changes. As well as to ensure that full terms were served but not exceeded.

Autumn Calder confirmed that Ms. Kinchlow's appointment would not be confirmed until the IA meeting on February 29, 2016. Mr. Wimmer suggested a standardized term for appointments to follow calendar years to prevent positions from starting at differing times. Ms. Calder stated that the by-laws were not clear regarding partial terms and that they were being revised. When that change was ready to be implemented, it would require 2/3 majority vote of the CAC members. Also, the precedence was in place for filling vacated terms. However, Ms. Calder purposefully worded the item so that Ms. Kinchlow would begin a new term because Windell Paige never attended a CAC meeting. She reiterated that he was appointed and confirmed by the IA however he never attended.

Stewart Proctor stated that based on Ms. Calder's comments of confirmation, technically Ms.

Kinchlow was filling an incomplete term vacated by Mr. Page. If Ms. Kinchlow was to serve the remainder of Mr. Page's term, two years, plus continuing to serve her first full term, three more years, and possibly a second, another three years, it held the potential to be a lengthy commitment for membership. He encouraged everyone to consider that scenario.

Chris Klena suggested basing the decision on the amount of time remaining on the length of the vacated term. For example, if there was more than 50% remaining in the term then it would be considered the first term. Neil Fleckenstein stated that was similar language to other committees he had previously served on. Mr. Proctor agreed as well.

Ms. Calder stated that another piece of the discussion from the Chair's briefing with Mr. Wimmer, included the administrative complications that could be added in determining the 50%. Would it be based on a calendar date or the date of confirmation? Ms. Klena and Mr. Proctor both agreed that, if IA confirmation was required to begin the term that should be the date used to determine the half way point.

Ms. Calder stated that staff would evaluate the suggestions, however, the changes to the by-laws would not be ready for the CAC to vote on them until later in 2016 because of additional changes to the interlocal agreement. The interlocal agreement was an agreement between the City and County that established the Blueprint 2000 Agency and how it operated. A new interlocal was recently adopted that would begin the implementation of the 2020 program. The new agreement also included a new CAC committee, and economic advisory committee or citizens group, as well as the TCC. February would be an opportunity to discuss the growth of Blueprint 2000 to Blueprint 2020.

Mr. Proctor requested clarification on the CAC role between 2000 and 2020. Ms. Calder stated that she would like to be able to provide more insight at the February meeting. However as she understood it, the new interlocal allowed of the implementation of the 2020 program. Whereas prior to it being executed, the programs were kept separate. Wayne Tedder stated that from a financial perspective items would continue to be kept separate. However from a people and process perspective, they would begin to merge.

#### Citizens To Be Heard

There were no additional citizens to speak.

#### Adjourn

**The meeting adjourned by consensus at 5:57 pm.**

**#2**

**2020**

**Infrastructure  
Project Update**



**Agenda Item**

<b>SUBJECT/TITLE:</b> 2020 Infrastructure Project Update	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Blueprint Staff
<b>Contact Person:</b> Charles Hargraves	<b>Type of Item:</b> Information

**STATEMENT OF ISSUE:**

This agenda item informs the Intergovernmental Agency on the advancement and fund leveraging strategies for the 2020 Sales Tax Infrastructure Projects.

**SUPPLEMENTAL INFORMATION:**

On April 1, 2015 the Intergovernmental Agency adopted 13 strategies to guide the initiation of the 2020 sales tax extension projects. The strategies aim to advance the projects while at the same time limit the initial debt that could potentially reduce or eliminate the ability to fund a portion of the remaining projects in the future. The 13 strategies are listed below.

1. Identify Capital Circle Southwest project (Orange Avenue to Crawfordville Highway) as the top priority 2020 project and continue to focus efforts to move the project to completion/construction.
2. Complete the final stormwater master plan design and work with FDOT to negotiate funding plans for the completion of the Capital Circle Southwest.
3. Provide annual funding for Bike Route System, Sidewalks, Greenways Master Plan, StarMetro Enhancements, Operating Costs for Parks built with sales tax funds, and Water Quality and Stormwater improvements beginning in year 2020. This results in an annual total allocation of \$9,902,000 each year for 20 years.
4. Begin the funding of planning, preliminary design, final design, and permitting, where necessary, for Bike Route System, Sidewalks, Greenway Master Plan and StarMetro projects in order for construction of projects to commence in fiscal year 2020.
5. Begin programming the Water Quality and Stormwater Improvement funds after the legislation regarding the implementation of Amendment 1-2014 has been signed into law in order to leverage any available funding.
6. Include all State roadway projects in the CRTPA Regional Mobility Plan and elevate all capacity projects to a top tier priority within the Regional Mobility Plan. This strategy will ensure maximum leveraging opportunities are achieved.

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Infrastructure Project Update

Meeting Date: February 29, 2016

7. Due to the high cost of bonding prior to 2020, bonding should not be utilized as a funding mechanism for infrastructure projects unless funding is specifically required to complete an project based on approved criteria that can be used to evaluate a project. The criteria should include the following:
  - Funding satisfies a match for the following:
    - Federal or state government leveraging opportunity;
    - Public/private partnership.
  - Addresses critical infrastructure needs related to the following:
    - Safety of the community;
    - Health and welfare of the community.
  - Completion of project phases such as the following:
    - An action plan/study has been completed and approved by the City/County Commission and/or the State;
    - Project development and environment (PD&E) study has been completed or is underway;
    - Design has been completed or is underway;
    - All or substantial amounts of right-of-way necessary to complete the project has been acquired/obtained.

In addition, staff will bring an agenda item to the IA with an evaluation according to the above criteria as well as identify probable costs, should the IA desire to pursue funding of a project (or projects) through the use of bonding. If a project is approved by the IA for funding through bonding, then the Finance Committee will be convened for additional analysis and development of recommendations for the IA's consideration on how to best proceed with bonding and financing the project(s).

8. As other funding sources (including public/private partnerships) become available for specific projects, staff will provide an analysis of the project, funding levels required and the cost associated to the IA for their consideration as projects arise that may require additional funding sources.
9. Prioritize only those projects with significant leveraging opportunity through either the federal and state government or a public/private partnership or projects that are needed to address critical infrastructure needs related to the safety, health, and welfare of the community prior to 2020.
10. Direct staff to proceed with initial development of a prioritization process and criteria to be utilized for ranking projects prior to the commencement of the BP 2020 program. This process will be brought back to the IA at a later date to be determined by the IA.
11. To ensure that the Blueprint philosophy of a holistic approach to infrastructure planning continues, staff will initiate annual training to the necessary City and County departments to ensure high levels of coordination and opportunities to complete 2020 projects are not missed and future costs of projects are not increased.

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Infrastructure Project Update

Meeting Date: February 29, 2016

12. Direct County, City, and EDC staff to prepare an agenda item on the unified contract detailing the role of the EDC in administering, staffing needs, and adequate funding, be brought to the IA for their consideration as part of the development of the FY 2017 budget, assuming that the EDCC first meeting is held on or shortly prior to February 16, 2018.
13. Due to the high cost of bonding prior to 2020, bonding for economic development projects should not be utilized as a funding mechanism unless funding is specifically required to complete a project based on approved criteria that can be used to evaluate a project. The criteria should include the following:
  - significant leveraging opportunities are identified through either the federal and state government or a public/private partnership;
  - project phases have been completed or are currently underway, and;

In addition, staff will provide an analysis of each economic development project, funding levels required and the cost associated with the required bonding level to the EDCC and IA for their consideration.

### **Infrastructure Project Update**

Blueprint staff has been moving forward with the direction provided by the IA and has already made significant progress towards leveraging sales tax funds for the completion of the infrastructure projects.

*State Roadway Projects:* All Blueprint projects on state roadways are included in the CRTPA's Cost Feasible Plan. Listing these projects on the adopted Cost Feasible Plan (**Attachment #1**) ensures that when FDOT makes funds available, the projects will be in place and ready to receive the funds. The projects as listed in the Cost Feasible Plan are:

- Woodville Highway (Southside Gateway Enrichment)
- Capital Circle Southwest
- Orange Avenue Road Widening
- Tharpe Street (Northwest Connector)
- Thomasville Road, Meridian Road, and 7<sup>th</sup> Ave Intersection (Midtown Placemaking)
- Bannerman Road (Northeast Connector)
- Welaunee Boulevard Extension (Northeast Gateway)
- Pensacola Street (Westside Student Corridor Gateway)

Every year the State Legislature adopts a Five Year Work Plan that each FDOT District will implement. State and Federal funding is made available for projects listed in the Work Plan. Leon County is in FDOT District Three. Five of the Blueprint projects are listed in the Draft District Three Fiscal Years 2017-2021 Work Plan (**Attachment #2**):

- Capital Circle Southwest
- Woodville Highway
- Orange Avenue

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Infrastructure Project Update

Meeting Date: February 29, 2016

- Monroe Street from John Knox Road to Thomasville Road
- Monroe Street from Lake Ella Drive to 7<sup>th</sup> Avenue

In pursuit of opportunities to leverage sales tax funds, Blueprint has been coordinating with FDOT to establish cost-sharing strategies. This project coordination is in place to provide an opportunity to use FDOT funds for the basic design and construction costs and sales tax funds for the elements that go “above and beyond” such as gateway elements, wider right of way envelopes, and stormwater ponds as amenities.

The following provides an update for each of the Blueprint projects listed on the Draft Work Plan for Leon County:

- Capital Circle Southwest – Blueprint has continued to coordinate with FDOT on the completion of Capital Circle Southwest. The PD&E Study was finalized with the Federal Highway Administration in January 2016, which releases the project to move into right of way acquisition. Right of way acquisition is scheduled to begin for the Orange Avenue to Springhill Road segment in fiscal year 2017. In coordination with Blueprint, District Three’s legal staff is drafting a joint partnership agreement for the right of way acquisition. See Agenda Item #8 for details on the right of way acquisition partnership.
- Southside Gateway Enrichment (Woodville Highway from Capital Circle to Paul Russell Road) - FDOT has provided 60% design plans to Blueprint for review and comment. Blueprint has provided comments to FDOT for incorporating the elements envisioned in the gateway project and is working through incorporating these into the design. At this time, construction is not identified in the Five Year Work Plan, but right of way is identified in fiscal year 2019.
- Orange Avenue Widening from Adams Street to Springhill Road - A PD&E study for Orange Avenue from Monroe Street to Springhill Road in fiscal year 2019 is identified for funding in the Five Year Work Plan. Staff is working with the CRTPA to initiate a Corridor Study for Orange Avenue, Lake Bradford Road and Springhill Road prior to the FDOT funded PD&E. See Agenda Item #3 for details on the proposed Corridor Study.
- Monroe Street from John Knox Road to Thomasville Road – FDOT has identified construction funds for resurfacing in fiscal year 2018.
- Monroe Street from Lake Ella Drive to 7<sup>th</sup> Avenue – FDOT has identified construction funds for landscaping in fiscal year 2017.

*Lake Lafayette and St. Marks Regional Linear Park:* In the June 22, 2015 meeting, the IA authorized the use of Blueprint funds to match a Florida Forever grant to purchase approximately 50 acres along the northern shore of Upper Lake Lafayette in the Fallschase residential property. In the fall 2015, Blueprint applied for acquisition funding from the Department of Environmental Protection, Office of Greenways and Trails. The project was selected and listed in “Priority List A” by the Florida Greenways and Trails Council. The Priority List is awaiting signature from the DEP Secretary. Once signed, Blueprint, in coordination with Leon County, DEP staff and the Buck Lake Alliance, will begin the acquisition process. If successful, this will be a critical trail link for the Lake Lafayette and St. Marks Regional Linear Park.

*Monroe-Adams Corridor Placemaking:* Blueprint has been coordinating with Big Bend Cares on the design and construction of a multiuse trail on the northern side of their new medical facility

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Infrastructure Project Update

Meeting Date: February 29, 2016

on Magnolia Drive between South Monroe and South Adams. This block is the southernmost block designated for infrastructure improvements in the Monroe-Adams Placemaking Action Plan. It is also the western end of the Magnolia Multiuse Trail project, which the IA authorized Blueprint to fund using the Blueprint 2000 sales tax revenues in April 2015.

*Market District Placemaking District:* The City Fiscal Year 2016 budget includes capital for property acquisition associated with the goal of improving the existing stormwater ponds along Maclay Boulevard and creating space for the desired central public park. The project concept for the stormwater pond park changed in 2015 after a review of the existing private stormwater ponds maintained by the City revealed an opportunity to improve the treatment of stormwater leaving the pond system and improve the protection of water quality downstream in Lake Jackson. The current concept is that the City will be reimbursed funds expended to support this water quality project from the existing Blueprint 2000 City water quality funds.

Leon County has also expressed an interest in projects that support the Market District and support the improvement of water quality in Lake Jackson. The City may wish to authorize staff to seek County financial participation in the Maclay Boulevard Stormwater Facility water quality enhancement project through use of Blueprint 2000 County water quality funds, so long as such action will not result in delays to the project currently underway. An additional potential benefit of utilizing Blueprint 2000 water quality funds to address the Maclay Boulevard Stormwater Facility is that use of these existing dollars to fund an identified portion of the Blueprint 2020 Market District project will help reduce the shortfall that has already been identified for the Blueprint 2020 project list.

City Underground Utilities is currently focused on infrastructure planning for the enhanced Maclay Boulevard Stormwater Facility. A consultant has been retained and staff anticipates a preliminary engineering report in mid-2016. After the preliminary engineering is prepared for the basic functioning of the improved stormwater treatment system, public outreach and engagement regarding the potential park facilities around the pond can begin.

**ATTACHMENT(S):**

Attachment 1: CRTPA Cost Feasible Plan

Attachment 2: FDOT District 3 Draft Fiscal Years 2017-2021 Work Program for Leon County

**CRTPA Regional Mobility Plan 2040**  
**Final Cost Feasible Plan**  
**Roadways**



	Tier 1	Tier 2	Tier 3	Tier 4
	2016-2020	2021-2025	2026-2030	2031-2040
<b>Other Arterials</b>				
<b>Revenues</b>	\$ 12,343,000	\$ 74,109,800	\$ 82,025,244	\$ 227,718,036
<b>Costs</b>	\$ 12,343,000	\$ 73,651,756	\$ 81,751,670	\$ 227,278,710
<b>Balance</b>	\$ -	\$ 458,044	\$ 273,574	\$ 439,326
<b>SIS</b>				
<b>Revenues</b>	\$ -	\$ 75,522,000	\$ 254,295,010	\$ 134,528,935
<b>Costs</b>	\$ -	\$ 34,282,690	\$ 119,766,075	\$ -
<b>Balance</b>	\$ -	\$ 41,239,310	\$ 134,528,935	\$ 134,528,935
<b>Blueprint</b>				
<b>Revenues</b>	\$ -	\$ 143,235,455	\$ 237,857,050	\$ 429,651,932
<b>Costs</b>	\$ -	\$ 72,175,393	\$ 233,117,528	\$ 24,234,392
<b>Balance</b>	\$ -	\$ 71,060,062	\$ 4,739,522	\$ 405,417,539

ID Num	Project Name	From	To	Strategy	Government	Current Year Cost	CRTPA			YOE Cost	CRTPA			YOE Cost
							OA	SIS	BP		OA	SIS	BP	
1026	Woodville Hwy*	Capital Circle Southeast	Paul Russell Rd	Widen from 2 Lanes to 4 Lanes	Leon	\$ 1,200,000	x			\$ 9,117,900	x			\$ 31,853,250
1540	Crawfordville Rd	US 98	Lost Creek Bridge	Widen from 2 Lanes to 4 Lanes	Wakulla	\$ 2,828,000	x			\$ 14,794,944				
308	Crawfordville Rd	Lost Creek Bridge	East Ivan Rd	Widen from 2 Lanes to 4 Lanes	Wakulla	\$ 3,798,000	x			\$ 17,602,152				
1513	Capital Circle Southwest*	Crawfordville Rd	Springhill Rd	Widen from 2 Lanes to 6 Lanes	Leon		x			\$ 16,516,600			x	\$ 73,495,508
1554	Orange Ave*	Springhill Rd	Adams St	Widen from 2 Lanes to 4 Lanes	Leon		x			\$ 6,535,416	x			\$ 22,831,380
3	Wakulla Environmental Institute Connection	Coastal Hwy	Crawfordville Rd	New 2 Lane Road	Wakulla		x			\$ 8,039,716				
1527	Woodville Hwy/Natural Bridge Rd Roundabout			Roundabout	Leon		x			\$ 828,900				
4	Old Lloyd Rd/Gamble Rd Intersection			Roundabout	Jefferson		x			\$ 216,128				
382	Capital Circle Southwest*	Springhill Rd	Orange Ave	Widen from 2 Lanes to 6 Lanes	Leon	\$ 3,142,000		x		\$ 13,560,190		x		\$ 47,372,325
138	Mahan Dr and Capital Circle Northeast Flyover			Intersection Improvements	Leon			x		\$ 10,361,250		x		\$ 36,196,875
137	Welaunee Blvd/I-10 Interchange			New Interchange	Leon			x		\$ 10,361,250		x		\$ 36,196,875
383	Lake Bradford Rd/Springhill Rd*	Capital Circle Southwest	Gaines St	Widen to 4 Lanes	Leon				x	\$ 18,147,691			x	\$ 63,398,693
181	Tharpe St*	Capital Circle Northwest	Ocala Rd	Widen from 2 Lanes to 4 Lanes	Leon				x	\$ 11,436,978			x	\$ 39,954,915
75	Thomasville Rd, Meridian Rd, and 7th Ave Intersection*			Intersection Improvements	Leon				x	\$ 4,973,400			x	\$ 17,374,500
179	Bannerman Rd*	Tekesta Drive	Thomasville Rd	Widen from 2 Lanes to 4 Lanes	Leon				x	\$ 9,237,937			x	\$ 32,272,598
369	Welaunee Blvd Extension*	Fleischmann Rd	South of I-10	New 4 Lane Road	Leon				x	\$ 16,380,906			x	\$ 57,226,455
1571	Welaunee Blvd Extension*	South of I-10	Shamrock St	New 4 Lane Road	Leon				x	\$ 6,552,301			x	\$ 22,890,368
1365	West Side Student Corridor Gateway (Pensacola St)*	Capital Circle Northwest	Appleyard Dr	Widen from 2 Lanes to 4 Lanes	Leon				x	\$ 5,446,180				\$ 24,234,392
397	Lake Bradford Rd to Madison St Connection	Lake Bradford Rd	Madison St near Railroad Ave	New 2 Lane Road	Leon						x			\$ 24,964,940
407	DeSoto Park Dr Extension	Lafayette St	Apalachee Pkwy Frontage Rd	New 2 Lane Road	Leon						x			\$ 2,102,100
1142	Orange Ave	Capital Circle Southwest	Springhill Rd	Widen from 2 Lanes to 4 Lanes	Leon								x	\$ 96,276,383
315	Woodville Hwy	Riverside Dr	Bloxham Cutoff Rd	Widen from 2 Lanes to 4 Lanes	Wakulla								x	\$ 52,375,795
333	Main St - Downtown Havana	12th Ave East	160 feet north of 6th Ave East	Narrow Road	Gadsden								x	\$ 3,531,792
6	Jefferson St and Seminole Ave Roundabout			Roundabout	Jefferson								x	\$ 1,599,233

\* - Blueprint Project



FLORIDA DEPARTMENT OF TRANSPORTATION

# **Leon County Citizen's Plan**

## **Tentative Work Program**

### **Fiscal Years 2017-2021**

The Florida Department of Transportation Complies with Various Non-Discrimination Laws and Regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express concerns about Title VI may do so by contacting:

Florida Department of Transportation  
District 3 Title VI Coordinator,  
John Smith  
1074 Highway 90 East  
Chipley, Florida 32428-0607  
(888) 638-0250 ext. 1520  
john.smith@dot.state.fl.us

Florida Department of Transportation  
Statewide Title VI Administrator,  
Jacqueline Paramore  
605 Suwannee Street  
Tallahassee, Florida 32399-0450  
(850) 414-4753  
jacqueline.paramore@dot.state.fl.us

FLORIDA DEPARTMENT OF TRANSPORTATION  
5 - YEAR TRANSPORTATION PLAN (\$ IN THOUSANDS)  
TENTATIVE FY 2017 - 2021 (09/28/2015 11.15.57)

**LEON COUNTY**

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
<b>Highways: Interstate</b>									
	2225935	SR 8 (I-10) INTERCHANGE STUDIES AT SR 263 & SR 61 (US 319)	PRELIM ENG FOR FUTURE CAPACITY	7.850				1,337 PE	
ADD	4235893	SR 8 (I-10) OCHLOCKONEE RIVER BRIDGE NO. 550089	BRIDGE-REPAIR/REHABILITATION	.229	1,330 CST				
<b>Highways: State Highways</b>									
	4098036	CRTPA BICYCLE/PEDESTRIAN PROJECTS	FUNDING ACTION	1.000				1,400 CST	
	2197935	CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS	FUNDING ACTION	.000	62 CST				
	4367461	LEON COUNTY JPAS FOR TRAFFIC SIGNALS ON-SYSTEM ROADWAYS	TRAFFIC SIGNALS	.000	902 OPS	943 OPS	986 OPS	1,031 OPS	1,077 OPS
	4134483	SR 10 (US 90) FROM EAST OF CR 59 TO JEFFERSON CO. LINE	PAVE SHOULDERS	3.972	2,088 CST				
	4362571	SR 10 (US 90) FROM OCHLOCKONEE RIVER BR TO POPLAR RD	RESURFACING	1.855		2,327 CST			
ADD	4374971	SR 20 (US 27) APALACHEE PARKWAY CSX RR BRIDGE BRIDGE NO. 550940	BRIDGE - PAINTING	.003		20 RRU			
						315 CST			
ADD	4381481	SR 20 (US 27) APALACHEE PKWY @ SR/CR 265 MAGNOLIA DR INTERSECTION	INTERSECTION IMPROVEMENT	.081	113 PE				
							323 CST		
	2196893	SR 261 (US 319) CAP CIR FROM SR 363 TO CR 259 TRAM RD LANDSCAPING	LANDSCAPING	2.250	677 CST				
ADD	2197493	SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	ADD LANES & RECONSTRUCT	2.341				14,709 ROW-LF	
									21,365 CST-LF
ADD	4381411	SR 263 (US 319) CAPITAL CIRCLE @ STONELER RD INTERSECTION	ADD LEFT TURN LANE(S)	.159	124 PE				
							32 ROW		
								340 CST	
ADD	4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	ADD LANES & RECONSTRUCT	4.126	6,142 ROW				
									45,819 CST
ADD	4373651	SR 265 MAGNOLIA DR FROM SR 20 (US 27) APALACHEE PKWY TO 7TH ST	RESURFACING	1.299	617 PE				
							1,931 CST		
ADD	4240095	SR 363 WOODVILLE HWY FROM GAILE AVENUE TO SR 363/PAUL RUSSELL RD	RIGHT OF WAY - FUTURE CAPACITY	.500			1,930 ROW	620 ROW	3,069 ROW
ADD	4240094	SR 363 WOODVILLE HWY FROM SR 263 (US 319) C.C. TO GAILE AVENUE	RIGHT OF WAY - FUTURE CAPACITY	1.499			894 ROW		
	4318751	SR 371 ORANGE AVE FROM SR 263 CAPITAL CIRCLE TO SR 371 LAKE BRADFORD	SIDEWALK	2.640	857 CST				
ADD	4379021	SR 373 ORANGE AVE FROM CR 2203 SPRINGHILL RD TO SR 61 S. MONROE ST	PD&E/EMO STUDY	1.361			788 PDE		
ADD	4351822	SR 61 (US 319) THOMASVILLE RD FROM KILLARNEY WAY CR 342 LANDSCAPING	LANDSCAPING	3.714	1,126 CST				
ADD	4374961	SR 61 S MONROE STREET CSX RR BRIDGE BRIDGE NO. 550009	BRIDGE - PAINTING	.004		20 RRU			
						277 CST			
	4367261	SR 61 WAKULLA SPRINGS RD @ CR 2204 OAK RIDGE ROAD INTERSECTION	ROUNDABOUT	.200		609 CST			
ADD	4377511	SR 61 WAKULLA SPRINGS RD FROM WAKULLA CO LINE TO S OF SR 369 (US 319)	RESURFACING	2.789		1,158 CST			
	4325591	SR 63 (US 27) FROM JOHN KNOX ROAD TO SR 61 THOMASVILLE ROAD	RESURFACING	1.639		2,972 CST			
ADD	4381791	SR 63 (US 27) FROM S OF LAKE ELLA DR TO S OF SEVENTH AVE LANDSCAPING	LANDSCAPING	.394	174 CST				
ADD	4381401	SR 63 (US 27) MONROE ST @ TALPECO RD INTERSECTION	TRAFFIC SIGNALS	.180	36 PE				

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
							58 ROW		
								800 CST	

#### Highways: Local Roads

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
ADD	4382701	CR 361 OLD BAINBRIDGE RD @ KNOTS LANE	SIGNING/PAVEMENT MARKINGS	.173		55 PE			
							137 CST		

#### Highways: Off State Hwy Sys/Off Fed Sys

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
ADD	4369911	GLENVIEW DR FROM CR 155 N MERIDIAN RD TO SR 61 THOMASVILLE RD PHASE I	SIDEWALK	.440		37 PE			
									277 CST

#### Transportation Planning: Non-System Specific

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
	4383691	CAPITAL REGIONAL TPA FY 2020-2021/2021-2022	TRANSPORTATION PLANNING	.000					486 PLN
	4348791	CAPITAL REGION TPA FY 18-19	TRANSPORTATION PLANNING	.000			486 PLN	486 PLN	
	4317421	CRTPA FY 17-18 UPWP	TRANSPORTATION PLANNING	.000	486 PLN	486 PLN			
	4225443	CRTPA LONG RANGE TRANSPORTATION PLAN UPDATE - 2040	PLANNING MODELS/DATA UPDATE	.000			375 PLN		
	4225442	CRTPA UPWP ACTIVITIES SUPPORT	PLANNING MODELS/DATA UPDATE	.000	200 PLN	871 PLN			

#### Maintenance: Interstate

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
	4147161	TALLAHASSEE ITS REGIONAL TRANS MGT CNTR BLDG & ASSOCIATED SYSTEM	TRAFFIC MANAGEMENT CENTERS	.001			370 MNT	370 MNT	

#### Freight, Logistic And Passenger Operation: Intermodal

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
	4223018	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARGO FACILITY EXPANSION	AVIATION REVENUE/OPERATIONAL	.000					1,186 CAP
									1,186 CAP-LF

#### Freight, Logistic And Passenger Operation: Aviation

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
	4203653	TALLAHASSEE INTERNATIONAL AIRPORT PERIMETER INTRUSION DETECTION SYSTEM	AVIATION SECURITY PROJECT	.000					200 CAP
									200 CAP-LF
	4223015	TALLAHASSEE INTERNATIONAL AIRPORT AIRFIELD PRESERVATION	AVIATION PRESERVATION PROJECT	.000	100 CAP				100 CAP
					100 CAP-LF				100 CAP-LF
	4223019	TALLAHASSEE INTERNATIONAL AIRPORT HANGAR DEVELOPMENT AND MODERNIZATION	AVIATION REVENUE/OPERATIONAL	.000				1,000 CAP	1,760 CAP
								1,000 CAP-LF	1,760 CAP-LF
	2267922	TALLAHASSEE INTERNATIONAL AIRPORT MARKETING AND PROMOTIONAL STUDY	AVIATION PRESERVATION PROJECT	.000	50 CAP				
					50 CAP-LF				
	2267816	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL REHABILITATION IMPROVTS	AVIATION PRESERVATION PROJECT	.000	400 CAP		400 CAP	400 CAP	
					400 CAP-LF		400 CAP-LF	400 CAP-LF	
	4160104	TALLAHASSEE REGIONAL AIRPORT ACCESS & ROADWAY REALIGNMENT, SIS	AVIATION PRESERVATION PROJECT	.000			1,250 CAP		
							1,250 CAP-LF		
	2267817	TALLAHASSEE REGIONAL AIRPORT ACCESS CONTROL SYSTEM UPGRADES	AVIATION SECURITY PROJECT	.000	975 CAP				

Notes	Item No	Project Description	Work Description	Length	2017	2018	2019	2020	2021
					25 CAP-LF				
	4203652	TALLAHASSEE REGIONAL AIRPORT CONSTRUCT MAINT HANGAR	AVIATION REVENUE/OPERATIONAL	.000		1,250 CAP			
						1,250 CAP-LF			
	4223017	TALLAHASSEE REGIONAL AIRPORT FENCE & GATE REHAB, UPDATES & IMPROVE	AVIATION SECURITY PROJECT	.000			100 CAP		
							100 CAP-LF		
	4160106	TALLAHASSEE REGIONAL AIRPORT HANGER DEVELOPEMENT III	AVIATION REVENUE/OPERATIONAL	.000				500 CAP	
								500 CAP-LF	
	2267923	TALLAHASSEE REGIONAL AIRPORT MARKETING AND PROMOTIONAL STUDY PHASE II	AVIATION PRESERVATION PROJECT	.000			100 CAP		100 CAP
							100 CAP-LF		100 CAP-LF
	2267818	TALLAHASSEE REGIONAL AIRPORT PERIMETER ROAD REHAB	AVIATION PRESERVATION PROJECT	.000	975 CAP				
					25 CAP-LF				
	4122103	TALLAHASSEE REGIONAL AIRPORT RUNWAY 18/36 OVERLAY	AVIATION PRESERVATION PROJECT	.000				4,750 CAP	
								250 CAP-LF	
	4223016	TALLAHASSEE REGIONAL AIRPORT TERMINAL PLB ACQ. & INSTALLATION PH I	AVIATION REVENUE/OPERATIONAL	.000			400 CAP	400 CAP	
							400 CAP-LF	400 CAP-LF	

**Freight, Logistic And Passenger Operation: Transit**

	4203111	BIG BEND TRANSIT COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	8 OPS	20 OPS		15 OPS	10 OPS
					8 OPS-LF	20 OPS-LF		15 OPS-LF	10 OPS-LF
	4222611	BIG BEND TRANSIT COMMUTER ROUTES	COMMUTER TRANS. ASSISTANCE	.000		6 OPS	20 OPS		10 OPS
						6 OPS-LF	20 OPS-LF		10 OPS-LF
	4217162	CAPITAL REGION TPA PLANNING SECTION 5303 GRANT	MODAL SYSTEMS PLANNING	.000	118 PLN				
					13 PLN-LF				
	4222512	CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307	CAPITAL FOR FIXED ROUTE	.000	2,438 CAP	2,511 CAP	2,727 CAP	1,759 CAP	1,811 CAP
					609 CAP-LF	628 CAP-LF	682 CAP-LF	440 CAP-LF	453 CAP-LF
	4336851	CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310	CAPITAL FOR FIXED ROUTE	.000	160 CAP	160 CAP	172 CAP	109 CAP	112 CAP
					40 CAP-LF	40 CAP-LF	43 CAP-LF	27 CAP-LF	28 CAP-LF
	4222513	CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307	OPERATING FOR FIXED ROUTE	.000	1,046 OPS	1,077 OPS	854 OPS	1,763 OPS	1,815 OPS
					1,046 OPS-LF	1,077 OPS-LF	854 OPS-LF	1,763 OPS-LF	1,815 OPS-LF
	4252699	CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL	CAPITAL FOR FIXED ROUTE	.000	374 CAP	385 CAP	389 CAP	383 CAP	394 CAP
					93 CAP-LF	96 CAP-LF	97 CAP-LF	96 CAP-LF	99 CAP-LF
	4213642	CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311	OPERATING/ADMIN. ASSISTANCE	.000	160 OPS				
					160 OPS-LF				
	4222501	CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	.000	1,142 OPS	1,187 OPS	1,226 OPS	1,287 OPS	1,321 OPS
					1,142 OPS-LF	1,187 OPS-LF	1,226 OPS-LF	1,287 OPS-LF	1,321 OPS-LF
	4156072	FL STATE UNIVERSITY REGIONAL COMMUTER ASSISTANCE	COMMUTER TRANS. ASSISTANCE	.000	200 OPS	200 OPS	200 OPS	207 OPS	215 OPS

**Miscellaneous: Non-System Specific**

	4366211	OLD BAINBRIDGE RD FROM US 27 TO COUNTY LINE	PAVE SHOULDERS	.000		50 PE			
							536 CST		

**Miscellaneous Changes**

DELETE	2197492	SR 263 (US 319) CC FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	ADD LANES AND RECONSTRUCT	2,341			14,417 ROW-LF	24,387 CST-LF	
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**#3**

**Orange Avenue,  
Lake Bradford,  
Springhill Road  
Corridor Study**



**Agenda Item**

<b>SUBJECT/TITLE:</b> Orange Avenue, Lake Bradford Road, and Springhill Road Corridor Study	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Blueprint Staff
<b>Contact Person:</b> Autumn Calder	<b>Type of Item:</b> Information

**STATEMENT OF ISSUE:**

This agenda item introduces the Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study concept to the Intergovernmental Agency. If pursued, this corridor study will be a precursor to the FDOT Orange Avenue Project Development and Environment (PD&E) Study, which is identified in the Draft FDOT Fiscal Year 2017 Work Plan for state funding in 2019. The Orange Avenue PD&E project area traverses three other Blueprint projects. Therefore, it is important that the PD&E considers how the other Blueprint projects will or will not impact Orange Avenue. Conversely, once the other roadways are prioritized and funded, the planned Orange Avenue roadway improvements will be designed to accommodate the larger study area needs.

The corridor study is a “pre-planning” effort that will set the Blueprint projects in the study area up for future leveraging opportunities. The implementation of each independent project will be determined by the IA as funding partnerships arise and/or if critical infrastructure needs are presented. See Agenda Item #2, 2020 Infrastructure Project Update, for an outline of the adopted strategies to guide the initiation of the 2020 sales tax extension projects.

**SUPPLEMENTAL INFORMATION:**

**CRTPA Cost Feasible Plan**

The CRTPA Board adopted the 2040 Regional Mobility Plan (RMP) on November 16, 2015. Within the RMP is the Cost Feasible Plan, which represents the priority transportation projects that don’t exceed projected transportation revenues for a certain planning period. FDOT uses the Cost Feasible Plan as a guide for prioritizing the funding of local projects on state roadways. All the Blueprint projects on state roadways are included in the Cost Feasible Plan. The Orange Avenue project from Springhill Road to Adams Street is a Blueprint project and therefore is on the Cost Feasible Plan.

**Orange Avenue PD&E**

Now that the Regional Mobility Plan has been adopted, FDOT is in the process of moving the top priority projects forward. The Orange Avenue Project Development and Environment (PD&E) Study is currently scheduled in the Draft Florida Department of Transportation (FDOT)

Work Program for the year 2019 with the limits of Monroe Street to Springhill Road. This expanded on the limits of Adams Street to Springhill Road as suggested in the CRTPA's Regional Mobility Plan (RMP) and the Blueprint project. The CRTPA is working with FDOT to expand the limits of the PD&E to Capital Circle SW.

### **Orange Avenue/Lake Bradford Road/Springhill Road Corridor Study**

There are several projects in the Blueprint program that are in the southwest area of Leon County including two on state roads (an area map is shown as Attachment 1); Orange Avenue (Monroe Street to Capital Circle Southwest) and Lake Bradford Road (Stadium Drive to Orange Avenue) and one on a Leon County Road; Springhill Road (Orange Avenue to Capital Circle, Southwest). In total, these corridors are approximately 8.5 miles in length with the Orange Avenue corridor being 4.5 miles and the Lake Bradford/Springhill Road corridor being 4.0 miles. While these projects will be pursued independently, from a holistic perspective, it would be a best practice to perform a single study for the following purposes:

1. **Coordination.** Collectively, these projects and the property along these corridors have varying interests that range from the FDOT, FHWA, CRTPA, Blueprint, City of Tallahassee, Leon County, StarMetro, FSU, FAMU, Leon County School Board, Innovation Park, and the Tallahassee Regional Airport. It would be in the best interest of all of these organizations to move forward into the PD&E study with the same concepts for these corridors.
2. **Advanced Planning.** These corridors have the potential to change dramatically following the lead of the Gaines Street improvements and identifying potential land use changes, the implementation of complete streets and roundabout policies from the FDOT, or potential changes for airport access or Leon County Schools will be vetted out prior to the initiation of any PD&E study.
3. **Public Participation.** One of the most intensive components of the planning effort is the need for a high level of public participation. Reaching out to the citizens, organizations, and agencies along these corridors will help lay a great foundation for developing these projects beyond the corridor studies.
4. **Flexibility.** The corridor plan that is developed for these projects can be updated as needed to implement any future decisions.
5. **Adoption of plan.** The adoption of the corridor plan into the comprehensive plan will provide a greater level of security for the implementation of the projects when the funds are available.
6. **Funding.** All of these corridors, with the exception of a portion of Orange Avenue, are identified in the Blueprint program which in total has over \$110 million identified in the Connections 2040 Regional Mobility Plan for improvements. There will be opportunities to develop funding partnerships for these corridors. In fact, the proposed corridor study will enhance the leveraging opportunities for the Blueprint projects by identifying the potential partners, capacity needs, and land use options.
7. **Comprehensive Outlook.** The PD&E will take into consideration all the planned improvements rather than a project by project approach. For example, major intersections such as Springhill Road and Orange Avenue can be planned with all of the improvements in mind so that when the Lake Bradford Road-Springhill Road (Airport Gateway) project is prioritized and funded the intersection is designed to seamlessly accommodate both project needs.

Blueprint 2000 Intergovernmental Agency Agenda Item  
Item Title: Orange Avenue, Lake Bradford, and Springhill Road Corridor Study  
Meeting Date: February 29, 2016

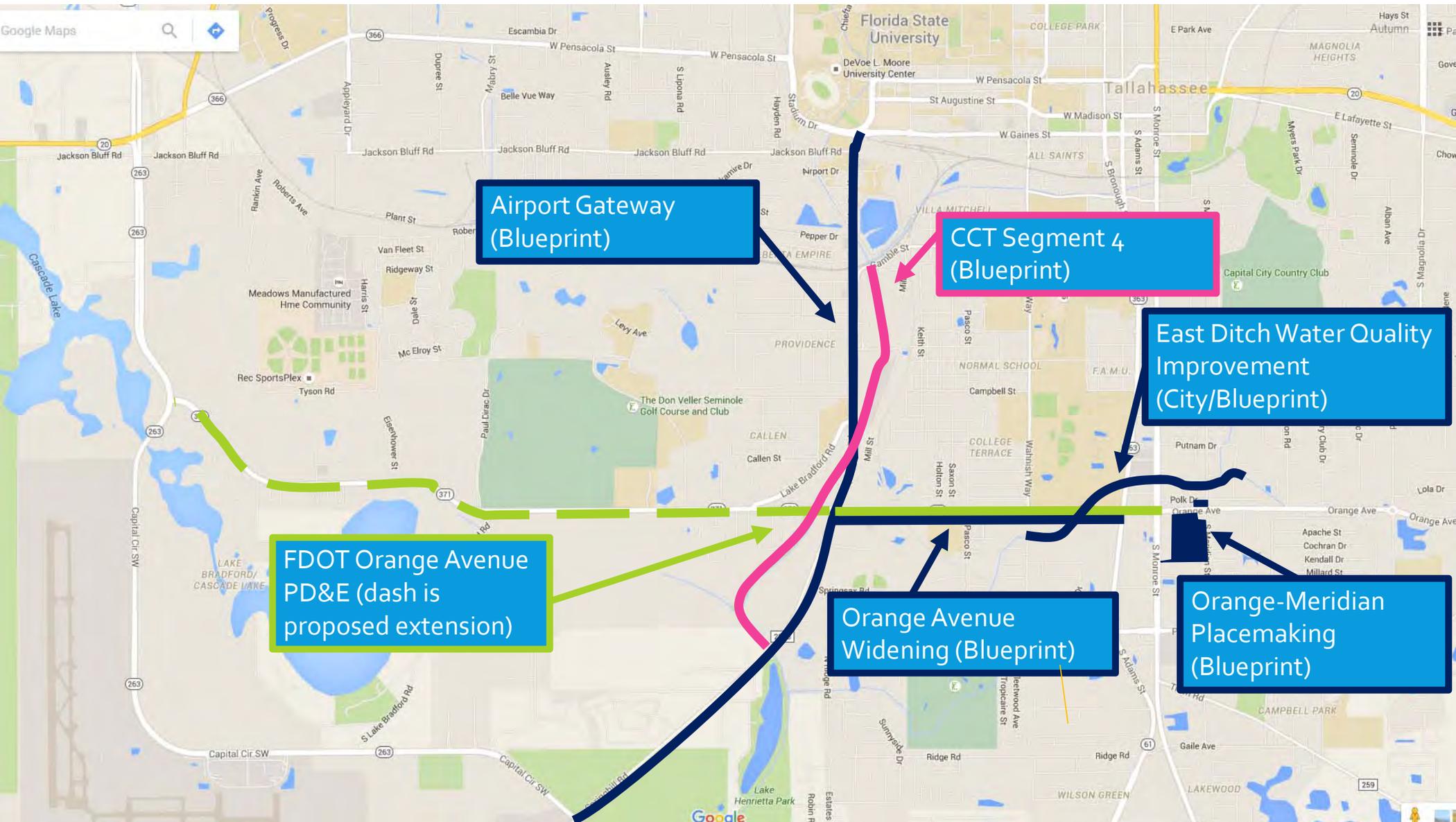
**Next Steps**

However, before the corridor study can be initiated, staff to the FDOT, CRTPA, and Blueprint need to identify the possible funding and project management partnerships. Blueprint staff will further discuss the details of this effort with FDOT, CRTPA, City and County, then bring a proposed implementation plan to the IA for approval.

From a timing perspective, it is estimated that this project should move forward within the next six (6) to nine (9) months in order to be completed and utilized for the Orange Avenue PD&E Study.

**ATTACHMENT(S):**

Attachment #1- Area Map with FDOT PD&E Study Area and Future Blueprint Projects



**#4**

**IA Meeting Minutes  
(September 25, 2015)**

**TALLAHASSEE – LEON COUNTY  
BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY  
Meeting Minutes  
September 28, 2015  
5:00 pm, City Commission Chambers**

**MEMBERS PRESENT**

<b><u>County</u></b>	<b><u>City</u></b>
Commissioner John Dailey	Mayor Andrew Gillum
Commissioner Kristen Dozier	Commissioner Scott Maddox
Commissioner Nick Maddox, Chair	Commissioner Curtis Richardson
Commissioner Mary Ann Lindley	Commissioner Nancy Miller
	Commissioner Gil Ziffer

**CITY/COUNTY STAFF**

Wayne Tedder, PLACE	Allie Fleming, COT
Charles Hargraves, Blueprint 2000	Cathy Jones, Leon County
Shelonda Meeks, Blueprint 2000	Gary Zirin, Leon County
Autumn Calder, Blueprint 2000	Vince Evans, COT
Angela Ivy, Blueprint 2000	Cassandra Jackson, COT
Dee Crumpler, COT	Lee Daniels, Visit Tallahassee
Harry Reed, CRTPA	Brian Wiebler, Planning
Lonnie Ballard, COT	Kathy Burke, Leon County
Ashley Edwards, COT	Patrick Twyman, COT
Charla Lucas, COT	Lew Shelly, COT
Gabe Menendez, COT	

**OTHERS PRESENT**

Maribel Nicholson- Choice, Greenberg Traurig*	Kent Wimmer
Drew Roark, Michael Baker*	Scott Carswell
Gary Phillips, Michael Baker*	Peter Stone
Cameron Snipes, Kimley Horn & Assoc.	Jeanie Conner
Kelsey Lewis, Kimley Horn & Assoc.	Vivian Young
Ryan Wetherell, Kimley Horn & Assoc.	Mariam Kearsley
Piers Rawling	Ken Masner
Tom Wilder	Gunilla Truell
Viki Wilder	Keith Grey
Robert Clay	

\* Indicates Blueprint 2000 General Engineering Consultant

Commissioner Nick Maddox called the meeting to order at 5:03 pm with a quorum.

**I. AGENDA MODIFICATIONS**

Charles Hargraves noted that attachments for items #7 and #10, originally available via download, were available for distribution in hard copy. **Commissioner Lindley moved acceptance of the agenda modifications. Commissioner Dozier seconded the motion. It passed unanimously.**

**II. CAC CHAIRMAN'S REPORT**

Kent Wimmer briefed the Board on the activities of the August 13, 2015. The CAC voted in support of the FY16 Operating and Capital Budgets as well as the continuance of the GEC contract. They also voted in support of the following nominations for the CAC: Andrew Stucks as a representative of the Civil Rights community; Windell Paige for the Minority Chamber of Commerce; Chris Klena for the Economic Develop Council, Gordon Hanson representing the Elderly community; himself as representative of the Big Bend Environmental Forum; Jim Stevenson for the EECC Natural Scientist category; and Claudette Cromartie for CONA.

**III. INFORMATION ITEMS**

**1. Project Updates**

This item was presented as informational only.

**2. CAC Meeting Minutes (February 5, 2015)**

This item was presented as informational only.

**IV. CONSENT ITEMS**

**3. IA Meeting Minutes (June 22, 2015)**

Commissioner Miller pulled the item for discussion.

**4. Resolution for Temporary Closure of South Monroe**

**RECOMMENDED ACTION:**

**Approve Option 1:** Execute the Resolution allowing Blueprint 2000 to temporarily close the portion of South Monroe Street between Gaines Street and Oakland Avenue to install the Capital Cascades Crossing Bridge deck and canopy.

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

**5. Approval to Extend General Engineering Consultant Contract**

**RECOMMENDED ACTION:**

**Approve Option 1:** Approve the extension of Michael Baker Jr.'s contract with Blueprint 2000 for an additional one year period.

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

**6. Proposed 2016 IA, TCC, and CAC Meeting Schedules**

**RECOMMENDED ACTION:**

**Approve Option 1:** Approve the dates as presented.

**Action by TCC and CAC:**

**7. Accept the Fairgrounds Market Demand and Financial Feasibility Study Report**

**RECOMMENDED ACTION:**

**Approve Option 1:** Accept the Fairgrounds Market Demand and Financial Feasibility Study Report

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

**Commissioner Ziffer moved approval of items #4 through #7. Commissioner Dozier seconded the motion. It passed 7/0.**

**3. IA Meeting Minutes (June 22, 2015)**

**RECOMMENDED ACTION:**

**Option 1:** Approve minutes as provided.

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

Commissioner Miller provided clarification that she was the unidentified speaker in the first paragraph of page six.

**Commissioner Ziffer moved approval of the minutes as amended. Commissioner Miller seconded the motion. It passed 7/0.**

Commissioner Scott Maddox joined the meeting.

V. **PRESENTATIONS/ACTIONS/DISCUSSIONS**

8. **Citizen's Advisory Committee Appointments**

Commissioner Nick Maddox read the title of the item and called for a motion. Autumn Calder stated that all positions had just one nomination with the exception of CONA who nominated two representatives: Claudette Cromartie and Jonathan Peterson.

**RECOMMENDED ACTION:**

**Option 1: Approve the following nominations:**

Representative from the Civil Rights Community: Allen Stucks

Representative from the Minority Chamber of Commerce: Windell Paige

Representative from the Economic Development Council: Chris Klena

Representative from the Elderly Community: Gordon Hansen

Representative from the Big Bend Environmental Forum: Kent Wimmer

Representative from the EECC Natural Scientist/Biologist: Jim Stevenson

**Board Direction on the Representative from the Council of Neighborhood Associations**

**Commissioner Lindley moved option one and the recommendation of the CAC, Claudette Cromartie. Commissioner Miller seconded the motion. It passed unanimously.**

9. **Cascades Park Amphitheater Sound Mitigation Options**

Autumn Calder gave a brief presentation on the agenda item.

Piers Rawling, 1320 Golf Terrace Drive, and President of the Myers Park HOA, stated that the HOA was quite pleased that the IA was contemplating the purchase outlined. He further advocated on behalf of the FDOT wall as it would have the greatest benefit to the neighborhood. The neighborhoods received a lot of noise from the amphitheater and he suspected, that if the wall were constructed, complaints would decrease.

Vivian Young, 411 Oakland Avenue, stated that a number of Myers Park and Woodland Drive residents had spoken before various boards and committee at Blueprint, the City, and the County since February 2012 with the same basic message: the amphitheater would impact homes in the neighborhoods, particularly those closest to it. The design changes were necessary to address the impacts and would have been less expensive prior to construction rather than after. Several studies and analysis stated that in general, open air amphitheaters that presented live, amplified music events and located within a mile or less of residential homes created very difficult circumstances for both the operators and residents. The basic recommendations were a more sophisticated speaker system and a physical barrier. She was pleased by Blueprint's recommendation of more refined speakers and the curtains. However, she advocated that the IA move forward with a physical barrier to resolve the issue.

**RECOMMENDED ACTION:**

**Approve:**

**Option 1:** Utilize Blueprint 2000 funds in the amount of \$4,000 to purchase two half-curtain panels and storage cases. Funding for this mitigation strategy is identified in the Blueprint 2000 FY 2016 Capital Budget.

**Option 3:** Utilize Blueprint 2000 funds in the amount of \$8,000 to purchase wireless In-Ear-Monitors. Funding for this mitigation strategy is identified in the Blueprint 2000 FY 2016 Capital Budget.

**Option 4:** Utilize Blueprint 2000 funds to purchase and install as low as reasonably possible in relation to the stage, two digitally steered column array speakers with rigging plus 10 percent contingency for power and signal conduits for a total of \$66,000. Funding for this mitigation strategy is identified in the Blueprint 2000 FY 2016 Capital Budget.

**Option 5:** Utilize Blueprint 2000 funds to purchase and install as low as reasonably possible in relation to the stage, two Cardioid Subwoofers with Amplifiers and Processing plus 10 percent contingency for power and signal conduits in the amount of \$27,250. Funding for this mitigation strategy is identified in the Blueprint 2000 FY 2016 Capital Budget.

**Commissioner Lindley moved staff recommendation as well as Option 2. Commissioner Miller seconded the motion.**

**Option 2:** Utilize Blueprint 2000 funds to design and construct a sound barrier on the City property south of the CSX Railroad tracks that will reduce the noise impacts on the residential properties south of Cascades Park by at least 9 dBA. The estimated cost for design, construction and 10 percent contingency is \$475,420. Funding for this mitigation strategy must be allocated in the Blueprint 2000 FY 2016 Capital Budget.

Commissioner Dozier stated that she felt that she was one of the strongest advocates for sound mitigation in the neighborhoods and completely supported the addition and use of curtains. However, she did not want to unnecessarily delay the project yet suggested taking one more pass at it at the February 2016 meeting. Her reason was the cost of the wall, the removal of a number of trees along the south side of the railroad, and there might be 20-30 houses within the cone of influence. The remainder of residents, who signed the petition, would not benefit from it. The majority of impacted residents were outside of the cone and would request additional mitigation in the future as they continued to be effected.

After a year of operations and multiple events from both the City and County, Commissioner Dozier wondered if there were other sound mitigation options that fit the functionality and number of people using it. She suggested infrastructure pieces on the park side of the railroad that could double as amenities for the park and have a wider scope and greater number of homes benefit from the efforts.

Furthermore, she suggested the possibility that by pushing the decision to February 2016, there was a possibility of using BP Oil Spill funds, approximately \$700K. Those funds could be utilized to correct waterproofing on the stage, amongst other things that would contribute to the effort.

**Commissioner Dozier created a substitute motion for Options 1, 3, and 4 and postponing a decision on Option 2 until February 2016. Commissioner Richardson seconded the motion for discussion.**

Commissioner Ziffer questioned the cost of constructing a roof over the amphitheater. Charles Hargraves stated that it was a component of the original sound mitigation studies however was considered to be quite significant. Blueprint had not pursued a cost estimate of it for that reason. Wayne Tedder stated that preliminary estimates from a past study to cover the seating area alone was \$695K; the supports were substantially more. To have it architecturally compatible with the Amphitheater it could possibly be in the \$2M range.

Commissioner Dozier stated that as she understood it, the roof would provide weather mitigation more so than sound. Mr. Tedder stated that Blueprint previously investigated the addition of a wall at the eastern edge of the Amphitheater. To benefit the neighborhood, it would have to be at least 30-feet tall. The closer to the stage the wall could be placed, the greater the benefit of mitigation. Cost estimates had not been calculated for that however.

Commissioner Richardson stated that he felt that Commissioner Dozier's motion was an attempt to make this right the first time because he felt that it was owed to the residents of Myers Park and Woodland Drive. He requested that the neighborhoods permit the IA and Blueprint three months to explore Commissioner Dozier's proposal. Mr. Tedder stated that his biggest concern was how it would look in the park. Anything vertical and solid could certainly support sound mitigation however the aesthetics of the sight and how it fit into the park were essential as well.

Commissioner Lindley stated that she respected the concept however she felt that alternatives had been discussed for years and it was time to build the wall. The sanctity of neighborhoods was important and she felt it was the responsibility of the Board to do something for them. She understood that it was expensive however she hoped that it would be the best option possible.

Commissioner Miller stated that multiple solutions had been discussed and tried over the last four years and were at a point of basically, implementing what was in the sound mitigation report minus the wall. She was willing to commit to that solution.

Commissioner Scott Maddox stated that he supported the substitute motion because he felt the Board was moving too quickly, not in addressing the issues but in ensuring that it was the right solution. He did not want to make a decision in haste and felt that there were alternatives that could be tried before February. He was not against the construction of the wall he just wanted to be sure that it was the right wall. The staff recommendation was against the construction of the wall. Yet the item also included options of various walls. He wanted the time to determine which type of wall would be best.

Commissioner Dailey stated that he supported the original motion. He felt there were ways to address concrete walls, there were examples of them all across the city and elsewhere.

Commissioner Dozier stated that she appreciated the sentiment of having discussed it for four years. However, she had questions about creative infrastructure that had not been asked or answered. She wondered if it could include additional seating options or other options for built infrastructure that was aesthetically pleasing as well as functional at sound mitigation. Mr. Tedder stated that as he understood Commissioner Dozier's questions, Blueprint had not evaluated an alternative that was closer to the back of the established seating area that served a dual function. He recalled conversations however that noted that placing the wall further back, toward the railroad track, was not an effective approach.

Commissioner Dozier stated that it was therefore an option that had not previously been explored. She understood the desire to move on from the topic however because the IA meets three times per year, she felt confident that even if the wall were constructed the Board would still be faced with sound issues in the future because of the limited number of homes effected by it.

**Commissioner Nick Maddox called the vote on the substitute motion, made by Commissioner Dozier, seconded by Commissioner Richardson of Options 1, 3, 4 and 5; with Option 2 to be discussed at the February 2016 meeting. The substitute motion failed with Commissioners Dailey, Lindley, Ziffer, and Richardson and Mayor Gillum casting the dissenting votes.**

**Commissioner Nick Maddox called the vote on the original motion, made by Commissioner Lindley and seconded by Commissioner Miller, approving Options 1 through 5. The motion passed 8 to 1 with Commissioner Dozier casting the dissenting vote.**

## **VI. PUBLIC HEARING**

### **11. Adoption of the FY 2016 Blueprint Operating Budget & Resolution No. 2015-XX**

Autumn Calder gave a brief overview of the item.

#### **RECOMMENDED ACTION:**

**Approve Option 1:** Adopt the FY 2016 Blueprint Operating Budget as presented and approve the FY 2016 Operating Budget Resolution (Resolution No. 2015-XX).

Commissioner Dozier stated that there was inconsistency in the justification for the increase in administrative cost allocations given to the City for CRTPA, CRA, and Blueprint 2000. Staff from each organization gave differing explanations for why. She requested that the City provide the County with the percentages for all three organizations to ensure clarity. Commissioner Miller stated that her understanding was that it was based on the amount of use by the various departments. Commissioner Dozier stated that she was comfortable with it and did not feel that it warranted an agenda item; she was merely seeking a clear understanding. However, if it was based

on percentage of use, it seemed that the City should have one charge that was applied equally to all organizations. What she really wanted to see was the chart on how the City determined the cost allocation.

Commissioner Nick Maddox directed Wayne Tedder to obtain the information from City staff to be distributed amongst the Board. Furthermore, he requested an agenda item to answer the questions raised by Commissioner Dozier. Also, to have someone from City staff available to speak to it as well.

**Commissioner Ziffer moved approval of the 2016 Operating Budget. It was seconded by Commissioner Miller. It passed unanimously.**

**12. Adoption of FY 2016-2020 Blueprint Capital Improvement Plan, Resolution No. 2015-XX, and the FY 2016-2020 Net Sales Tax Allocation Plan**

Autumn Calder gave a brief summary of the Capital Budget.

**RECOMMENDED ACTION:**

**Capital Budget**

**Approve Option 1:** Adopt the FY 2016-FY 2020 Blueprint Capital Improvement Plan, appropriate FY 2016 of the Capital Improvement Plan, and adopt the Budget Resolution (Attachment 1).

**Reserve Account**

**Approve Option 1:** Allow utilization of reserve funds for allocation to projects subject to IA approval.

Regarding the Lake Lafayette floodplain acquisition, Commissioner Miller stated that if anything needed to be postponed to FY 2017 that it be that project. Wayne Tedder stated that the IA previously committed to providing a specified dollar amount for Florida Forever and Office of Greenways and Trails Acquisitions Program grant matches. That item would need to be brought back to the Board for those projects to be deallocated. However, Blueprint submitted their support to the State for the grant; it had not yet been awarded though.

Commissioner Miller stated that while she understood Blueprint's position, there was also an approved list of projects from 2000 that she felt should be honored above newer projects. She questioned if the \$10M included taking money from reserves. Ms. Calder stated that it was not, it would be from sales tax funds. There was still \$2M in the reserve fund that could be discussed.

Commissioner Miller stated that as she understood Ms. Calder, Blueprint wanted to ensure the two segments 3 and 4 of Capital Cascades Trail were completed and would turn to reserve funds if necessary. Ms. Calder stated that Blueprint was requesting for the ability to use reserve funds to complete any Blueprint project. Commissioner Miller stated that if staff felt that strongly about it, in addition to the \$10M they be given the authorization to go to reserves. Mr. Tedder stated that until the design was completed and the contract was sent out to bid, staff was not sure how much

was necessary. Remaining money from other allocations were being funneled to Segment 3 and Segment 4 so that funding was available when it was ready to be constructed.

**Commissioner Ziffer moved approval of the 2016-2020 Capital Budget. It was seconded by Commissioner Dailey. It passed unanimously.**

Commissioner Miller stated that any access to the reserve account that might be granted should be to ensure the completion of Capital Cascades Trail Segment 3 and 4. All stormwater mitigation was to happen in Segment 3 and 4 she felt quite strongly that it needed to be completed because Segment 1 and 2 were flood control but not mitigation.

Commissioner Miller stated that in the Operating Budget funds were allocated toward Blueprint 2020 and yet Capital Cascades Trail Segment 3 and 4 continued to be pushed farther and farther down the list. She agreed that the process of planning for 2020 was necessary however she had a problem with it coming off an existing program. She understood that it would be tracked and reimbursed however she was still concerned. Mr. Tedder stated that if Blueprint continued with the current progressions throughout the remainder of the sales tax period, by 2020 Blueprint would be able to allocate more than \$35M to Segment 3 and 4; in addition to the more than \$9M currently in the bank for Segment 3.

**Commissioner Dailey moved approval of the utilization of the reserve as a contingency account; seconded by Commissioner Ziffer. It passed unanimously.**

**V. PRESENTATIONS/ACTIONS/DISCUSSIONS - continued**

**10. Capital Cascades Trail Segment 3D Approval of Recommended Stormwater Conveyance Alignment Option**

Charles Hargraves gave a brief summary of the agenda item.

**RECOMMENDED ACTION:**

**Approve Option 1:** Approve the CCT-Segment 3D - Southern Alignment and Concept Plan. Blueprint will proceed with further analysis of the 3D Study Area (Gamble to the Central Drainage Ditch) in coordination with the City's Phase 3 FAMU Way Extension Project and will return to the IA as soon as practical to request approval of the complete Segment 3D Concept Plan.

**Commissioner Ziffer moved Option 1; it was seconded by Commissioner Lindley. The item passed unanimously.**

**V. CITIZENS TO BE HEARD**

Included above with the item discussions.

**VI. ITEMS FROM MEMBERS OF THE COMMITTEE**

Commissioner Dozier stated that she continued to receive questions about Edison's closing time as well as parking. She understood that it was not a Blueprint issue but rather one for the City however. Mr. Hargraves stated that he would pass the information along to Parks and Recreation.

**VII. ADJOURNMENT**

There being no further business, Chairman Maddox adjourned the meeting at 6:15 pm.

**APPROVED:**

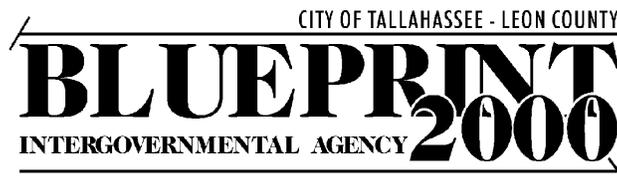
**ATTEST:**

\_\_\_\_\_  
**Nick Maddox**  
**Chair of Blueprint 2000 IA**

\_\_\_\_\_  
**Shelonda Meeks**  
**Secretary to Blueprint 2000 IA**

**#5**

**Blueprint 2000  
2015 Fiscal  
Year  
Performance  
Report**



## Agenda Item

<b>SUBJECT/TITLE:</b> Blueprint 2000 Fiscal Year 2015 Performance Report	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Blueprint Staff
<b>Contact Person:</b> Autumn Calder	<b>Type of Item:</b> Consent

### **STATEMENT OF ISSUE:**

This item presents the Blueprint 2000 Fiscal Year 2015 Performance Report and requests acceptance of the Report from the IA.

### **SUPPLEMENTAL INFORMATION:**

The Blueprint 2000 Intergovernmental Agency By-Laws, Procedures, and Policies state that the *Intergovernmental Agency shall meet at least once annually to consider an annual work plan and the past year's performance report.* The Intergovernmental Agency adopted the annual work plan on September 25, 2015. The Blueprint 2000 Fiscal Year 2015 Performance Report is included as Attachment 1.

### **Fiscal Year 2015 Accomplishments**

During the Fiscal Year, Blueprint 2000 made significant progress towards the completion of projects and received several awards for Cascades Park. The following is a list of the major accomplishments.

- Began construction on the Capital Cascades Crossing Project
- Opened the Smokey Hollow Commemoration at Cascades Park
- Added the Magnolia Drive Multiuse Trail Project to the Tier 1 list of Blueprint 2000 projects
- Received several awards for Cascades Park:
  - ULI, Award of Excellence in the Public Sector, North FL Chapter
  - FL Institute of Consulting Engineers (FICE), Water and Stormwater Category
  - National Civic League: All America City, Park cited as one of three major factors
  - National American Public Works Association, Projects of the Year
  - National Recreation and Parks Association, Facility or Park Design Award

### **Options:**

**Option 1:** Accept the Fiscal Year 2015 Performance Report

**Option 2:** Do not accept the Fiscal Year 2015 Performance Report

Blueprint 2000 Intergovernmental Agency Agenda Item  
Item Title: Blueprint 2000 Fiscal Year 2015 Performance Report  
Date: February 29, 2016

**RECOMMENDED ACTION:**

**Option 1:** Accept the Fiscal Year 2015 Performance Report

**BLUEPRINT 2000 PROJECT DEFINITIONS REPORT CONSISTENCY:**

Not applicable.

**Action by the TCC and CAC:** The CAC unanimously accepted the Fiscal Year 2015 Performance Report. The CAC suggested turning this into a publication for distribution. This item was not presented to the TCC.

**ATTACHMENT(S):**

**Attachment 1:** Blueprint 2000 Fiscal Year 2015 Performance Report

## MEMORANDUM

**TO: Wayne Tedder**

**FROM: Autumn Calder**

**SUBJECT: Blueprint 2000 Performance Report – FY 2015**

**DATE: 12/1/15**

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### **Purpose**

This report provides a summary of all Blueprint 2000 projects in comparison to each directive stated in the referendum language as of September 31, 2015, which marks the end of Fiscal Year 2015. The year's significant accomplishments are identified at the end of the report.

**Funding for Blueprint 2000 was approved by voters as a 15 year extension of the local one-cent sales tax option. The referendum read:**

*To improve local and state roads; reduce traffic congestion; protect lakes and drinking water quality; reduce stormwater problems and flooding; protect and expand natural areas, parks and recreational facilities; and seek matching funds from state and federal programs for these purposes, shall the existing one cent sales tax within Leon County be extended until December 31, 2019, with project spending subject to annual independent audits as well as review by a citizen's advisory committee.*

### **Referendum Directive #1: Improve local and state roads and reduce traffic congestion**

All Blueprint 2000 funded roadway projects include enhanced landscaping, multiuse trails, bike lanes and sidewalks all of which provide safe routes for people choosing to use alternative transportation methods.

### Completed

- A. Franklin Boulevard, completed spring 2013
  - Approximately ½ mile
  - Total Cost \$10,590,000
- B. Capital Circle Southeast (Connie Drive to Crawfordville Road), completed in phases with the final phase finishing fall 2012
  - 6.85 miles
  - Total costs for all phases \$88,350,000
  - Improved capacity by widening the existing, two-lane undivided rural road into a six-lane divided urban facility
  - Includes retrofit stormwater improvements for existing untreated stormwater
- C. Capital Circle Northwest (I-10 to Tennessee Street), completed fall 2007

- 2 miles
  - Total cost \$25,500,000
  - Joint venture with FDOT; BP philosophy applied to Martha Wellman Pond
  - Includes retrofit stormwater improvements for existing untreated stormwater
- D. Mahan Drive, completed winter 2013
- Blueprint provided \$5,000,000 to Leon County
  - Widen and improve the safety and capacity of Mahan Drive from Dempsey Mayo east to I-10

#### In Progress

- E. Capital Circle Northwest/Southwest (Tennessee (US 90) to Orange Avenue), anticipated completion summer 2016
- 2.8 miles
  - Total project cost \$120,000,000
  - Improving safety and capacity of Capital Circle northwest/southwest
  - Widening the existing two-lane undivided rural road to a six-lane divided urban facility
  - Includes retrofit stormwater improvements for existing untreated stormwater
- F. Capital Circle Southwest (Crawfordville Highway to Orange Ave):
- Blueprint 2000 is currently in discussions with the Florida Department of Transportation to develop a funding partnership and apply the Blueprint philosophy to the design of the final segment of the Capital Circle roadway project. Design on the roadway is scheduled for completion in 2016.
  - The roadway project is divided into two segments. The northern segment runs from Orange Avenue to Springhill Road, and the southern segment runs from Springhill Road to Crawfordville Highway.

#### ***Referendum Directive #2: Protect lakes and drinking water quality and reduce stormwater problems and flooding***

#### Completed

- A. Blueprint 2000 has protected through purchase of the property and/or purchase of a conservation easement of over 1,427 acres of the most environmentally sensitive land in Leon County. These properties are in the St. Marks River, Fred George, and Lake Lafayette Basins. All of the properties protected include one or more of the following features: sinkholes, wetlands, swamps and streams. The safeguard of these parcels eliminates development from occurring thus protecting our area's waterbodies and drinking water.
- B. The Blueprint 2000 program earmarked \$25 million each for the City of Tallahassee and Leon County for projects directed toward water quality improvements. To date:

1. City of Tallahassee has utilized over \$10 million in Blueprint 2000 funds to perform a comprehensive evaluation of the stormwater system in the Frenchtown watershed and to construct stormwater retrofit improvements that reduce flooding and improve water quality. The City will complete the \$1 million Briarwood Neighborhood Septic Tank Abatement project by the end of December 2015. This project makes sewer service available to approximately 40 residential parcels which presently utilize septic systems. Eliminating these septic systems will reduce nutrient loading which will help address a State of Florida Total Maximum Daily Load (TMDL) requirement for Upper Lake Lafayette. Since Briarwood is located within the Wakulla Spring Springshed, the project will also reduce nutrient pollution to the spring system.
  2. Leon County has utilized \$14.5 million in Blueprint 2000 funds for water quality improvement projects. These projects include Rhoden Cove wetland restoration, Okeeheepkee/Woodmont Pond, the Lexington Pond stormwater retrofit project, Harbinwood Estates drainage project, and the Killlearn Lakes septic to sewer project.
- C. In 2013, Blueprint 2000 committed approximately \$272,250 to Leon County for stream and channel restoration improvements in the Ford's Arm South Watershed. The Ford's Arm South Watershed is in the Lake Jackson Basin and receives stormwater runoff from the Timberlane Ravines as well as the Thomasville Road/Market Street District.
- D. Capital Circle Northwest/Southwest (Tennessee (US 90) to Orange Avenue): nine parcels totaling 154 acres were purchased for treating untreated stormwater runoff in the area and to reduce roadway impacts to Gum Swamp. Approximately \$8,000,000 was invested in these properties.
- E. The Capital Cascades Trail Segment 1 (Franklin Boulevard) project removed 20 properties from the 100 year floodplain and made it possible to replace a leaking sanitary sewer trunk line (the City of Tallahassee reimbursed Blueprint 2000 for the cost of the sewer line replacement). Replacement of the sewer line eliminated the leakage of harmful bacteria into the ground water.
- F. Capital Cascades Trail Segment 2 (Cascades Park): 24 acre, urban greenspace that includes a recreated wetland, meandering stream with riffles and small waterfalls, wetland/littoral shelf plantings around the ponds, and an alum stormwater treatment system all of which will contribute to increased water quality along the St. Augustine Branch through the reduction and abatement of pollutants. The Park opened to the public March 2014.

### In Progress

- A. Capital Cascades Trail Segments 3 and 4: Ponds and an improved stormwater conveyance system will treat runoff from new and existing development, reduce area historical flooding and improve water quality.
  - a. Segment 3B was opened to the public in October 2015.

### ***Referendum Directive #3: Protect and expand natural areas, parks and recreational facilities***

### Completed

- A. Lake Lafayette Floodplain: 174 acres on the north side of Lake Lafayette was purchased in 2013 and transferred to the County for management.
- B. St. Marks Headwaters: With public and non-profit partners, Blueprint 2000 has preserved over 1,074 acres in the Headwaters of the St. Marks River. These properties were transferred to Leon County and are now managed by the County.
- C. Martha Wellman Park: 23.5 acre Park with walking trails around a regional stormwater pond.
- D. Fred George Basin Property: In partnership with the County and the Florida Forever Program, 174 acres was purchased to develop the Fred George Basin Greenway which will include ball fields, trails and other recreation amenities.
- E. Lafayette Heritage Trail Canopy Walkway: Blueprint 2000 provided \$500,000 to the cost of constructing the walkway over the CSX railroad tracks providing a critical greenway connection between the City's Lafayette Heritage Trail Park and the County's J.R. Alford Greenway.
- F. Capital Cascades Trail
  - Segment 2/Cascades Park:
    - i. 24 acre urban park that includes 2 miles of walking trails.
    - ii. Project cost \$33,000,000
    - iii. Historical and cultural amenities include but are not limited to a commemoration to the Smokey Hollow neighborhood, an outdoor amphitheater, a play area for kids and an interactive water area.
    - iv. The area was a brownfield with restricted public access, and this project opened it up to the public.
  - Segment 3A and 3B:
    - i. The linear greenway from Adams Street to Wahnish Way opened to the public in October 2015.

### In Progress

- A. Debbie Lightsey Nature Park, anticipated completion 2018
  - 117 acre parcel that was acquired in conjunction with the Capital Circle Northwest/Southwest project and is located within the Bradford Brook Chain of Lakes Special Development Zone.
  - Field surveys produced evidence of diverse species of wading birds and other animals, and the site is potentially home to a number of protected species.

- If the property were developed, its stormwater runoff and subsequent impacts could risk and possibly damage the Chain of Lakes and nearby neighborhoods.
  - The Park will have trail connections to nearby neighborhoods, be utilized for stormwater treatment for the roadway improvement and provide retrofit treatment for nearby offsite development.
  - The site will be developed as a passive park with pedestrian dirt trails and benches.
- B. Broadmoor Park, anticipated completion summer 2016
- 33 acres at the southwest corner of Jackson Bluff and Capital Circle SW, acquired in conjunction with the Capital Circle Northwest/Southwest project
  - Upon completion, the Park will include an eight acre regional stormwater facility with park amenities such as landscaping, parking area, perimeter trail, benches, lighting and trash receptacles.
- C. Capital Cascades Crossing Trail and Pedestrian Bridge, anticipated completion spring 2016
- Connects Cascades Park to Cascades Trail Segment 3 via a pedestrian bridge over South Monroe Street.
- D. Capital Cascades Trail Segment 3D and 4, anticipated completion 2019
- Continuation of the urban, linear greenway with amenities including a playground, bike repair station and the multiuse trail which connects to the St. Marks Trail at Gamble Street.

***Referendum Directive #4: Independent Annual Audits***

Blueprint 2000 has directed an annual financial audit, the Comprehensive Annual Financial Review, conducted by an independent firm since 2001. Annual performance audits were completed from 2001 to 2009. In 2013, the Director of Planning, Land Management, and Community Enhancement (PLACE) requested an audit to be performed to determine the implications of the 2011 reorganization on the Agency’s internal controls over revenues and expenditures. The audit was completed in August 2015 and “Overall, found that, with respect to the processing of revenue and expenditure transactions, the Agency’s internal controls were adequate, considering the nature of the Agency’s organization and the complexity of its operations.”

***Referendum Directive #5: Review by a Citizen’s Advisory Committee***

The Blueprint 2000 Citizen’s Advisory Committee (CAC) was established to serve in an advisory capacity to the Blueprint 2000 Intergovernmental Agency. The 13 member committee represents various interests in the community including the original Blueprint 2000 Economic and Environmental Consensus Committee, Economic Development Council, Planning Commission, Council of Neighborhood Associations, Big Bend Environmental Forum, minority chambers of commerce and the civil rights, elderly, disability and education communities. The

intent of the CAC is to advise staff and the Intergovernmental Agency and ensure that the original vision presented to the voters would be implemented. The CAC meets four to six times per year.

***Referendum Directive #6: Seek matching funds from state and federal programs***

Blueprint 2000 actively solicits grants and low cost funding options to decrease project costs and enhance the total program. Through grants, partnerships and donations, Blueprint 2000 has been able to apply over \$127 million in additional funding to the projects. The table on the following page shows each partner and the amount provided but does not include in-kind services. Blueprint 2000 also secured State Infrastructure Bank (SIB) loans for segments of the Capital Circle project. SIB loans are provided at lower interest rates than traditional loans and have resulted in millions of dollars in savings.

Grants, Partnerships and Donations for Blueprint 2000 Projects:

Agency	Remarks	Amount
<b>Sensitive Land Protection</b>		
Florida Forever (FCT)	Booth I and Copeland Sink Sensitive Land Acquisitions at the headwaters of the St. Marks River	2,425,463.00
Florida Forever (FCT)	Booth II Sensitive Land Acquisition at the headwaters of the St. Marks River	915,285.00
Florida Forever (FCT)	Cascades Trail Segment 4 land acquisitions (Strause and Boynton-Kaye properties)	322,000.00
Florida Forever (FCT)	Fred George Sink Basin land acquisition (with the Tallahassee/Leon County Planning Dept.)	1,227,850.00
Northwest Florida Water Mgmt District	Conservation Easements on the Lex Thompson and Julian Billingsley properties	547,000.00
<b>SUBTOTAL</b>		<b>5,437,598.00</b>
<b>Transportation - Roadways, Multi-Use Trails</b>		
Florida Department of Transportation	Transportation Regional Incentive Program (TRIP) funds for the CCSE E-2 Project	13,906,476.00
Florida Department of Transportation	Right of Way costs for Capital Circle NW/SW project (US 90 to Orange Ave.)	42,624,000.00
Federal Highway Administration	FHWA SAFETEA-LU dollars split on CCNW and CCNW/SW projects	14,026,320.00
Florida Department of Transportation	Grant from the FDOT for beautification of Capital Circle (SR 261 & 263) in Leon Co.	300,000.00
Federal Highway Administration	American Recovery and Reinvestment Act of 2009, Stimulus dollars for CCSE E-3	8,620,742.00
Florida Department of Transportation	Design dollars for CCNW/SW project on the Strategic Intermodal System (SIS)	1,370,000.00
FHWA/Florida Department of Transportation	Funds for the construction of Capital Circle NW/SW (US 90 to Orange Ave.)	24,802,209.00
Florida Department of Transportation	Funding for Cascades Connector Pedestrian Bridge	1,552,000.00
Recreational Trails Program	Funds for Lafayette Heritage Trail Park (Bridge) with COT Parks and Rec. Department	250,000.00
<b>SUBTOTAL</b>		<b>107,451,747.00</b>
<b>Water Quality and Flooding Improvement</b>		
Florida Fish and Wildlife Commission	Vegetation of the stormwater pond located at Martha Wellman Park	565,135.00
Northwest Florida Water Mgmt District	Funds for construction of a Regional Stormwater Pond on CCNW Project	732,160.00
Legislative Appropriation	Grant championed by Rep. Ausley for construction at Capital Cascades Park	1,500,000.00
Fl. Department of Envir. Protection	FDEP 319 Grant for Alum Injection system for ponds at Cascades Park	359,042.00
Florida Forever (NFWFMD)	Water quality grant for Cascades Park stormwater pond construction	300,000.00
US Housing and Urban Development	Disaster Relief Funds for stormwater improvements along Franklin Blvd.	4,200,000.00
US Housing and Urban Development	CDBG Disaster Relief Funds for Capital Cascades Segment 3A Ditch Improvement/Box Culvert	1,665,375.00
Florida Department of Transportation	FDOT Grant for mitigation on CCSE E-2 adjacent to Southwood development properties	991,000.00
<b>SUBTOTAL</b>		<b>10,312,712.00</b>
<b>Cascades Park Partnerships</b>		
Cascades Waterfall	Donation from Mainline Information Systems for Cascades Fountain	200,000.00
Walking Trails	Dollars from Capital Health Plan for sidewalk construction in Cascades Park	536,356.00
Interactive Fountain	COT Utilities, Community Redevelopment Agency	1,200,000.00
SH Commemoration	Pittman Law Group	70,000.00
Centennial Field	Fans of Centennial Field	2,662.00
Meridian Plaza and SH Fountain	Community Bricks	23,300.00
Park Trees and Furniture	Community Donations	11,730.00
Amphitheater	Tourist Development Council, Community Redevelopment Agency	1,726,604.00
Amphitheater Restroom	Tourist Development Council	250,000.00
SH Heritage Garden Signs	Florida Department of Agriculture	8,880.00
Discovery	First Commerce Credit Union, Tallahassee Memorial Healthcare and many others	245,753.00
<b>SUBTOTAL</b>		<b>4,275,285.00</b>
<b>TOTAL</b>		<b>127,477,342.00</b>

## Summary of Ballot Directive Achievement

The table below illustrates how the Blueprint 2000 projects meet each directive from the ballot referendum.

Project	Improve Local and State Roads	Reduce Traffic Congestion	Protect Lakes and Drinking Water Quality	Reduce Stormwater Problems and Flooding	Protect & Expand Natural Areas, Parks, and Recreational Facilities	Seek Matching Funds from State and Federal Programs	Additional Funding through Grants and Donations	Score by Project (6 Max)
Franklin Boulevard (CCT Segment 1)	X		X	X		X	\$4,200,000	4
Cascades Park (CCT Segment 2)			X	X	X	X	\$7,986,327	4
CCT Segment 3			X	X	X	X	\$1,665,375	4
CCT Segment 4			X	X	X	X	\$322,000	4
Capital Circle SE	X	X	X	X	X	X	\$23,818,218	6
Capital Circle NW	X	X	X	X	X	X	\$8,310,455	6
Capital Circle NW/SW	X	X	X	X	X	X	\$75,809,369	6
Mahan Drive	X	X	X	X	X			5
Sensitive Lands Program			X	X	X	X	\$5,365,598	4
<b>Score by Directive (9 Max)</b>	5	4	9	9	8	9	<b>\$127,477,342</b>	

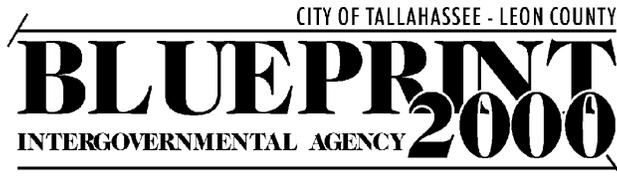
## Fiscal Year 2015 Accomplishments

During the Fiscal Year, Blueprint 2000 made significant progress towards the completion of projects and received several awards for Cascades Park. The following is a list of the major accomplishments.

- Began construction on the Capital Cascades Crossing Project
- Opened the Smokey Hollow Commemoration at Cascades Park
- Added the Magnolia Drive Multiuse Trail Project to the Tier 1 list of Blueprint 2000 projects
- Received several awards for Cascades Park:
  - ULI, Award of Excellence in the Public Sector, North FL Chapter
  - FL Institute of Consulting Engineers (FICE), Water and Stormwater Category
  - National Civic League: All America City, Park cited as one of three major factors
  - National American Public Works Association, Projects of the Year
  - National Recreation and Park Association, Facility or Park Design Award

**#6**

**Citizen's  
Advisory  
Committee  
Appointment**



**Agenda Item**

<b>SUBJECT/TITLE:</b> Citizens Advisory Committee Appointment	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Blueprint 2000 Staff
<b>Contact Person:</b> Autumn Calder	<b>Type of Item:</b> Consent

**STATEMENT OF ISSUE:**

This agenda item advises the Intergovernmental Agency on the appointment of Gina Kinchlow to the Blueprint 2000 Citizens Advisory Committee. Ms. Kinchlow is proposed as the representative from the Big Bend Minority Chamber of Commerce.

**SUPPLEMENTAL INFORMATION:**

**Representative from a minority chamber of commerce:** This position was filled by Windell Paige who has resigned from the position. He was appointed to the CAC September 25, 2015. Mrs. Kinchlow, serves on the Board of Directors for the Big Bend Minority Chamber of Commerce and has been nominated for the position. The appointment term will be three years and end in February 2019.

**OPTIONS:**

**Option 1:** Approve the following nominations:

**Representative from a minority chamber of commerce: Gina Kinchlow**

**Option 2:** Provide Committee guidance.

**RECOMMENDED ACTION:**

**Option 1:** Approve the following nominations:

**Representative from a minority chamber of commerce: Gina Kinchlow**

**BLUEPRINT 2000 PROJECT DEFINITIONS REPORT CONSISTENCY:**

Not applicable.

**Action by the TCC and CAC:** The CAC unanimously approved the nomination of Ms. Kinchlow. The TCC did not review the item.

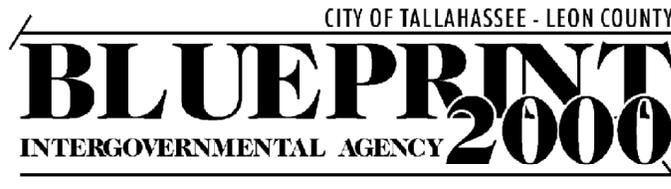
**ATTACHMENTS:**

Attachment 1: Application and resume for Gina Kinchlow

Please return to:

Office of Blueprint 2000  
2727 Apalachee Parkway,  
Suite 200  
Tallahassee, Florida 32301

Telephone: 219-1060  
Fax: 219-1098



### CITIZEN ADVISORY COMMITTEE APPLICATION

**Nominating Organization: Big Bend Minority Chamber of Commerce**

**Name: Gina L. Kinchlow**

**Address: 308 Willis Road, Tallahassee, FL 32303**

**E-mail : kinchlowandcompany@msn.com**

\*\*\*\*\*

**Work Phone: 850-656-1851**

**Home Phone: 850-294-1569 (cell)**

**Occupation: Consultant and University Professor**

**Employer: Kinchlow & Co. – Professional Consulting Services**

**Address: 308 Willis Road, Tallahassee, FL 32303**

**Race:**  White  Hispanic  Asian or Pacific Islander  
 **Black**  American Indian or Alaskan Native  Other

**Sex:**  Male  Female

Identify any potential conflicts of interest that might occur were you to be appointed:

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Are you a City resident? X Yes  No  
Are you a Leon County resident?  Yes X No  
Are you a City property owner? X Yes  No  
Are you a Leon County property owner?  Yes X No  
Can you serve a full three-year term? X Yes  No  
Can you regularly attend meetings? X Yes  No

Conflicts: \_\_\_\_\_



**Gina L. Kinchlow, MBA**  
**PRINCIPAL CONSULTANT**

Kinchlow & Company - Professional Consulting Services  
308 Willis Road  
Tallahassee, Florida 32303  
850.656.1851 (land line) 850.294.1569 (mobile)  
[Gina@kinchlowandco.com](mailto:Gina@kinchlowandco.com) and [KinchlowandCompany@msn.com](mailto:KinchlowandCompany@msn.com)

**CAREER OBJECTIVE**

Innovative, forward-thinking, business-savvy leader with strong communication, organizational and management skills and proven talents as an effective administrator seeks opportunities to provide consulting / training / instruction / facilitation services in the key areas of leadership, personal branding, strategic communications (i.e. strategic planning, market research, and integrated communications) and entrepreneurship.

**PERSONAL STATEMENT**

Twenty-five consecutive years of professional work experience in various dimensions of the business community coupled with extensive experience as a small business entrepreneur, serve as the foundation upon which I have established my career. My track record exemplifies my uncompromising commitment to ethics and integrity. I have strategically seized opportunities that have allowed me to benchmark my talents in challenging and innovative settings.

My core competencies include:

- ✓ **Strategic Communications (i.e., PR, marketing, advertising)**
- ✓ **Training & Development**
- ✓ **Business & Professional Writing**
- ✓ **Project Management / Administration**

**ACADEMIC TRAINING**

**Certified Ice House Entrepreneurship Program Facilitator**

Kauffman Foundation and Entrepreneurial Learning Initiative  
May 2013

**Masters in Business Administration (MBA)**

Final Thesis: CRM: Customer Relationship Marketing  
University of Florida - Gainesville, Florida  
August 2000

**Master of Arts – Intercultural Studies\***

Western Kentucky University - Bowling Green, Kentucky  
August 1984 - December 1985  
30 graduate hours (\*ABT - All But Thesis)

**Bachelor of Arts - Industrial Psychology**

**Area of Concentration: Business Administration (30 hours)**  
Western Kentucky University - Bowling Green, Kentucky  
May 1978

## EMPLOYMENT HISTORY

### **President/CEO** [January 2000 – Present]

#### **Kinchlow & Co. – Professional Consulting Services**

Tallahassee, Florida

Kinchlow & Co. is a certified woman-owned / minority-owned consulting practice with core competencies in strategic marketing communication, executive leadership training and development, and small business management. Services include market research, marketing plan development, competitive intelligence, and integrated communication. In the entrepreneurial arena, Kinchlow & Co. offers basic business startup and management guidance to a variety of small business structures including microenterprises, student-run companies, home-based businesses, and group ventures. Other consulting services include:

- Providing basic business consulting services to clients
- Design, direct and implement public relations, marketing and promotional activities including public awareness and public education campaigns, strategic and integrated communication plans
- Design and implement training programs, workshops, and technical assistance opportunities for targeted publics; business start-ups, small business and microenterprise owners, targeted areas of the workforce
- Conduct market research and analysis and competitive intelligence studies
- Provide program planning and proposal development services
- Build and develop competitive business consulting partnerships for large projects

### **Marketing Instructor** [January 2014 – Present]

#### **School of Business & Industry**

Florida A&M University

Tallahassee, Florida

- Teach Marketing, Retailing and Consumer Behavior courses in the Department of Marketing and Management in the School of Business & Industry
- Develop curriculum, syllabi, exams, and projects
- Provide academic advisement to students taking Marketing courses
- Facilitate classroom visits and meetings with students and industry visitors

### **Assistant Professor** [August 2003 – May 2014]

#### **School of Journalism & Graphic Communication / Division of Journalism**

Florida A&M University

Tallahassee, Florida

- Taught undergraduate courses in strategic communications [Introduction to Public Relations, Public Relations Methods, Public Relations Campaigns, Public Relations Practicum]
- Provided leadership in the ongoing management, preparation and implementation of the semi-annual Public Relations capstone presentations
- Reviewed textbooks, resource tools and curriculum for use in public relations courses
- Consulted and collaborated with public relations and journalism faculty to ensure uniformity and consistency of core public relations learning objectives throughout curriculum
- Provided academic advisement to public relations majors

**Business Coach** [January 2006 – December 2012]  
**PRodigy Public Relations Firm**  
Tallahassee, Florida

The **PRodigy Public Relations Firm** was an award-winning student-run company. The company has a mission to provide college students with an opportunity to gain valuable experience and learn basic PR skills by working on real accounts and projects. PRodigy also seeks to provide basic public relations services to a variety of publics both locally and in other parts of the state and the country.

The Business Coach for the PRodigy Public Relations Firm trains student associates in the company on how to properly run the day-to-day operations of an integrated communications enterprise. In addition, this person identifies potential clients, establishes and maintains relationships with clients, recruits and hires associates, trains and supervises associates, assigns accounts and more. The role of the Business Coach is much like that of a company CEO.

Abbreviated list of **PRodigy PR Firm** clients:

- Sony Pictures
- Victoria's Secret PINK
- Gadsden Leadership & Law Academy
- Florida Association for Community Action
- Southeastern Green Network Summit
- Schlagle High School Project (service)
- United Way Campaign (service)
- Florida Public Relations Association "Roast 'n Toast"
- Florida Classic (Florida Citrus Sports)
- Atlanta Classic (100 Black Men of Atlanta)
- LIVE SMART: Healthy Living Campaign
- Centers for Disease Control & Prevention (National Diabetes Education Program)
- Presidential Inauguration Campaign (Florida A&M University; Dr. James Ammons)
- Florida Department of Health: STD Awareness
- Black Infant Mortality Summit (service project)
- Focus The Nation (service project)
- Gordon Parks "Crossroads" Exhibit
- Winner of two (2) local FPRA Image Awards

**Vice President Public Relations & Public Affairs** [March 2000 – July 2003]  
**Florida Children's Forum**  
Tallahassee, Florida

- Provided leadership, supervision, guidance and direction over the Department of Public Relations and Public Affairs including all personnel, budget, finance, and programmatic matters
- Assisted the President/CEO in developing the annual legislative agenda and the accompanying advocacy strategies for the organization to use in meetings with state leaders, legislators and other officials
- Met with various community groups, advisory councils, boards, and other stakeholders as needed for promoting organizational programs and activities and represented the organization at conferences, meetings and other events

- Conducted workshops, training seminars, technical assistance meetings, and other educational and information-sharing events on a statewide basis
- Directed the implementation, review and evaluation of all public awareness/public education campaigns and programs for results of stated goals and objectives
- Assisted with the creation and development of Work/Life Initiatives materials for business and industry in Florida to assist families with the costs of child care
- Handled all media coverage, press conferences, press releases, media kits, etc.
- Provided oversight for the design, development, production and distribution of all organizational publications and marketing/promotional materials including management of the company website
- Debriefed President/CEO on all public relations matters and assisted in crafting appropriate responses to the company's various publics
- Managed the Public Membership program and member services; resurrected the organization's public membership program to a level of unprecedented growth
- Successfully launched and sustained a quarterly magazine for the company that eventually served a readership of 30,000 and served as a model for other similar statewide advocacy organizations around the country.
- Defined/refined organizational processes so the public relations/public affairs department could increase efficiency to both internal and external customers
- Successfully directed three full-scale, statewide public awareness and public education campaigns that increased the understanding of specific advocacy issues with targeted populations
- Expanded the organization's Invitation To Bid process in order to attract a more diverse demographic base of vendors

**Manager - Research & Development** [May 1997 – March 2000]

**Florida Department of Labor & Employment Security  
Minority Business Advocacy & Assistance Office (MBAAO)**

Tallahassee, Florida

- Established the Research & Development Unit to support the statewide small and minority business advocacy and assistance program
- Served as an Information Liaison between small and minority business owners and state government agencies
- Responded to inquiries from small and minority business owners and researched advocacy issues on their behalf; made recommendations accordingly
- Editor-In-Chief for all publications including the annual report and the quarterly newsletter
- Monitored and evaluated all staff professional development plans and made recommendations accordingly as determined by pre-established goals and objectives; provided oversight for procuring products and services for senior management professional development
- Assisted the Executive Director in developing and promoting marketing programs for small and minority businesses in Florida
- Conducted research analysis and gathered statistical data to use in annual reports and other publications
- Established a professional development plan and tracking system for employee training
- Designed the organization's five-year strategic plan, compiled data and wrote the organization's annual report each year

**Manager of Pre-Award Services** [September 1992 - May 1997]

**Division of Sponsored Research / Office of Research Administration**

Florida A&M University

Tallahassee, Florida

- Established the pre-award services unit for the Division of Sponsored Research
- Managed a five-member team responsible for the provision of proposal preparation and review services to university research faculty and scientists competing for federal, state and local funding opportunities via government agencies;
- Designed, produced and delivered training programs and workshops on strategic grantsmanship, competitiveness, government contracting
- Met with individual faculty, research teams, advisory councils, and other groups to discuss program planning, proposal development, competitiveness, and strategies for attracting grants and contracts
- Assisted the VP of Research with special project proposals for research funding
- One of six research administrators in higher education selected to participate in an exclusive training and development program with Washington DC's research funding network including Federal agencies and laboratories, special White House initiatives, the United States Congress, Washington-based professional organizations and support entities, and higher education advocates and lobbyists
- Editor-In-Chief for the *Challenger*; a campus-based quarterly newsletter produced by the Division of Sponsored Research
- Assisted the VP of Research in marketing federal government agency initiatives that supported faculty researchers at Historically Black Colleges and Universities
- Reviewed and evaluated the annual and long-term performance goals established by the University's sponsored research office for the procurement of federal, state, local and private funding
- Founding organizer and member of the National Sponsored Programs Administrators Alliance (NSPAA)
- Successfully built a strong and competent Pre-Award Services team that embraced a shared vision of providing top quality services to university research faculty
- Improved overall quality and increased campus-based readership and circulation of the *Challenger*; a quarterly newsletter produced by the Division of Sponsored Research

**President/CEO** [January 1987 - September 1992]

**Private Eyes, Inc. - Historical Research & Development**

Louisville, Kentucky

- Founder and director; executive-level responsibilities included program planning, proposal development, fundraising, long-term strategic planning, public relations and marketing, budgeting and finance, and project management.
- Planned and executed all special events and activities for the purpose of sharing historical research findings with the general public
- Successfully attracted a diverse portfolio of funding to support the vision and mission of the organization
- Designed and directed five historical research projects and narrated a television historical documentary

### **COMMUNITY SERVICE**

- Sponsor – ABT Consulting, LLC – a finalist in the Access Florida Finance Company’s 15<sup>th</sup> Annual Business Plan Writing Competition (September 2015)
- Board Member – Tallahassee Community Chorus (Tallahassee, FL)
- Board Member – Big Bend Minority Chamber of Commerce (Tallahassee, FL)
- Chair, Women’s Business Council Leadership Team – Big Bend Minority Chamber of Commerce (2013 - 2015)
- Board Member – Center for Ethnic Psychological Research and Application (2015)
- Marketing/PR Committee – Lemoyne Chain of Parks 2014 Arts Festival
- 2015 Regional Advisory Committee – Bi-Lo Holdings
- Participant – Imagine Tallahassee – Spring/Summer 2013
- FAMU 125<sup>th</sup> Anniversary Steering Committee (May 2010 – December 2012)
- FAMU/Cintas E-Store Partnership Team (Spring 2010)
- University-wide Chair (Fall 2009, 2010): FAMU United Way Campaign
- Board Member (January 2009 – December 2010) Goodwood Museum & Gardens
- Research Faculty (Summer 2008): Research On Young Populations; College of Engineering Sciences, Technology & Agriculture
- Organizer (Spring 2008): Black Entertainment Television (BET) College Tour
- Organizer (Spring 2008): CNN Black In America Campus Visit
- Media Sales Institute – Presenter (2006, 2007) - “Advertising and Media”
- Faculty Coordinator (2005) SJGC Fundraiser for HBCUs in New Orleans
- Campaign Co-Chair (Fall 2005) – FAMU SJGC Official Grand Opening of New Building

### **PROFESSIONAL TRAINING, CERTIFICATIONS, AWARDS & RECOGNITION**

- 2013 Outstanding Service Award – Big Bend Minority Chamber of Commerce
- 2010 “Pacesetter” Award – Florida A&M University
- 2006 “Women Making Magic” Award – Tallahassee Regional Medical Center
- 2006 ‘Apple’ Award Winner – Barry University Adult & Continuing Education
- Emerging Leaders Fellow (Children’s Defense Fund, 2002)
- National Association of Women Business Owners (State Secretary, 1999)
- Certified Master Trainer (Florida Department of Labor – 1999)
- Total Quality Management Certification (1997 through 1999)
- Non-Profit Management (School of Business, University of Louisville)

## **Public Presentations and Workshops: A Select Listing\***

*\*Due to confidentiality agreements required by many of my consulting clients, I am not at liberty to include listings of presentations, facilitations, and other associated work that I have designed and implemented for specific consulting projects.*

Planner and Facilitator: "THINK BIGGER: Growing A Business or Career in Technology", Women's Business Council – Big Bend Minority Chamber of Commerce and Domi Station Workshop, 2015 Fall Workshop Series (September 2015)

Planner and Facilitator: "WOMAN+VETERAN+ENTREPRENEUR: The Formula for Small Business Success!" Women's Business Council – Big Bend Minority Chamber of Commerce, 2015 Fall Workshop Series (August 2015)

Keynote Speaker: "Pushing Our Products Past The Perimeter of Pleasantries", 5<sup>th</sup> Annual Business-2-Business Conference, The Outreach Foundation (May 2015)

Planner and Facilitator: "*FIRST THINGS FIRST: Launching a Year of Prosperity for You and Your Small Business*", Women's Business Council Annual Meeting and Retreat, Big Bend Minority Chamber of Commerce (January 2015)

Workshop Presenter: "*BEYOND THE FIRST IMPRESSION: Creating an Unforgettable Brand for Your Small Business*", Women's Business Council 2014 Fall Workshop Series, Big Bend Minority Chamber of Commerce (October 2014)

Event Co-Facilitator: "*Obama Symposium*," Tallahassee (November 2012)

Event Facilitator: "*An Evening with Dr. Angela Davis*," FAMU Women's Conference, Tallahassee (March 2012)

Event Facilitator: Dr. Darlene Clark-Hines Lecture (Fall 2012)

Paper presentation at Deutsch Advertising Agency, NYC (Summer 2011)

Paper presentation at conference in Hawaii (May 2011)

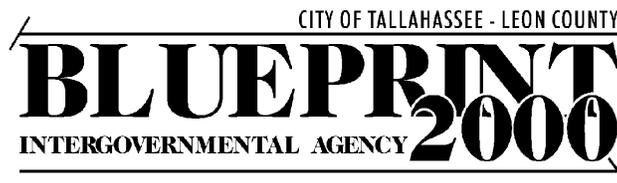
"*Live Smart*," Diabetes Translation Conference, Orlando (May 2008)

"*Social Media and its Relevance in the Public Relations Curriculum*," Presentation to SJGC Faculty, Florida A&M University, 2008 [a presentation made as part of the interview process for the Assistant Professor in Public Relations position]

"*Ten Tips for Becoming a PR Professional*," Presentation to SJGC Public Relations Students, Florida A&M University, 2008. [a presentation made as part of the interview process for the Assistant Professor in Public Relations position]

**#7**

**Selection of  
Blueprint Bond  
Counsel, Bond  
Disclosure  
Counsel and  
Financial Advisor**



## Agenda Item

<b>SUBJECT/TITLE:</b> Selection of Blueprint Bond Counsel, Bond Disclosure Counsel and Financial Advisor	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Blueprint Staff
<b>Contact Person:</b> Debra W. Schiro	<b>Type of Item:</b> Consent

### **STATEMENT OF ISSUE:**

On June 22, 2015, the Intergovernmental Agency authorized the issuance of Requests for Proposals (RFP) for the acquisition of Bond Counsel, Bond Disclosure Counsel and Financial Advisor Services. These services are being sought in anticipation of Blueprint being in a position to issue bonds in advance of collection of 2020 tax revenues.

The RFPs for Bond and Bond Disclosure Counsel provided for an initial contract period of five years with two one (1) year extensions.

The RFP for Financial Advisor provided for an initial contract period of 5 years, with one five (5) year extension.

This item requests authorization from the IA to award a contract to the recommended firms.

### **SUPPLEMENTAL INFORMATION:**

On January 15, 2016, the following firms timely responded to the RFPs as follows:

#### Bond Counsel:

1. Holland & Knight LLP
2. Nabors, Giblin & Nickerson, P.A.
3. Bryant, Miller and Olive, P.A.

#### Bond Disclosure Counsel:

1. Holland & Knight LLP
2. Nabors Giblin & Nickerson, P.A.
3. Bryant, Miller and Olive, P.A.
4. Gray Robinson, P.A.

#### Financial Advisor:

1. First Southwest
2. Public Resources Advisory Group (PRAG)
3. Public Financial Management, Inc. (PFM)

A Selection Committee consisting of the following individuals was appointed and conducted the evaluation of the proposals, referenced above.

1. Debra W. Schiro, Blueprint Counsel, Chairperson
2. Herb Thiele, County Attorney
3. Lewis Shelley, City Attorney
4. Scott Ross, County Director Office of Financial Stewardship
5. James O. Cooke, IV, City Treasurer Clerk

In addition to the evaluation criteria utilized by the committee, the City of Tallahassee also evaluated the firms for MBE participation pursuant to the criteria included in the RFPs. And, City Procurement scored the fees submitted by companies participating in the RFP for selection of Financial Advisor.

After the Evaluation Team scoring, the MBE evaluation and the fee scoring for the Financial Advisors, the proposals resulted in the rankings shown on Attachment 1 through 3.

**OPTIONS:**

**Option 1:**

- A. Recommend that the Intergovernmental Agency authorize the Intergovernmental Management Committee (IMC) to negotiate with the number one ranked firm within each category – Bond Counsel, Bond Disclosure Counsel and Financial Advisor. In the event of unsuccessful negotiations authorize negotiations with the next highest ranked firm until successful negotiations are reached with a qualified firm.
- B. Subject to successful negotiations, authorize the IMC to award a 5 year contract, with two one (1) year extensions for Bond Counsel and Bond Disclosure Counsel, respectively, and a five year contract with one five (5) year extension for the Financial Advisor.

**Option 2:**

Provide Agency guidance.

**RECOMMENDED ACTION:**

**Option 1:**

- A. Recommend that the Intergovernmental Agency authorize the Intergovernmental Management Committee (IMC) to negotiate with the number one ranked firm within each category – Bond Counsel, Bond Disclosure Counsel and Financial Advisor. In the event of unsuccessful negotiations, authorize negotiations with the next highest ranked firm until successful negotiations are reached with a qualified firm.
- B. Subject to successful negotiations, authorize the IMC to award a 5 year contract, with two one (1) year extensions for Bond Counsel and Bond Disclosure Counsel, respectively, and a five year contract with one five (5) year extension for the Financial Advisor.

**BLUEPRINT 2000 PROJECT DEFINITIONS REPORT CONSISTENCY:**

Not applicable.

Blueprint 2000 Intergovernmental Agency Agenda Item  
Item Title: Blueprint Bond Counsel and Bond Disclosure Counsel  
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**Action by TCC and CAC:**

Not presented to the TCC or the CAC. The CAC was provided an informational update on the RFPs, but at the time of the CAC meeting the ranking had not yet been completed.

**ATTACHMENT(S):**

1. Ranking for Bond Counsel
2. Ranking for Bond Disclosure Counsel
3. Ranking for Financial Advisor

# Attachment 1

## Ranking for Bond Counsel

1. Bryant Miller Olive
2. Nabors, Giblin & Nickerson
3. Holland & Knight

## **Attachment 2**

# **Ranking for Bond Disclosure Counsel**

1. Nabors, Giblin & Nickerson
2. Gray Robinson
3. Holland & Knight
4. Bryant Miller Olive

# **Attachment 3**

## **Ranking for Financial Advisor**

1. Public Financial Management
2. First Southwest
3. Public Resource Advisory Group

**#8**

**Capital Circle  
Southwest Right of  
Way Acquisition  
Partnership with the  
Florida Department of  
Transportation**



**Agenda Item**

<b>SUBJECT/TITLE:</b>	Approval Sought for Joint Project Agreement with FDOT District III for Right of Way Acquisition on Capital Circle Southwest from Springhill Road to Orange Avenue	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Blueprint Staff	
<b>Contact Person:</b> Debra W. Schiro	<b>Type of Item:</b> Consent	

**STATEMENT OF ISSUE:**

This item is to request approval from the Intergovernmental Agency to allow Blueprint to enter into a joint project agreement (“JPA”) with the Florida Department of Transportation District III for Blueprint to administer all elements of the right of way acquisition on SR 263 (Capital Circle) from CR 2203 (Springhill Road) to SR 371 (Orange Avenue) (the “Project”). The details of this agreement are being finalized, but generally FDOT will reimburse Blueprint for direct right of way acquisition costs of the Project up to a maximum of Eight Million Five Hundred Thirty Nine Thousand Four Hundred and 00/100 Dollars (\$8,539,400.00), excluding administrative right of way costs incurred by Blueprint staff. If the right of way costs exceed the FDOT contribution, Blueprint will be expected to make up the difference.

**SUPPLEMENTAL INFORMATION:**

The widening of Capital Circle SW from Blountstown Highway to Springhill Road and from Springhill Road to Crawfordville Road are projects within the first priority of Blueprint 2000 projects first approved by the County and City Commissions on July 10, 2000, which were to be constructed out of the proceeds of the Dedicated Sales Surtax dedicated to Blueprint 2000 Projects, as initially provided for in the Amended and Restated Interlocal Agreement dated February 1, 2003. Following approval of the referendum to extend the surtax from January 2020 to December 2039, the City and County Commissions respectively adopted the Second Amended and Restated Interlocal Agreement on December 9, 2016. This updated Interlocal Agreement continues to identify the Blountstown Highway to Springhill Road project and the Springhill Road to Crawfordville Road projects as priority Projects within the Blueprint list of priority Projects, attached as Exhibit I to the Second Amended and Restated Interlocal Agreement.

Additionally, the Second Amended and Restated Interlocal Agreement went one step further toward confirming the importance of completing the Capital Circle Southwest road widening project by providing that the proceeds of the Dedicated 2020 Surtax would also be used for the completion of Capital Circle Southwest from Orange Avenue to Crawfordville and listed this segment of Capital Circle SW as PROJECT 1 on the updated list of Blueprint 2020 Infrastructure Projects, attached as Exhibit II to the Second Amended and Restated Interlocal Agreement.

FDOT District III has Intrastate Right of Way and Bridge Bond Funds (“BNIR Funds”) available in the total amount of Eight Million Five Hundred Thirty Nine Thousand and Four Hundred and 00/100 Dollars (\$8,539,400.00), which it has agreed to reimburse to Blueprint for the acquisition

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of right of way on the first segment of Blueprint's 2020 Project 1, between CR 2203 (Springhill Road) and SR 371 (Orange Avenue) (the "W1 Project").

The structure of the joint project agreement will generally follow the format of the agreement between Blueprint 2000 and FDOT District III for the acquisition of right of way on SR 263 (Capital Circle) from SR 371 (Orange Avenue) to SR 10 (US 90) Tennessee Street ("the N2 Project"). This was a much larger project in scope and costs, requiring the acquisition of almost fifty parcels and a dozen temporary construction easements. FDOT funding for this project consisted of Forty Two Million and 00/100 in SIS Funds. The right of way portion of this project was successfully completed by Blueprint and construction is on-going.

Currently, FDOT District III is completing the right of way maps and obtaining title work for the Project. It is anticipated that there will be approximately a dozen parcels to be acquired on the W1 Project and that Blueprint staff will manage the right of way, without utilizing a consultant right of way manager. FDOT's preliminary right of way cost estimate, excluding its direct right of way support costs, is Eight Million Five Hundred Eighty Nine Thousand and Four Hundred and 00/100 Dollars (\$8,589,400.00), a potential difference of Fifty Thousand and 00/100 (\$50,000.00), which Blueprint would be responsible for funding. If the right of way costs exceed the FDOT contribution, Blueprint will be expected to make up the difference.

This item requests approval from the Intergovernmental Agency to allow Blueprint to enter into a joint project agreement ("JPA") with the Florida Department of Transportation District III to administer all elements of the right of way acquisition on SR 263 (Capital Circle) from CR 2203 (Springhill Road) to SR 371 (Orange Avenue) (the "Project").

Advantages:

- Recognizes and advances the Tier One Blueprint 2000 projects and Project 1 on the Blueprint 2020 Infrastructure Project List.
- Leverages sales tax dollars with outside funding resources.
- Supports continued growth in the southern part of the county and improves access to the Tallahassee Airport.
- Improves local access roads to major arterial roads.

Disadvantages:

- None

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**RECOMMENDED ACTION:**

**Option 1.** Authorize Blueprint to enter into a Joint Project Agreement with FDOT District III to administer all elements of the right of way acquisition on SR 263 (Capital Circle Southwest) from CR 2203 (Springhill Road) to SR 371 (Orange Avenue), whereby FDOT will reimburse Blueprint for direct right of way costs of the Project up to a maximum of Eight Million Five Hundred Thirty Nine Thousand Four Hundred and 00/100 Dollars (\$8,539,400.00), excluding right of way administrative costs incurred by Blueprint.

**Option 2.** Board Guidance

**BLUEPRINT 2000 PROJECT DEFINITIONS REPORT CONSISTENCY:**

The request to purchase right of way along Capital Circle Southwest is consistent with Map 2B, Floodplain Preservation and Capital Circle, SW Realignment (Blountstown Highway to Springhill Road).

**Action by TCC and CAC:** Not presented to TCC or CAC.

**ATTACHMENT(S):**

None.

**#9**

**Discussion on  
Economic  
Development  
Organization**

**Agenda Item**

<b>SUBJECT/TITLE:</b> Proposed Ecosystem Model for Economic Development	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> IA
<b>Contact Person:</b> Ricardo Fernandez, City Manager Vincent S. Long, County Administrator	<b>Type of Item:</b> Discussion/Presentation

**STATEMENT OF ISSUE:**

The purpose of this agenda item is to obtain direction from the Intergovernmental Agency (IA) regarding:

- Establishing an economic development agency;
- Hiring a consultant to assist in the development of a long-term economic development strategic plan;
- Proposed improvements to the Economic Development Coordinating Committee; and
- An implementation timeline.

**BACKGROUND:**

The economic development landscape has changed dramatically in recent decades and continues to evolve at the velocity of changes in innovation, technology and globalization. Yet our local (and even state and national) models for economic development have remained fairly static over this time. For many years in our community, people have observed and discussed our local economy in terms of its potential. More harsh critiques note its persistent lack of investment, slow and siloed decision-making, absence of coordination, little or no discernible strategic planning and even an overall complacency related to our local economic development efforts. In recent years, a dichotomy began to evolve characterized by local governments, universities, businesses and entrepreneurs individually and collectively engaging in a level of effort around innovation, job creation, talent retention, creativity and entrepreneurship not previously experienced in our community.

Recognizing the need to invest in and cultivate this evolving landscape, the County and City Commissions approved becoming only the second community in the state of Florida to include economic development as part of their sales tax initiative. On November 4, 2014, 65% of the voters overwhelming approved a 20-year extension of the sales tax, which included 12% (estimated at \$90.7 million) set aside to support economic development projects, programs, and initiatives. Understanding the enormity of the opportunity for transformational change created by the sales tax, and in order to support, sustain and propel our collective economic development efforts, a new model is required.

Blueprint 2000 Intergovernmental Agency

Item Title: Proposed Ecosystem Model for Economic Development Meeting

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Economic Development Organization (EDO) Best Practice Models and Comparables:

The following section is provided because members of the IA may wish to have a broader context of other EDO models. The field of professional economic development has expanded significantly during recent decades. Currently, there are more than 13,000 primary economic development organizations within the United States and many more internationally. The three primary models for economic development organizations (EDOs) are *public-based* with strong private sector engagement, *private based*, and *public-private* models similar to the former Economic Development Council (EDC).

There is no ideal structure based on the size or development of a community. The success of an EDO largely depends on the processes, leadership, and development and implementation of a strategic plan that fits the community best. Generally, economic development organizations focus exclusively on economic development activity, programs and services, allowing natural growth from the local economy to spur community and business development.

According to the International Economic Development Council (IEDC), a high-performing EDO fulfills its mission by following internal best practices. “It builds relationships and community capacity to foster broad prosperity and it embodies adaptability, responsiveness and integrity. It sees, and sometimes makes, new opportunities. It employs its capacities and resources to the fullest, sets its goals high, and works diligently to attain them.” The IEDC’s Economic Development Research Partners Program found that organizationally, high-performing EDOs tend to share eight success factors. Top performing EDO’s:

1. Are customer-driven;
2. Operations align with a strong strategic plan;
3. Measure results and make adjustments accordingly;
4. Serve as creative risk-takers;
5. Build strong alliances and networks across sectors;
6. Earn the trust and respect of their communities and stakeholders;
7. Are highly efficient with funding and resources, and
8. Invest in their people with professional development opportunities.

According to a staff review of EDO best practices, “Economic development is about positioning the economy on a higher growth trajectory. It is the product of long-term investments in the generation of new ideas, knowledge transfer, and infrastructure, and it depends on functioning social and economic institutions and on cooperation between the public sector and private enterprise. Economic development requires collective action and large-scale, long-horizon investment. It is within the purview of government” (-UNC Chapel Hill: <https://www.eda.gov/tools/files/research-reports/investment-definition-model.pdf>).

EDOs typically have the following core functions: collecting and analyzing data analytics; providing data analysis and recommendations to strategically plan for economic development; marketing and promotion of the community, including handling prospect visits; business retention and expansion; workforce development and talent retention and acquisition; business incubation and acceleration; and participates and supports entrepreneurial/startup activity. As part of the extensive best-practice review, staff reviewed a number of comparable communities to examine in depth the various models that align with our present status and opportunity, have been identified as best-practice, and/or provide relevant aspirational achievement that our

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community can benefit from: Lee County, Florida; Charleston County, South Carolina; and Nashville, Tennessee. Additionally, the Mayor's Office has provided a summary of 13 other EDO's which has been included as Attachment #1.

Lee County, Florida: The Fort Myers Regional Partnership is the regional brand name for the Lee County Office of Economic Development (public model). Serving as the EDO, its Office of Economic Development interacts with the private community through the Horizon Council and Horizon Foundation. In addition, the County has developed a public-private advisory board, which functions similar to the EDCC established as part of the governance of the sales tax economic development program. The strategic planning process was led by the Executive Committee for a long-range plan to 2025 detailing partner roles and economic development benchmarks. Lee County incorporated a collective private enterprise voice in developing a strategic roadmap to 2025 and appears to have built a strong alliance and network across sectors.

Charleston, South Carolina: The Charleston County Economic Development Department (CCEDD) is a county government office. It works closely with the Charleston Regional Development Alliance, a non-profit economic recruitment and marketing organization serving as the EDO (public & non-profit model). The regional office works in tandem to the local office as it markets the Charleston region on behalf of three counties and partners throughout the region, smaller municipalities, and government allies in Charleston County. Through measuring results, the CCEDD adjusted after it concluded that the regional alliance was focusing more upon gaining investors and managing board relations than it was spending time recruiting industry. The county, in efforts to be efficient with funding and resources, reduced funding to the regional board to reallocate funds to assist in both current industry retention efforts and recruitment of new industry.

Nashville, Tennessee: Partnership 2020 is a public-private enterprise that utilizes eleven staff members from the Nashville Chamber of Commerce and serves as the EDO for the Middle Tennessee region. This public-private partnership reflects a model used locally prior to the separation of the EDC and the Greater Tallahassee Chamber of Commerce. Partnership 2020 is executing a five-year economic development strategy from 2011 to 2016 with funding and leadership provided by the public and private entities. Nashville focuses on its regional assets and serves as a creative risk-taker. The city approaches economic development by investing and building upon an international brand of Music City and tourism as the city's No. 2 private employer. The strategic planning process and community-wide effort of economic development efforts led to Partnership 2020. Economic development efforts, from the public and private arm, are guided through this strategic plan. Funding and leadership rose through cross-sector efforts of 280 corporate, association, and government entities.

The key elements of success that the majority of these entities possess are a strong partnership between the private and public sector and a long-range strategic plan.

### Recommended Model

As described in the following analysis, staff proposes a model that is not merely an incremental improvement in the way the economic development function is provided in our community, but will result in framework to support a true economic development ecosystem positioned to provide results equal to the opportunity that presents itself. This economic development ecosystem model:

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***Ensures accountability, transparency, citizen engagement and professional management of economic development projects, programs and initiatives, while simultaneously leveraging ideas, innovations and intellectual capital through the continuous coordination of the community's economic development partners.***

Given the importance of speed in decision making and clarity of mission inherent in economic development, the model features one governing body supported by citizen and community review, expert input, layers of accountability and transparency, and dedicated professional staff. For purposes explained more fully in this agenda item, this proposed model recommends utilizing the Blueprint organizational structure to support and enhance the local economic development organization (EDO). This organizational structure affords the opportunity to align and fully leverage considerable technical and professional resources which currently reside within the County and City Economic Development Offices, Planning Department, GIS, and Blueprint, and to eliminate the existing duplication of efforts. As such, this model includes a consolidated Office of Economic Vitality housed within the Department of PLACE. In addition to the alignment of resources, this organizational structure also provides for an integration of policy, the collection and utilization of data, and coordinated implementation of projects and initiatives which cross over the planning, land use and economic development spectrum. This office will provide a one-stop-shop for economic development and will be responsible for the day-to-day execution of a strategic economic development plan to be developed and implemented utilizing the considerable expertise of our community's economic development partners.

### **ANALYSIS:**

Our community is fortunate to have a stable local economy supported by strong local businesses, excellent schools, progressive local governments and a wealth of talent due to the presence of our institutions of higher education. We have enjoyed steady, incremental progress in the area of economic development and have been well served by an economic development model featuring the Economic Development Council (EDC) as the community's EDO. This model has benefitted from strong volunteer participation and highly professional leadership, but has operated with very limited non-dedicated local government funding and business member contributions from a relatively small local business base. While this model has not suffered from a lack of commitment from local business, local government or the organization's professional staff, it has had limited capacity to coordinate and fully leverage the economic development assets of this community.

The evolution of our community's economic development efforts, including passage of the sales tax with significant revenues dedicated to economic development, requires a new model to serve as a foundation to support an economic development ecosystem. This ecosystem model is necessary to grow and sustain the economic health and vitality of the community. As with any type of ecosystem, the health of the ecosystem is not determined by the absence of threat or challenge, but by the presence of a resilient, sustainable model which utilizes the diversity of its resources to the greatest extent and promotes the interdependence of its community members. To provide the foundation necessary for the economic development ecosystem to thrive, staff recommends establishing the Blueprint Intergovernmental Agency as the new EDO.

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### Blueprint Intergovernmental Agency

When the County and the City created the Blueprint Intergovernmental Agency and the organizational structure to implement the infrastructure sales tax passed in 2000, it was born from a collective sense of urgency in the community to realize the potential before us and the knowledge that things had to be done differently to get the results that were possible. The unique organizational structure was created to unify governing, policy and funding decisions, eliminate silos, leverage significant financial resources from outside the community, and unleash the private sector to do their work inside the community. Because of the significant infusion of dedicated public dollars provided through the support of the local electorate, the structure was designed to provide transparency, accountability, reporting, independent financial review, and citizens' input. Importantly, it also put in place a management structure that not only brought all the resources of the County and City governments to bear but provided singular focus in the strategy, planning, and execution of projects. The results relative to infrastructure have been transformational across the community, and the same is anticipated by integrating economic development efforts into this model.

### *Blueprint Structure Delivers Results*

Infrastructure has always been an integral driver of economic vitality. Commerce and industry rely on highways, water, electricity; the pipes, roads, and bridges to support economic activity in order to build healthy, vibrant communities. A well planned and highly functioning public infrastructure quite literally creates the pathways to move commerce and lays an essential foundation necessary to attract private investment. In an increasingly mobile economy where more and more people decide where they want to live and work (and in that order), infrastructure like parks, trails and greenways which support recreational and cultural activities are not only important to a community's quality of life, but are differentiators in recruitment and job growth.

The existing infrastructure sales tax has provided tremendous economic benefit to this community. At a time when communities throughout the country have faced notorious challenges associated with aging infrastructure, deferred maintenance, disinvestment and unsustainable infrastructure financing, this revenue source provided our community the ability to build "game-changing" projects, create countless jobs, and spur significant private investment. And the results have been obvious to anyone living in or visiting the community. What has not been as obvious to those unfamiliar with the inner workings of local government is the vital role that the Blueprint organizational structure has played in effectuating these results.

### *Blueprint Ensures Accountability*

Much of the success of the current sales tax funds can be attributed to the structure of Blueprint which provides for intergovernmental coordination and cooperation, citizen involvement in important decision making, and integration of project planning and project implementation. Specific to the economic development proceeds, the Sales Tax Committee also recommended, and the City and County incorporated into the interlocal agreement, the following quality control mechanisms in to the governance of these funds:

- Require all economic development projects and participating groups to maintain (for the life of the tax) detailed records of activities and expenditures.
- Full accounting transparency including sources and uses of funds.
- Periodic reports detailing the relevant performance metrics of each funded project.

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- Full financial and compliance audits performed by nationally recognized independent auditing firms.
- Allocate sufficient funding from the economic development portion to provide financial oversight and accountability.

Blueprint is governed by the IA (County and City Commissions) and its daily operations are overseen by the Intergovernmental Management Committee (County Administrator and City Manager) and the Department of PLACE (Planning, Land Management and Community Enhancement). The combination of County and City Commissioners all serving on the IA Board allows for joint project prioritization, policy direction, and funding determination for the community's most transformational projects which are holistic in nature and transcend governmental jurisdictional boundaries.

### Economic Development Ecosystem

To achieve the level of inter-organizational alignment of resources and strategic focus provided by the proposed model would be considered a tremendous accomplishment on its own. However, as previously mentioned the design of this model is not only intended to result in significant enhancements in efficiency and effectiveness in the area of economic development, but to provide a framework to support a true economic development ecosystem.

According to Victor Hwang of Forbes (April 26, 2014), "When an ecosystem thrives, it means that the people have developed patterns of behavior – or culture – that streamline the flow of ideas, talent, and capital throughout a system." The proposed ecosystem is designed to reinforce this culture through the engagement and leveraging of our community partners' ideas, talent and capital. Our community is fortunate to have numerous strong public and private organizations and partner agencies committed to the economic vitality of the region.

Within an economic ecosystem, the function of leaders is valued by the community because it enables all stakeholders and partners to move to a shared vision to align their investments and to find mutually supportive roles. For an economic development ecosystem to thrive, it requires a "keystone" organization. Blueprint is not only uniquely structured to be the keystone organization in the economic development ecosystem, but has a proven track record in implementing an ambitious vision through working with community partners to execute projects, engaging citizens and operating as a transparent, accountable public entity.

Keystone organizations in the economic development ecosystems:

- Provide leadership in the development, operation and distribution of the assets (*sales tax proceeds*) that ecosystem members use to build or deliver products and services.
- Establish trust relationships through collaboration and coordination with economic development partners.
- Do not compete with ecosystem members.

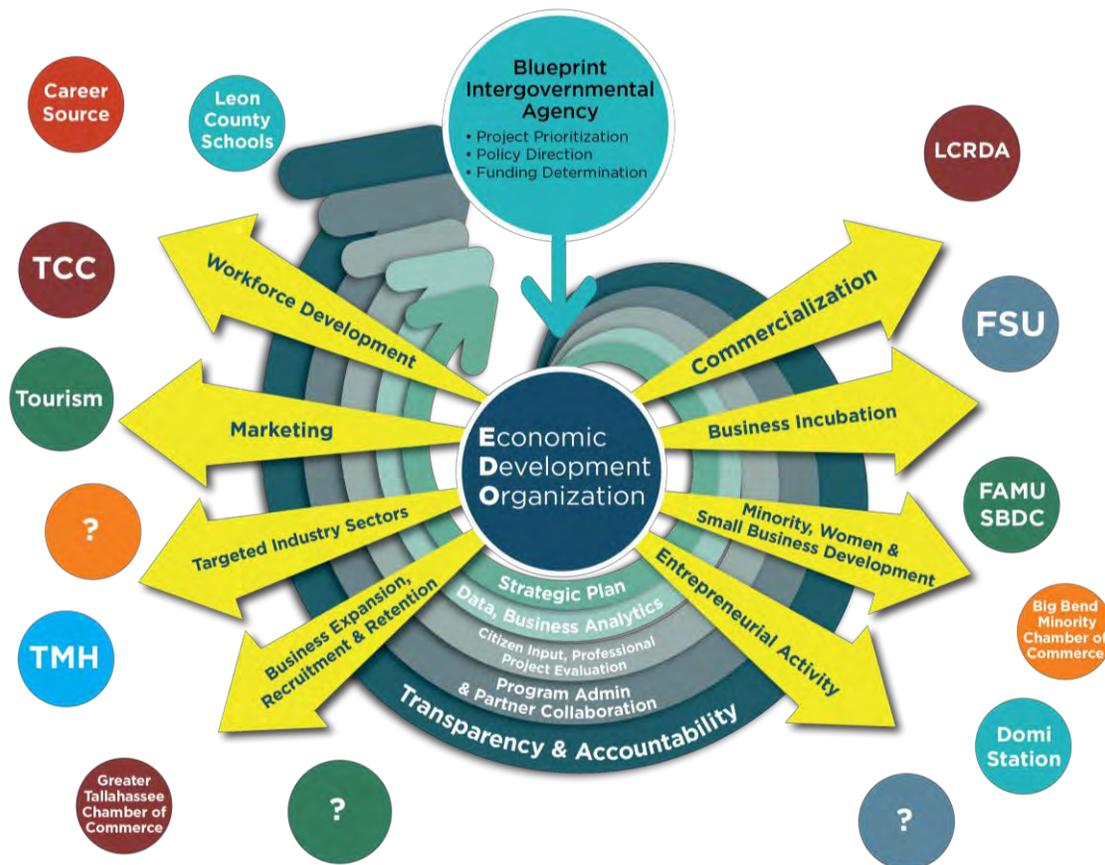
This community's economic development ecosystem addresses all of the key factors that Dr. Rosabeth Moss Kanter, professor of business administration at the Harvard Business School, suggests make an ecosystem function:

“...turning ideas into enterprise; linking small and large businesses; better connecting education to jobs; and encouraging cross-sector collaboration.”

Through formalized relationships with economic development partners, and the leveraging of community resources, the ecosystem provides the necessary environment for all of these factors to thrive. The keystone organization provides the foundation for partner entities and independent organizations to perform in a collaborative coordinated environment that allows all entities to interact in a mutually beneficial manner. This alignment allows the community to move toward a collective vision.

Building on industry best practices, and the inherent strengths of our community, Diagram 1 (larger version in Attachment 2), provides a graphic depiction of how the proposed local economic development ecosystem functions.

**Diagram #1: Economic Development Ecosystem**



The balance of this agenda item outlines the specific elements of our local economic development ecosystem, the proposed approach to developing a long term strategic plan for economic development, comparison of other EDOs, proposed improvements to the EDCC and an implementation timeline.

Proposed Ecosystem Model Enhancements

Because of Blueprint’s historic role in the planning, design and construction of “hard” capital projects, it might at first blush be difficult for some to recognize the advantages of this structure

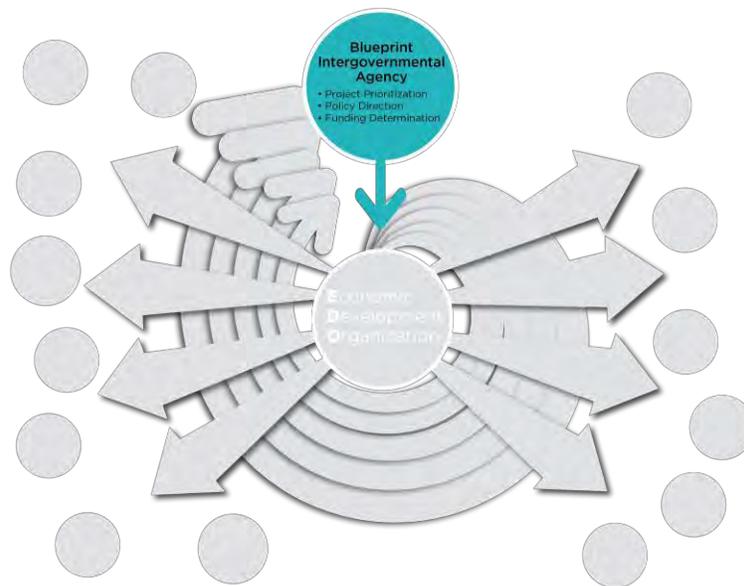
in supporting economic development. By design, the Blueprint structure has proven to be a model in the expert administration and project management of these “hard” projects. It should be noted that the proposed model (by design) advances the “hard and soft” aspects of economic development.

Like the “hard” aspects of capital projects that the Blueprint structure has proven to be a model in effectuating, economic development also has considerable “hard” elements which require similar management and oversight. These also include facilities, money, programs, labor, supply chains, legal contracts, and so on. In supporting the economic development ecosystem, the Blueprint structure will also by design prove to be very capable in facilitating the “soft” elements of economic development which include connectivity, trust and collaboration.

The following analysis provides more details related to the benefits of utilizing the Blueprint structure to support the economic development ecosystem.

### *One Accountable Governing Body*

Under the previous approach to our local economic development efforts, there were two distinct local governments and an EDC with a separate governing board of more than forty members. While the entities worked well together and had formalized contractual relationships for the administration of specific economic development programs, the model was incapable of leveraging the economic development resources of the community in a comprehensive economic development strategy.



Even executing the basic “blocking and tackling” of economic development through the utilization of “shelf-ready” state and local incentive programs like the Qualified Targeted Industry Program (QTI) or the Targeted Business Program (TBP) could be very cumbersome and time consuming under the previous model. The proposed model addresses concerns identified in recent years by local businesses and applicants seeking tax incentives regarding the lag time between the scoring of an application and the approval by the County and City Commissions. Both Commissions’ agenda processes require at least a two-week lead time in order to prepare

and publish the agenda items approximately one week before their respective public meetings. The more complicated the proposal, the more lead time that is generally needed for staff to review the legal, financial, and policy implications of a project.



Convening as two separate policy making bodies, the County Commission may impose certain changes or requirements during its meeting on Tuesday night while the City Commission could modify its requirements on Wednesday night. Such a scenario would require a two week delay and reconsideration by both Commissions in order to approve identical tax incentive terms. Shifting these policy decisions from the individual Commissions to the IA offers greatly improved efficiency, not only for businesses seeking tax incentives, but for the deliberation of all economic development policy benefitting the community.

#### *The Creation of a One-Stop-Shop: The Office of Economic Vitality*

The proposed economic development ecosystem also features the creation of a one-stop shop for the coordination of economic development efforts for the implementation of a strategic economic development plan. As previously mentioned, until recently the County and City contracted with the EDC to serve as the official EDO for the administration of specific economic development programs with countless other organizations in the community performing other independent economic development activities. In furtherance of the one-stop-shop concept and for the proposed ecosystem to have maximum impact, staff is recommending a consolidation of the County and City economic development offices within the IA structure under the Department of PLACE, to be named the Office of Economic Vitality. The Tallahassee/Leon County Office of Economic Vitality will merge County and City resources to create unified processes and administration of existing programs, perform analysis and program evaluation, conduct centralized reporting and coordinate collaboration efforts among economic development partners.

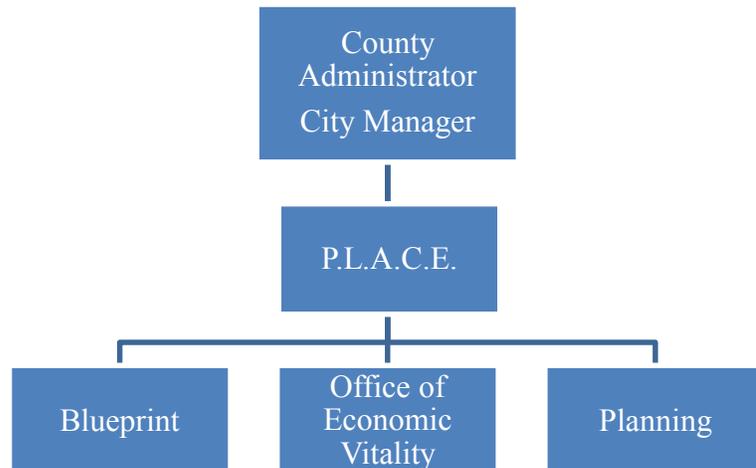
#### *Organizational Alignment*

Another advantage of the proposed economic development ecosystem model is its organizational alignment with the Department of PLACE. This proposed organizational structure provides for the optimization of considerable shared human and technical resources, the integration of policy,

the collection and utilization of data, and coordinated implementation of projects and initiatives which cross over the planning, land use and economic development spectrum. It will also greatly improve communication and promote employee buy-in to a common goal. This organizational capacity is expected to represent a distinct competitive advantage in achieving economic development goals.

*Diagram #2: PLACE Proposed Organizational Chart*

As mentioned, the alignment of the Office of Economic Vitality within PLACE brings tremendous resources to our proposed model not found in a typical economic development model. Among these resources are our nationally recognized joint Planning and Geographic Information Systems (GIS) Departments. This structural relationship with Planning provides numerous opportunities for collaboration in support of business recruitment, retention and



expansion. Planning Department resources, such as DesignWorks, provides developers a world class resource in assisting in site layout, land use optimization, massing and human scale development. This departmental alignment allows needed land use changes in support of possible business expansions and recruitments to be coordinated on a daily basis and expedited through the decision making process. A typical “stand-alone” economic development model might offer prospects information relative to existing zoning requirements or refer them to a contact person within a planning department to inquire about procedures related to land use changes, etc. However, this model provides for a seamless integration of the planning process for economic development purposes.

In addition, the proposed model brings to bear GIS and other related systems, which are rapidly becoming essential economic development tools. In addition to existing geographical information layers, our GIS/economic modeling capabilities are quickly expanding to include identifying industry clusters, demonstrating workforce availability and illustrating the economic impact of particular businesses.

The two economic development projects specifically identified as sales tax extension priorities, The Madison Mile Convention District and improvements to the Airport (Phases I and II) illuminate the benefit of this organizational alignment. Estimated to account for approximately one-third of the anticipated economic development funding, both of these large-scale projects require master planning, site planning, and coordination of several County, City and intergovernmental agencies, including capacity improvements leveraged by Blueprint, all functions coordinated through PLACE.

*Staffing*

As previously mentioned, the proposed economic development model provides the opportunity to realign existing staff with a high level of technical and professional expertise from County and City economic development, planning and GIS functions. These realigned resources will provide invaluable support and considerably increased capacity to the economic development function, without a corresponding need to increase funding. However, for the proposed model to reach its full potential, the City Manager and County Administrator

recognize the need to hire a top professional to lead the Office of Economic Vitality. To fill this position, along with two additional program positions, will require the redirection of the existing annual funding previously provided to the EDC. As with all positions within the City and County governments, many of which require professionals of the highest responsibility, expertise and specialization, the County Administrator and City Manager will direct a competitive hiring process that ensures the most qualified candidates are ultimately selected.

*Diagram #3: Office of Economic Vitality Organizational Chart*



*Data and Business Analytics*

Existing staff which currently provide research, planning, graphics and GIS functions will be realigned in the proposed model to create a Research & Business Analytics Division within the Office of Economic Vitality. This division will monitor current economic trends and conditions, analyze business, economic and demographic information, prepare the community statistical digest as well as other publications and specialized reports, and gather data and analysis for grant applications. This business analytics function will represent a vast improvement over what currently exists and will play an important role in the proposed model. This function will provide the proposed model with the capacity to translate vast amounts of complex data into clear, manageable information to help inform internal and external decision making.

*Existing Program Execution and Project Evaluation*

The proposed economic development model will ensure no disruption in the management of existing programs and once fully staffed will result in more efficient evaluation and approval processes of existing programs, in addition to the considerable other benefits included in this analysis. The proposed model also contemplates the immediate reduction of triplicate reporting requirements imposed by the 2010 Florida Legislature. Economic development organizations that contract with counties and cities, such as the EDC, are required to submit a report to the respective local governments detailing how the public funds were spent on economic incentives and the results of the organization's efforts on behalf of the local government. In turn, local governments must file a comprehensive report detailing their economic development efforts to

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assist the state's efforts in compiling statewide data on the level of public and private investment at the local level.

*The Creation of a Long Term Strategic Plan for Economic Development*

The proposed model contemplates the creation of a strategic plan for economic development, something that we have not previously had to guide our community's economic development efforts and evaluate our progress. The plan will include objective situational, cultural, strategic, and stakeholder analysis, the identification of clear goals, and a mechanism for monitoring, measurement and feedback.

This plan is proposed to be developed with community stakeholders from March 2016 through July 2016. The objective is for the strategic plan to be completed and presented to the IA for final approval in September 2016. In close collaboration with the IA, private sector, entrepreneurial and economic development stakeholders, and the professional staff, the strategic plan will be formed to incorporate and address following factors (but not limited to):

- Evaluation of local economic, fiscal (incentive), industry, land, housing and workforce strengths and weaknesses to assess the community's place in the broader regional, national, and global economy;
- Creation of an economic development vision and goals, which will be utilized to develop comprehensive strategies to attain goals in the short, medium, and long term;
- Development of strategic programs and service processes that both leverage and incorporate existing community stakeholders, assets and resources, and ensure ROI for all investments, program efficiencies, and efficient goal achievement.

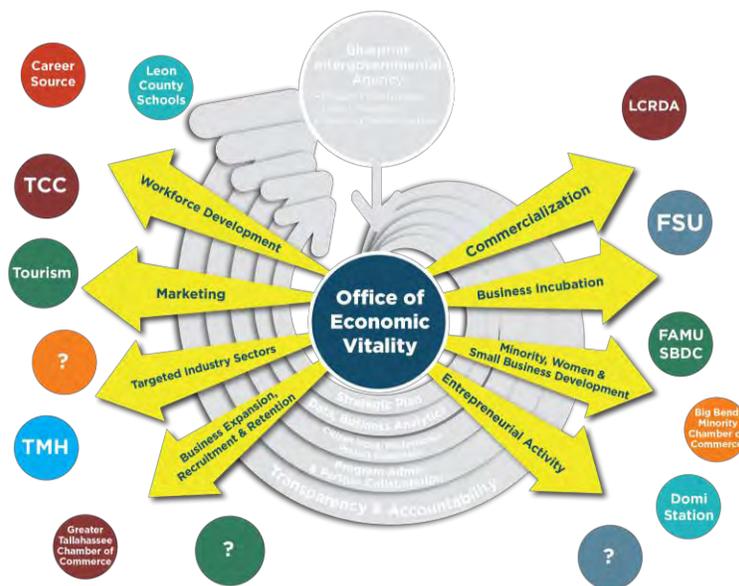
Finally, this long-term strategic planning process, with the assistance of a professional consultant, presents an opportunity to create an open discussion amongst business leaders and community partners to develop a vision and goals in collaboration with IA on economic vitality of our region. It is imperative that members of the business entities, institutions of higher education, and other key community partners and entities be engaged during this process to provide feedback and input on workforce development, marketing, targeted industry sections, commercialization, business incubation, minority women and small business expansion, entrepreneurial activity, and business expansion, recruitment and retention. Once this input is gathered, staff anticipates convening the first meeting of the EDCC review and provide comments on a draft strategic plan prior to it being brought to the IA for consideration.

Staff has identified a locally based team and external private consulting solution that is uniquely situated to assist the IA and our community in this Plan's development. Vision First Advisors is considered a strategic leader in the field and is led by President/CEO Gray Swoope. With over three decades of proven economic development and strategic planning experience in both public and private sectors, Mr. Swoope most recently served as Florida's Secretary of Commerce. As President and CEO of Enterprise Florida, Inc. (the State EDO he also led), he increased competitive projects by 40%, resulting in 73% more new jobs and 95% more capital investment than in 2011. Prior to his experience in Florida, he served as the Executive Director of the Mississippi Development Authority and was recognized by site selectors and businesses as one of the most responsive state economic development teams in the nation.

Initial review has led to a determination that Vision First Advisors is the best-qualified, most robust, top-expert, locally-based external contractor solution to engage for this purpose. Staff is recommending the Intergovernmental Management Committee (IMC) enter into a contractual relationship to lead the work effort in creating a long term Strategic Economic Development Plan utilizing funding previously allocated to the EDC contract.

### *Leveraging the Community's Economic Development Partners*

As previously mentioned the Office of Economic Vitality serves as the EDO and the keystone entity of the proposed ecosystem model for economic development. Thus far, this analysis has described the considerable advantages of the proposed model in terms of the added capacity associated with the organizational structure and optimization of resources. As an ecosystem model, however, the real power this design creates is in the leveraging the ideas, innovations and intellectual capital of the community's economic development partners.



Based on the strategic economic development plan approved by the IA, projects and programs will be reviewed and evaluated by the EDCC and CAC (described in more detail later). Upon final funding determinations approved by the IA, contracts will be executed with community partners to implement specific activities. As reflected in the ecosystem graphic, the plan will take into consideration: workforce development, minority, women and small business development, targeted industry sectors, business expansion, recruitment and retention, commercialization, business incubation, marketing and entrepreneurial activity.

There are currently numerous community partners that the IA may ultimately contract with for implementation of the economic development strategic plan. These partners range from FSU, the Greater Tallahassee Chamber of Commerce, the Big Bend Minority Chamber of Commerce, CareerSource, Leon County Schools, LCRDA, Domi Station, FAMU SBDC, and other targeted industry leaders. However, given the long term nature of the sales tax (20 years) there are also agencies/entities/new businesses that will develop over time and may be engaged as a future partner to assist in the plan's implementation.

In addition to the important role in monitoring contracts in advancement of the strategic economic development plan (thereby not competing with other ecosystem members), the newly created office establishes trust relationships as the ecosystem's "keystone" organization. In establishing these trust relationships, the Office of Economic Vitality serves as the central "hub" in actively creating opportunities to coordinate and connect both private and public sector ecosystem members. And, when gaps or missing pieces of the ecosystem are identified, the Office of Economic Vitality leads the effort to seek out and create new partnership opportunities or augment successful initiatives by providing additional resources.

*The Economic Development Coordinating Committee (EDCC)*

The proposed economic development model reflects previous commitment, memorialized in existing executed the Interlocal Agreement between the County and the City which governs the sales tax extension, of the prominent role of the EDCC as an advisory body. The EDCC will provide professional advice, technical expertise, and funding and programmatic recommendations on matters with respect to sales tax funded economic development projects and programs. As representatives of their respective organizations, individual EDCC members will participate in the strategic plan development process. As stated previously, the EDCC will be convened to review and provide comments on a draft strategic plan prior to it being brought to the IA for consideration.

To further enhance the business expertise on the EDCC, staff recommends three initial additions, as noted in underline below, as well as future additional business leaders representing targeted industry sectors:

- County Administrator Designee
- City Manager Designee
- FSU Vice President of Research
- FAMU Vice President of Research
- TCC Vice President of Economic & Workforce Development
- Executive Director of Leon County Research and Development Authority
- CEO of CareerSource Capital Region
- President of the Greater Tallahassee/ Leon County Chamber of Commerce
- President of the Capital City Chamber of Commerce
- President of the Big Bend Minority Chamber of Commerce
- Chair of the Committee for Economic Opportunity (CEO).
- Dean of the FSU College of Business
- Regional Director of the Small Business Administration at FAMU
- Based on the results of the proposed strategic plan, it is recommended the EDCC be expanded to include additional business leaders from specific targeted industry sectors that would be approved by the IA.

Staff recommends amending the agreement to call for a vote of the membership to determine the annual Chairman. This provides a leadership opportunity for each of the stakeholders represented on the EDCC to serve as Chairman.

In addition to the EDCC, the proposed model also reflects the previous commitment memorialized in the Interlocal Agreement which continues the work of the Citizens Advisory

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Committee (CAC) in advising the Blueprint staff and IA. The CAC regularly reviews works plans, financial and performance audits, and makes recommendations directly to the IA. With the passage of the sales tax extension and the inclusion of the dedicated economic development funding, the CAC membership was adjusted to include members from the Greater Tallahassee Chamber of Commerce, the Big Bend Minority Chamber of Commerce and the Network of Entrepreneurs and Business Advocates.

Implementation Timeline

The following outlines a proposed implementation timeline, should the IA proceed with staff recommendations to designate the IA as the EDO, consolidate the county and city economic vitality office, and proceed with hiring a consultant for the purposes for developing a strategic plan for economic vitality:

February 29, 2016	IA meeting and designation as the EDO
March 1, 2016	Tallahassee/Leon County Office of Economic Vitality launches
March – April 2016	Hiring Process for Office of Economic Vitality staff
April 1, 2016	Onboard professional consultant (recommended Vision First Advisors) for the development of a strategic plan
April – September 2016	Strategic Planning process (including convening the EDCC)
September 12, 2016	IA meeting and consideration of the Long Term Strategic Plan for Economic Development
October 1, 2016	Strategic Plan Implementation Begins
January 15, 2017	Submission of Required State Report
March 2017	IA Meeting and status reports on the implementation of the Strategic Plan*
September 2017	IA Meeting and Annual Report on EDO performance*
January 15, 2018	Submission of Required State Report
February 2018	Continuance of EDCC Meetings
January 1, 2020	Blueprint 2020 sales tax proceeds collection begins

\*Note: The Office of Economic Vitality will present to the IA mid-year status reports on the implementation of the long-term strategic plan. At the end of each fiscal year, an annual report will be presented regarding the EDO performance.

**CONCLUSION:**

As previously discussed, the economic development model proposed here is not merely a means to implement the economic development portion of the sales tax extension or an incremental improvement in the way the economic development function is provided in our community, but

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will result in framework to support a true economic development ecosystem positioned to provide results equal to the opportunity that presents itself.

The Economic Development Ecosystem Model:

*Ensures accountability, transparency, citizen engagement and professional management of economic development projects, programs and initiatives, while simultaneously leveraging ideas, innovations and intellectual capital through the continuous coordination of the community's economic development partners.*

As more fully detailed in this agenda item, this ecosystem model:

- Features one accountable governing body which streamlines policy and funding decision-making;
- Creates a one-stop-shop in the Office of Economic Vitality ensuring uninterrupted local EDO service provision within current expenditures and eliminates duplication of efforts;
- Provides for an integration of policy, the collection and utilization of data, and coordinated implementation of projects and initiatives which cross over the planning, land use and economic development spectrum;
- Creates a long term strategic economic development plan;
- Leverages and coordinates the considerable economic development efforts of our current and future partners;
- Is informed by the expertise of our business leaders and university professionals; and,
- Is conducted in an open, inclusive and transparent manner.

**Finally, all of this is accomplished with zero additional public funding before the Blueprint 2020 implementation.**

To effectuate this proposal, staff recommends that the IA consider approval of the following options.

**Options:**

1. Designate the Blueprint IA as the economic development organization of record for Tallahassee/Leon County.
2. Direct the County Administrator and City Manager to establish the Tallahassee/Leon County Office of Economic Vitality through a consolidation of the County and City economic development offices within the IA structure under the Department of PLACE.
3. Authorize the hiring of three full time positions to staff the consolidated Office of Economic Vitality to be equally funded by the County and City's unexpended economic development funds.
4. Direct staff to proceed with the hiring of Vision First Advisors for the purposes of developing a long-term strategic economic development plan for Tallahassee/Leon

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County area to be equally funded by the County and City's unexpended economic development funds.

5. Direct the County Administrator and City Manager to finalize amendments to the interlocal agreements for placement on the County and City Commission's respective consent agendas, which will:
  - a. Create the local economic development organization equally funded by the City and County.
  - b. Add the Dean of the FSU College of Business, the Regional Director of the Small Business Administration at FAMU and the Chair of the Committee for Economic Opportunity (CEO) to the EDCC and allow an annual chair to be elected from the EDCC membership.
  - c. Based on the results of the proposed strategic plan, it is recommended the EDCC also be expanded to include additional business leaders from specific targeted industry sectors that would be approved by the IA.

**RECOMMENDATION:**

Options #1 through #5

Attachments:

1. Mayor's Office EDO Research
2. Economic Development Ecosystem

## **Executive Summary of EDO Research**

The economic development organization is seen as an organization dedicated to the economic development of a town, city, and county. In response to events involving the City of Tallahassee's recent EDC changes, research on the best practicing EDO's nationwide was compiled. The current compilation consists of 13 examples of highly recognized EDO's in the U.S.: Orlando, FL; Tampa, FL; Lansing, MI; Ponca City, OK; Pasco County, FL; Greater Omaha, CO; Southwest Louisiana, LA; McKinney, TX; Austin, TX; Seattle, WA; Charleston, SC; Nashville, TN; Chattanooga, TN.

The few patterns observed during the research collection consisted of:

- **Emphasis on technology i.e.**
  - Social media presence
  - Updated websites/practices
  - Emphasis on technology sector
- **Incorporative financial structure**
  - Public & Private funding
  - Staggered dues by private members
    - Encouraged small & large private investor involvement
- **Similarity in Structure of EDOs**
  - Direct partnership w/ regional Chambers
  - Physical location for EDCs
  - Structure quasi-public/private partnerships
  - Permanent staff for EDCs
- **Easy Accessibility of economic incentives to recruit businesses**
  - Clear, direct advertising
  - simple applications
- **Short & Long-term goals set by committees to specify strategy and increase transparency**
  - 1 & 5 year plans
- **Focus on Local talent Retention and emphasis on the arts & creativity**



## **Orlando Economic Development Department**

<http://www.orlandoedc.com/Home.aspx>

### **Mission of the Economic Development Department:**

To stimulate and guide the development of a vibrant, livable city that nurtures a creative, diverse and balanced economy for Orlando's citizens, businesses and visitors.

### **Economic Development Department:**

- nearly **200** employees encompassing six City divisions:
- Planning, Permitting Services, Code Enforcement, Business Development, Transportation Planning and Downtown Development Board/Community Redevelopment Agency (**DDB/CRA**).

### **Other Partnering Economic development organizations including:**

- [Orlando Economic Development Commission](#),
- [Orlando, Inc.](#)
- [National Entrepreneur Center](#),

**Structure of Orlando EDC:** not-for-profit, public-private partnership serving Orange, Seminole, Lake and Osceola counties, and the City of Orlando. The Orlando EDO consists governmental partners such as Commissioners from Orange County, Seminole County, Lake County, Osceola County, and the City of Orlando as well as the Mayor's for the City of Orlando and Orange County. Other partners are listed on various funding levels including the **Orlando, Inc. - Orlando Regional Chamber of Commerce.**

- Orlando's EDC initiatives are supported by hundreds of private companies committed to the long-term prosperity of the region which include benefits according to contribution level (i.e. Governors Council contribution include: a seat on the Governors Council, EDC Executive Committee, Consideration for Board of Directors, etc.)\

**Mission of EDC:** to aggressively attract, retain and grow jobs for the Orlando Region

**Funding: Investment levels** (*all levels constitute the minimum amount necessary to be on respective level*)

- Governor's Council - **\$100,000**
- Policy Council - **\$50,000**
- Ambassador Council - **\$25,000**
- Corporation Council - **\$15,000**
- Partner - **\$7,500**
- Small Business - **\$3,500**

### **Fiscal Impact:**

- EDC Annual Job Goal: Average of 5,200 new jobs per year
- Impact of \$11.2 billion in new revenues by Year 5 with branding
- EDC Impact of 30 years
  - 9.8 Billion Capital Investment
  - 180,100 jobs
  - +80.4M Square footage

### **Awards/Recognitions:**

- Forbes featured Orlando as one of the best places for business and careers.
- Orlando named one of the “Most Promising Tech Hubs of 2014” by Techie.com.
- Orlando consistently leads the list of the top cities for conventions according to *USA Today*.
- MoneyTree reported the Orlando area led the state in venture capital during the second quarter of 2014.
- Orlando named among the top 25 cities in the U.S. for small business by Biz2Credit.
- CNN placed Orlando among 10 fastest growing cities in U.S.
- Orlando identified as a “best city” for Millennials by Forbes.

**Tampa-Hillsborough Economic Development Corporation**

<http://tampaedc.com/>

**Overview of Tampa-Hillsborough EDC-** Established in 2009, includes Hillsborough County and cities of Tampa, Plant City, & Temple Terrace.

**Mission of EDC** - Develop and sustain a thriving local economy by focusing on the attraction, expansion and retention of high-wage jobs and capital investment.

**Structure of EDC** - *partnership between public sector and private corporate investors in affected areas*

- **3** annually elected executive board members consisting of business and university leaders in the area
- **4** permanent executive board seats for mayors of affected cities (Tampa, Plant City, Temple Terrace) & Hillsborough county commissioner
- **19** full-time staff charged with day-to-day operations

*Businesses have organizational voting privileges depending on their level of contributions annually to the EDC.*

**Other Partnering Economic development organizations including:**

- *Enterprise Florida, Inc.* (EDC is local affiliate for state EFI)
- *Tampa Bay Partnership*
- *Tampa Bay Export Alliance (TBEA)*

**Relation to Chamber of Commerce:**

- *EDC split from the Chamber of Commerce in 2010, now an independent entity that is privately & publicly funded*

**Fiscal Impact of Tampa-Hillsborough EDC:** (for-profit organization)

- **146** company investors since establishment
- More than **20,000** jobs added since 2009
- **\$1.2 billion** in capital investments in Hillsborough County
- EDC revenue for 2015 was **\$3.115 million**
- Budget of **\$3.054 million** for EDC in 2015

*Tampa-Hillsborough EDC requires a membership fee for prospective investors with four different categories:*

- Partners - **\$5,000** annually
- Board of Directors - **\$10,000** annually
- Executive Committee - **\$25,000** annually
- “Circle of Champions” - **\$50,000** annually

**Awards/Recognition:**

- **2 “Addy” Awards** (2014 & 2015) - for excellence in digital advertising
- **Silver Dailey Award** (2015) - recognizing economic councils with big impact and smaller annual budgets

**Lansing (Michigan) Economic Development Corporation (LEDC)**

<http://edc.lansingmi.gov/>

**Structure of EDC**

*quasi-governmental agency, a separate corporation run by an independent Board of Directors.*

Partnership between the two entities (Lansing Economic Development Corp and Lansing Economic Area Partnership) occurred July 1, 2012

- Lansing region consists of both the City of Lansing and the entire three-county region.
- There are nine Board members nominated by the Mayor of Lansing and approved by the Lansing City Council. One of those Board seats, per state law, must be held by the city CEO (Mayor Bernero) or his representative. (The Board is made up from the region and hold six year terms.)

**Mission of EDC:** The LEDC is to foster a diverse and entrepreneurial-based sense of place and economic climate that sustains growth in private jobs and investment, developing the city of Lansing into a top tier urban capital city in the Midwest.

**Funding**

Funding comes from a variety of sources including:

- Annual contract for services with the city of Lansing
- 5% admin. from annual TIFA revenues
- Brownfield admin., incentive application fees
- Interest income from financial accounts
- Revolving loan fund repayments with interest and grant admin.

**Incentives** - There are several incentives offered for example:

- **Act 425 Agreements** allow two or more local governments to cooperate and share the costs and benefits of economic development. (i.e. a City with excess capacity in utilities or special development incentives, can partner with a Township that has large undeveloped tracts of land. With the Agreement, both the upfront public costs of infrastructure to support the development and the new taxes it generates are shared by the City and Township.

**Fiscal Impact in 2009:**

- EDC Incentive Programs Used = 121
- Public Investment (Incentives) = \$177,602,415
- Private Investment = \$571,348,203
- Jobs created = 5,311
- Jobs retained = 1,722

**Awards:** Winner for improvements to human capital (2015)

**Ponca City, Oklahoma Development Authority (PCDA)**

<http://goponca.com/>

**Structure of CDA:** Public Trust, incorporated in the State of Oklahoma on July 1, 2003 to benefit Ponca City. **Governed by:** 7 board of trustees, as set forth in the Trust Indenture. Trustees are appointed by the City Commission and act independently with the authority to assign and otherwise expend the public and private funds controlled by PCDA.

**Specific Actions:** Responsibilities and organizations framework as documented in the Authority's Trust Indenture.

**Mission Statement:** provide perfect balance of work, personal life, geographic location, security and welcoming community atmosphere, you'll be proud to call it home.

**Funding:** one half cent sales tax, approved by the voters of Ponca City in 1994 thru 2018. Funds are collected and disburses to PCDA on a monthly basis.

**Fiscal Impact:**

- City's total assets exceeding liabilities (net positions) by \$151,772,100 for the fiscal year ended June 30,2014
- Net investment in capital assets, of \$107,887,957 including property equipment, net of accumulated depreciation
- Net position of \$15,576,945 are restricted by constraints imposed from outside the city, (i.e debt covenants, grantors, laws or regulations)
- Unrestricted net position of \$28,307,198 represent the portion available to maintain in the city's continuing obligations to citizens, creditors and employees
- General fund maintained operating fund reserve at \$1,900,00 during fiscal year.
- Sales and use tax revenue in the General Fund derived from 2% rate to provide basic services totaled \$8,423,532, an increase of 4.4% from the prior year.
- Ponca City utility authority increased its capital debt and refundable grant obligations by \$2,226,611 during the year ended June 30, 2014.

**Recognition and Awards**

- PCDA became an Accredited Economic Development Organization (AEDO) in 2008 and is one of only 41 accredited offices internationally.
- Selected one of the Top Ten Small Towns for Business in America by American Express, 2012.
- Recognized twice by the International Economic Development Council for the Lighten the Load Energy Savings Program in 2015.
- Recognized by the International Economic Development Council (IEDC) for the private/public and education partnership in bringing the Oklahoma State University Multi-Spectral Lab project to Ponca City 2008.
- Named the "Best Business Expansion and Retention Program of 2008" by Business Expansion and Retention International.
- Ponca City is recognized by Oklahoma Economic Development Council with the Economic and Workforce Development Best Practices Award in 2008

- David Myers, Executive Director of PCDA, was named Oklahoma Economic Developer of the Year, 2008.
- Oklahoma Best Practices Business Expansion and Retention program award in 2006.
- PCDA Job Results for 10 year period: July, 2003 to July, 2013: In excess of 3,000 jobs added in Ponca City

**Pasco County Economic Development Council, FL (non-profit)**

<http://www.pascoedc.com/>

**Overview of EDC-** Pasco Economic Development Council (Pasco EDC) was created in 1987 to foster the economic vitality and business development opportunities of Pasco County, Florida. The Pasco EDC is committed to positive growth to make Pasco County a great place to live and work. **Applicants must be small business with max of 10 employees**

**Structure of EDC** - *partnership between public sector and private corporate investors in affected areas*

- **9** full-time EDC Staffers
- **24** annually elected Board of Directors
- **3** Commissioners (Pasco County & New Port Richey)
- **1** Mayor (Dade City)
- **4** Specialized Committees (members of committees are local business leaders - no election)

**Fiscal Impact of EDC (14-15):**

- **\$552,521** of private sector funding & **\$487,450** of Pasco County public funding (**\$1,039,971** total budget)
- **\$118,267,179** capital investment of affected businesses
- **3062** businesses assisted
- **889** jobs created

**Methods to help Economic Development:**

- SMART start Incubator - can serve up to five businesses needing an office suite. Some businesses will be “on-site”, meaning they are located in the facility and others will participate as virtual or “off-site” members who do not reside in the facility, but have access to incubator business services. Co-Work space is also available for use. **(all prospective applicants must provide financial reports/defense of viable business proposal)**
- Provide demographic info. to prospective businesses
- Microloan Programs
- County-owned land leased or sold to applicants

**Recognition and Awards:**

- Won three promotional and marketing awards at the Florida Economic Development Council annual conference (2015)

## **Greater Omaha Economic Development Partnership (Prosper Omaha)**

<https://www.omahachamber.org/economic-development/index.cfm>

- **Overview:** Co-located at the Greater Omaha Chamber, the Greater Omaha Economic Development Partnership is a full-service economic development organization providing:
  - Building and site selection services
  - Small business start-up and existing business assistance, guidance, and referral
  - Minority business development
  - Facilitation of business incentives and job training assistance
  - An existing-business retention and expansion program
  - Entrepreneurial development and networking
  - Demographic, workforce, and community data
  - International trade and foreign direct investment assistance

**Structure:** Greater Omaha Development Partnership is that of a formal business environment with a CEO hired by the Greater Omaha Chamber and staff hired by administrative of Partnership.

**Fiscal Impact-(14-15):** *EDC solely funded by contributions from community leader and business partners*

- Program Contributions **\$4,100,202 (220 Investors)**
- Grants **\$400,000**
- Total Income **\$4,530,740**
- **\$4,278,451** spent by EDC on:
  - Regional Economic Development (**\$2,791,964**)
  - Brand and Image (**\$804,761**)
  - Business Climate (**\$342,115**)
  - Talent Development (**\$339,611**)
- **\$607,280,892** in new Capital Investment created
- **73** projects started (**12** startups)
- **3,282** jobs created

### **Strategy:**

- Out-of-market & international prospect visits
- Targeted industry focus (defense, financial services, agribusiness)
- **Founder's Retreat** for Startups & other community events in think-tank attempt
- **Prosper Omaha** - Aggressive five-year strategy with the purpose of targeting emerging employment sectors while encouraging Startups as well as pre-existing businesses and cultivating local talent.

### **Awards & Recognitions:**

- **Top Innovative States** (U.S. Chamber of Commerce, 2015)
- **#2- Best Places to Live** (TIMES Money, 2015)
- **#2- Best Cities to Find a Job** (Forbes, 2015)
- **#10- 25 Cities for Young Entrepreneur** (Forbes, 2014)
- **#3- 10 Best Places to Launch a Startup** (CNN Money, 2014)

**Southwest Louisiana Economic Development Alliance**

<http://allianceswla.org/> (Lake Charles, La.)

**Structure of EDA:** Southwest Louisiana EDA is an umbrella organization of the **Chamber SWLA**, SWLA Alliance Foundation, and the Southwest Louisiana Partnership for Economic Development. Each with its own Board of Directors combine resources to strengthen the business recruiting and retention efforts for Allen, Beauregard, Calcasieu, Cameron, and Jefferson Davis Parishes.

**Mission:** Develop Southwest Louisiana by creating economic opportunity, and demanding responsible government and quality education.

**Fiscal Impact:** Beat out competitors last year securing \$10.65 billion in announced projects and 817 permanent jobs. Estimated some \$64 billion in industrial plant activity is either under construction or planned in Greater Lake Charles, including Sasol's \$16 to 21 billion ethane cracker, derivatives complex and gas to liquids facility.

**Awards/Recognitions:** Recognized for leading nation in new capital investment in 2014,

**McKinney (TX) Economic Development Corporation (MEDC)**

<http://www.mckinneyedc.com/>

**Overview of MEDC:**

The McKinney Economic Development Corporation (MEDC) was established in 1993 to support the development, expansion and relocation of new and existing companies.

Statement of net position:

- Cash and cash equivalents \$ 27,522,968
- Investments 2,980,887
- Total cash and investments \$ 30,503,855
- Cash on hand \$ 200
- Deposits with financial institution 1,804,845
- Investments 28,698,810
- Total cash and investments \$ 30,503,855

**Austin, Texas Economic Development Department (EDD)**  
<http://austintexas.gov/department/economic-development/about>

**Overview of EDD:**

To effectively support and recruit business in Austin, the Economic Development Department has integrated a core global focus while supporting local initiatives through Cultural Arts, Music, Redevelopment/Downtown, Economic and Small Business Program. **Here are a few numbers describing Austin's economic situation:**

- Over **19 percent of all residents** in Austin live in poverty
- The rate of child poverty is disproportionately high, reaching **27.2 percent in 2012**
- Just **over 60% of the local public school system children** rely on subsidized lunches or other public assistance
- **53.6% of undergraduates under 25** were unemployed or underemployed in 2012
- Pool of approximately **10,000 individuals in Austin**. Hard to employ for different reasons

**Structure:**

Under the umbrella of **City of Austin municipal government & Chamber of Commerce**, the EDD is structured like a normal business environment *with an appointed president and other administrative officials approved by the city council and then hired staffers that work for the city and the department, 8 total full-time staff members*. **Austin EDD also broken up by committee divisions:**

- **Cultural Arts** – The Cultural Arts Division of the Economic Development Department provides leadership and management for the City's cultural arts programs and for the economic development of arts and cultural industries.
- **Global Business Recruitment & Expansion** - The Global Business Recruitment and Expansion Division increases jobs and investment in Austin through business attraction and by assisting local businesses with international expansion and trade.
- **Music & Entertainment** - The City's Music & Entertainment Division is an economic development accelerator and centralized resource center for Austin's music industry, and an active community partner for Austin's citizens, community groups, and neighborhoods.
- **Redevelopment** - The Economic Development - Redevelopment Division is rebuilding key assets of the city and administering public-private redevelopment agreements that support mixed-use project development and downtown redevelopment. Currently, several projects have entered active design and construction phases requiring increased levels of developmental involvement. The Redevelopment Division is well versed in developing various partnerships using a variety of financing mechanisms that result in the implementation of large catalyst projects that translate vision into reality.
- **Small Business Program** - The mission of the Small Business Program is to foster job creation and support the growth of new and existing businesses by providing capacity building information, tools, and resources. We provide counseling and assistance to small businesses. Our focus is to develop and

empower small businesses in order to strengthen their business capability and survivability.

**Fiscal Impact (15-16):**

- Total budget is **\$47,938,315**
- Grants comprise **\$35,000** of total budget
- Specific budget breakdown by divisions:
  - *Business Retention & Enhancement Fund: \$1,000,000*
  - *Cultural Arts Fund: \$9,883,421*
  - *Economic Incentives Reserve Fund: \$17,420,274*
  - *HUD Section 108 FBLP Fund: \$4,096,263*
  - *Music Loan Program Fund: \$7,338*
  - *Music Venue Assistance Program Fund: \$200,000*
- Over **200 local businesses** are interacting with EDD
- Verified expenditures of businesses over **\$390,000,000** in (2013)

**Strategy:**

**Global Business Recruitment and Expansion-**

- Business Expansion
- Development of Eco-Industrial Park
- International Trade and Investment
- International Welcome Program
- Sister and Friendship Cities
- IC-squared •Austin Technology Incubator

**Small Business Development Program-**

- Family Business Loan Program
- LocallyAustin.org
- BizAid Business Skills Classes and Certification
- BizOpen
- Business Solutions Center
- ElevateAustin
- Getting Connected & Meet the Lender

**Redevelopment Division-**

- 2nd Street
- Green Water Treatment
- Downtown Redevelopment
- Sustainable Places Project

**Music and Entertainment Division-**

- ATXPort
- Austin Music Memorial
- HopeFM First Live Sundays
- Music For Kids
- Music Loan Program

- Music Tourism
- Outdoor Music Venue Permitting
- Music Industry Relations

**Awards:**

- **#2** in Job Growth (Forbes, 2015)
- **#21** Best places for Businesses and Careers (Forbes, 2015)

## **Office of Economic Development, Seattle Washington**

<http://www.seattle.gov/economicdevelopment/>

**Overview:** The Economic Development Commission was created by the Mayor and the Seattle City Council in 2013 to examine Seattle's ability to compete in the global economy of the 21st century. The work of the EDC serves to advise the Mayor, the City Council, and the community on the development of plans, policies, regulations, and strategies that have substantial impact on creating and maintaining an economy in Seattle that is resilient, sustainable, and equitable.

**Structure:** The Commission is comprised of 15 members, and all commissioners serve a one-year term. President and CEO of Seattle Metropolitan Chamber of Commerce is also one that serves within the Commission. Economic Development Partners:

- [Downtown Seattle Association \(DSA\)](#) works towards the revitalization and development of Downtown Seattle into a thriving, world-class destination and business center.
- [The Economic Development Council of Seattle & King County](#) is a public/private partnership established to promote the benefits of establishing, expanding, or relocating businesses in King County and Seattle.
- [Seattle Metropolitan Chamber of Commerce](#) serves as an advocate for business, a community partner, a resource for business, and is dedicated to serving both the needs of their members and the economic development needs of the broader community.
- [Port of Seattle](#)
- [The Prosperity Partnership](#)
- [The Puget Sound Regional Council](#)
- [The Trade Development Alliance of Greater Seattle](#)
- [ChooseWashington's](#)

**Mission:** The ultimate goal of this body is to help the City of Seattle develop and advance a vision for Seattle's economic development that nurtures a policy and regulatory environment that encourages innovation and supports business formation and growth, retention, and expansion.

4 Key Foundations for EDC – (EDC also hosts discussions amongst community participants in each area)

- Innovation Ecosystem – foster new ideas
- Infrastructure and the built environment – thriving urban neighborhoods
- Talent and creativity – attract the most creative minds while cultivating the ones already here
- Civic, cultural, and social environment – invest in arts and natural assets.

**Fiscal Impact:**

- Seattle added over 14,500 jobs between 2012 and 2013
- 31,000 jobs created in the arts
- In 2008, the industrial sector accounted for \$6.1 billion in taxable sales, generating 36% of Seattle's total retail tax revenue and 38% of the B&O tax revenue.
- In 2013, Seattle identified as the 7th leading location for technology jobs – between 2007 and 2012, technology related jobs grew 13.5%

**Awards/Recognitions:**

- Ranked 5th in best tech startup city - Entrepreneur
- Seattle ranked in top ten cities where the “American Dream” is still alive – Entrepreneur
- Seattle ranked one of top US cities for energy efficiency – KPLU
- Seattle ranked 2nd best city for college graduates – Nerd Wallet
- Seattle ranked world's 13th most inventive city – Forbes
- Ranked as one of the fastest growing small business cities – Newsday
- Seattle ranked 2nd for overall wage growth – Atlantic Cities

## Charleston (SC) Region Development Alliance (CRDA)

<http://www.crda.org/>

### Overview of CRDA:

Network of investors, staff, business, academic and governmental partners committed to strengthening regional employment and building a base of high-value industries to improve the three-county Charleston region's economy now and into the future. Serves as a catalyst for long-term regional prosperity by attracting the world's best companies, talent, and entrepreneurs.

**Structure:** (public sector [including Chamber of Commerce for Charleston] and private sector in partnership in CRDA)

*Membership from private investors is as follows:*

- Economic Leadership Council - **\$50,000** annual dues (23 members)
- Chairman's Circle - **\$25,000** annual dues
- President's Circle - **\$10,000** annual dues
- Director's Circle - **\$5,000** annual dues
- Ambassador's Circle - **\$2,500** annual dues
  - **49** Board Members (both private & public sector)
  - **15** Executive Board Members (private & public sector)
  - **3** County partners
  - **12** full-time CRDA Staffers

### Fiscal Impact (15-16):

- Total Revenue - **\$3,531,700**
  - Private Sector invested **\$1,796,530 (51% of total)**
  - Public Sector - **\$1,043,670 (29%)**
  - Special Grants/Program Revenue/Other- **\$691,500 (20%)**
- **\$590 million** of new capital investment (majority FDI)
- **\$3.9 billion** annual economic impact
- **2,538** new jobs (**17%** above regional average)
- **140** meetings w/ potential companies

### Strategy:

- **Targeted Marketing Missions:**
  - Continue outreach to international geographies recommended in Opportunity Next, such as Canada, France, Germany, UK, and the Netherlands
  - Capitalize on Daimler and Volvo announcements by targeting relevant domestic and international markets plus key industry trade shows
  - Build on aerospace momentum by matching supplier capabilities with needs of Boeing's 787 and 737 programs and facilitating connections with full range of local/state resources
- **Talent Attraction Campaign:**
  - Broaden "Charleston Open Source" campaign with expanded website, ambassador program, coordinated social media campaign, and "road show" events
  - Increase participation by local IT businesses and key stakeholders

- **Globally Focused Marketing:**
  - Complete the region's new economic development website with responsive design, foreign language translations, enhanced data displays, and new testimonial videos
  - Ramp up digital marketing to international audiences via targeted SEO, online advertising campaigns, and social media
  - Heighten focus on international media in targeted industries/geographies

**Awards:**

- **#12 for venture capital “first fundings”** (Brookings, 2014)
- **Top 10 Small American Cities** of the Future for FDI Strategy (American Cities of the Future, '15-16)
- **#7 for Where the Jobs Will Be in 2015** (Forbes, 2015)
- **Ranked Best Cities for Jobs** (news geography, 2014)

## **Nashville (TN) Chamber of Commerce's Partnership 2020 (P2020)**

<http://www.nashvillechamber.com/Homepage.aspx>

### **Overview of P2020:**

The Nashville Area Chamber of Commerce's Partnership 2020 is the Nashville region's public-private economic development initiative, dedicated to the long-term vision for Middle Tennessee's economic prosperity.

### **Structure:**

- *Membership from private investors is as follows:*
  - Prosperity Champion - **\$10,000** annually
  - Community Builder - **\$5,000** annually
  - Leadership Circle - **\$3,500** annually
  - Market Mover - **\$1,500** annually
  - Business Advocate - **\$500 annually**
    - **37** Board of Directors
    - **46** full-time Chamber employees

### **Fiscal Impact:**

- Total Revenue - **\$6,938,969**
  - Chamber - **\$2,991,340**
  - P2020 - **\$3,897,129**
    - Membership Dues - **\$1,750,460**
    - Investor contributions (includes education) - **\$3,533,000**
    - Program Revenue - **\$875,835**
    - Sponsorship Revenue - **\$779,675**
- Total Expenses - **\$6,705,126**
  - Chamber - **\$3,141,297**
  - P2020 - **\$3,002,997**

*(Surplus of \$233,843 for year)*

**Chattanooga Office of Economic and Community Development,(TN)**  
<http://www.chattanooga.gov/economic-community-development>

**Overview:**

The Office of Economic and Community Development has six divisions that make up the department:

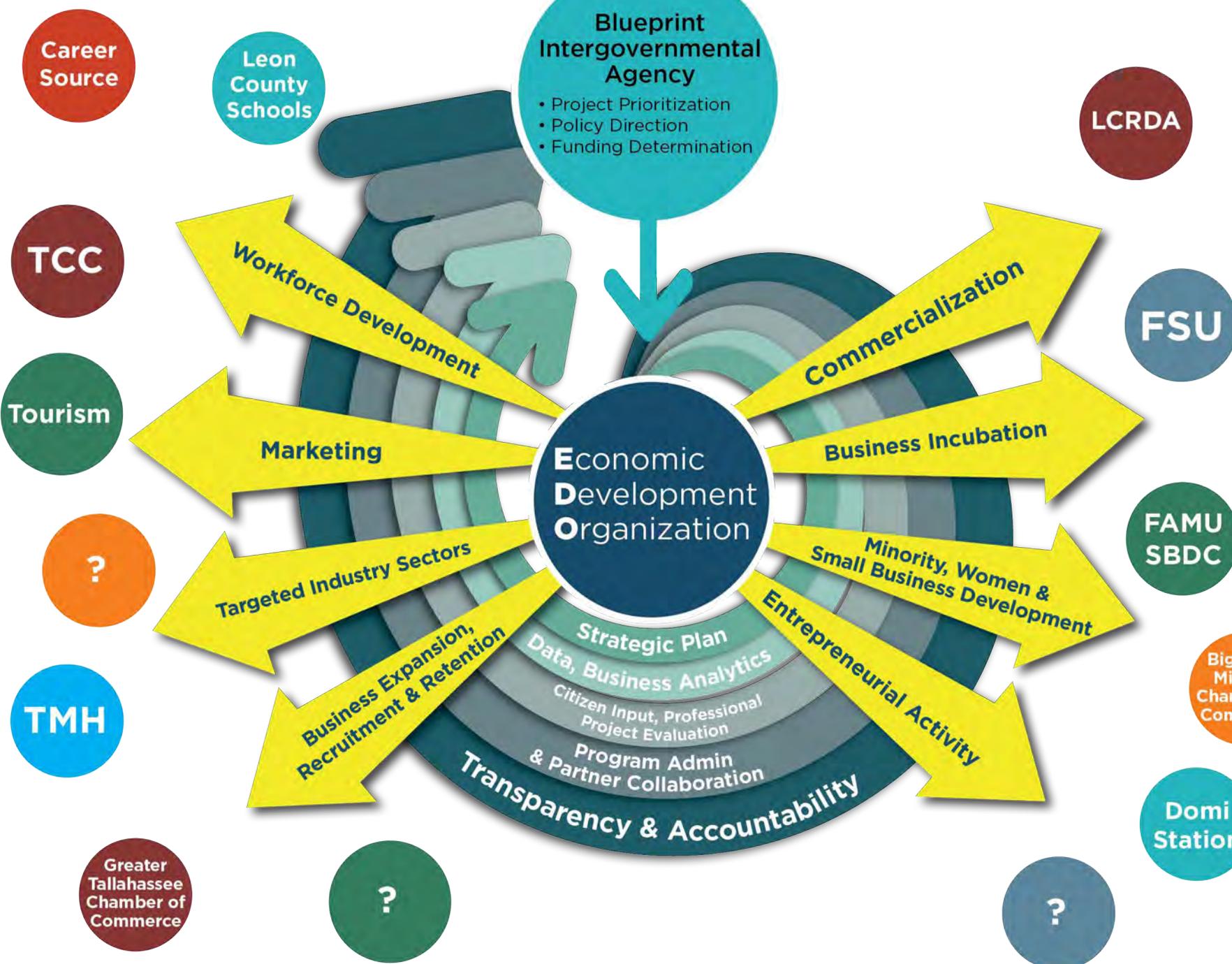
- Community Development
- Land Development Office
- Neighborhood Services
  - Code Enforcement
  - Neighborhood Relations
- Outdoor Chattanooga
- Public Art
- Regional Planning Agency

Key Partners include:

- City of Chattanooga - Mayor
- The Chattanooga Area Chamber of Commerce
- University of Tennessee at Chattanooga
- Chattanooga State Technical Community College

# Economic Development Ecosystem

Ensuring accountability, transparency, citizen engagement and professional management of economic development projects, programs and initiatives, while leveraging the ideas, innovations and intellectual capital of the community's economic development partners.



**Strategic Plan**

- Active business and community engagement
- Comprehensive strategies
- Defining goals
- Professional consultant

**Business Analytics**

- Performing metrics
- Reporting requirements
- Data analysis and recommendations
- Cluster Mapping

**Project Evaluation**

- Expert Project Evaluation (EDDC)
- Citizen Review (CAC)
- Project recommendations

**Program Execution**

- Professional Contract Management
- Existing Program Administration (QTI, TBP)
- Community Partner Collaboration/Coordination
- Marketing

**Transparency & Accountability**

- Citizens Advisory Committee (CAC)
- Advertised Public Meetings
- Sunshine Governing Body
- Annual Independent Audits

**#10**

**NE Gateway:  
Welaunee Critical  
Area Plan  
Regional  
Infrastructure  
Partnership**



**Agenda Item**

<b>SUBJECT/TITLE:</b>	Northeast Gateway - Welaunee Critical Area Plan Regional Infrastructure Funding Strategy	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> IA	
<b>Contact Person:</b> Wayne Tedder	<b>Type of Item:</b> Presentation	

**STATEMENT OF ISSUE:**

The purpose of this agenda is to seek IA approval of a funding strategy for the 2020 Northeast Gateway Sales Tax Extension project that will begin to close the funding needs gap for the 2020 Sales Tax Extension program. More specifically, the strategies include public private partnerships between Ox Bottom Mortgage Holdings, LLC (“Ox Bottom”), Powerhouse Inc., Blueprint, and the Florida Department of Transportation (FDOT).

**SUPPLEMENTAL INFORMATION:**

**Background**

On October 27 and 28, 2015 the Leon County Board of County Commissioners and the Tallahassee City Commission, respectively, directed staff to seek a public private funding partnership to complete Phase I of the Northeast Gateway project which includes a four-lane Welaunee Boulevard extending from Fleischmann Road to Shamrock Street, Dove Pond serving to reduce downstream flooding as well as potentially serving some development and infrastructure components of the Welaunee property and a linear greenway around the Welaunee property described as the Arch (Attachment 1). The direction from the commissions was due in part from a proposed development application by Ox Bottom to develop approximately 500 acres of the Welaunee portion described as the Toe.

The proposed development within the Toe includes the following:

- A. Residential – 1,300 dwelling units
- B. Adult Living Facility – 180 beds
- C. Office and Retail – 115,000 square feet
- D. Institutional and Government Uses – 240,000 square feet
- E. Donation of land for a senior center site – 7 acres (55,000 square feet)
- F. Donation of land for an elementary site – 7 acres (100,000 square feet)
- G. Donation of land for a fire station site – 2 acres (15,000 square feet)
- H. Donation of land for a water well site – 3 acres

The developer, Ox Bottom, is also proposing to build a portion of Welaunee Boulevard and extend Dempsey Mayo Road from Miccosukee Road to Centerville Road among other roadways to serve

## Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Northeast Gateway – Welaunee Critical Area Plan Regional Infrastructure Funding Strategy

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the development and beyond. The City of Tallahassee is in the final stages of negotiating a 163 development agreement to memorialize the land dedications and infrastructure improvements previously identified. Final approval of the 163 development agreement is contingent upon the actions of the IA for the funding strategy proposed in this agenda item.

In an effort to illustrate the FDOT role in the funding partnership, it is important to recognize how the Capital Circle Southwest Blueprint 2000 and 2020 Sales Tax Extension project and the Thomasville Road/I-10 Interchange project relate to the proposed funding strategy.

### Capital Circle Southwest

The 2020 Sales Tax Extension project identified up to \$70 million dollars in local (sales tax) funds for the Capital Circle Southwest project. The current FDOT, Fiscal Year 2017 – 2021 Work Plan identifies the following funding allocations.

#### Springhill to Orange Funding (FDOT funding)

- ROW 2017 - \$6,142,000
- Construction 2021 - \$45,819,000
- **Total - \$51,961,000**

#### Springhill to Crawfordville (Local funding):

- ROW 2020 - \$14,709,000
- Construction 2021 - \$21,365,000
- **Total - \$36,074,000**

On February 4, 2016, the City Manager, County Administrator, PLACE Director and other key management staff met with the FDOT District 3 Secretary Barfield to present a funding strategy to free additional local funds from this project and shift them to the Welaunee project. The Secretary indicated that he was in process of obtaining an additional \$15 million for ROW for the segment from Springhill Road to Crawfordville Highway. Thereby, the local funding necessary to complete this project has been reduced from \$36 million to just over \$21 million. Additional State dollars are possible in the future from FDOT, legislative requests or other grants outlined below.

### Northeast Gateway Project

During deliberations of the 2020 Sales Tax Citizens Committee, the Northeast Gateway project was estimated to cost \$47.3 million. This estimate did not include the potential interchange and/or flyover that have since been estimated to cost approximately \$10 million dollars (flyover only). This project is proving to be an important roadway improvement to FDOT in that it may make significant traffic reductions to the I-10/Thomasville Road Interchange. So much in fact that it can delay the need for the estimated \$200 million construction project to improve the intersection (does not include needed ROW costs) presented by FDOT to the CRTPA Board in late 2015. Additionally, the property owners of the arch portion of the Welaunee property have committed to providing necessary ROW for Phase 2 of the Northeast Gateway roadway component if funding is committed for the full four lane segment of Welaunee Boulevard north of I-10 to the intersection

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of Shamrock Street. This added right of way further enhances the opportunities to reduce transportation impacts to the Thomasville Road/I-10 Interchange. Staff's recommended funding strategy includes the cost of four lanes from I-10 to Shamrock Street. However, the full four lanes may not be necessary for many years, and the costs associated with the last two lanes could be deferred (but designated) until a later date should funding not be readily available.

In an effort to reduce costs as much as possible, while still providing for a Phase 1 project that provides relief to the Thomasville Road/I-10 Interchange consistent with FDOT needs, staff has identified a modified cross section that would provide mitigation for the Thomasville Road/I-10 Interchange. The estimated cost of the roadway improvements including design, permitting and necessary stormwater facilities is \$45.3 million. The remaining roadway improvements to complete the full Phase 1 project would be required to be constructed by developers when completing the development along these corridors.

Another key component to the Northeast Gateway project is the perimeter greenway totaling approximately 200 acres. The property owner, Powerhouse Inc., has offered the greenway property at a cost of \$1 million dollars for fee simple ownership. However, the owner's offer for the property is contingent upon funding, over time (to be determined) the necessary greenway trail system and trailheads to make the greenway a useable and connected system. Staff recommends funding the greenway component and subsequent trail construction from the 2020 sales tax funds identified for the Northeast Gateway and Greenways Master plan projects. Should the IA authorize this portion of the project, City staff would need to specify the terms and enter into an agreement with the property owner.

### **Welaunee Interchange Study**

In order to identify an appropriate location for the planned Welaunee Interchange through the typical Federal Highways review process, a PD&E study would be required for a broad area from Fleischmann Road to north of Roberts Road and between north of Centerville Road to south of Miccosukee Road. The cost of such study is estimated to exceed \$2 million dollars and take approximately two years to complete. Alternatively, FDOT and Federal Highways Administration have recommended to staff to complete the Phase I Northeast Gateway project in lieu of the above referenced PD&E. This approach would allow the \$2 million (required for the study) to be utilized for construction purposes.

### **Dove Pond Stormwater Management Facility**

Dove Pond is a critical piece of the holistic Northeast Gateway project as it has the ability to serve the stormwater needs for the required Welaunee Boulevard roadway infrastructure, the public lands that are proposed to be donated by Ox Bottom as well as reducing downstream flooding. The estimated cost for construction of the Dove Pond stormwater management facility is \$3 million. Ox Bottom has proposed a 1/3, 1/3, 1/3 funding partnership between the developer, the City and the County. Staff is recommending the funding split (\$1 million – developer and \$2 million City and County) provided that all City property (donated and adjoining) will have capacity reserved within the facility and neither the City nor County will be responsible for maintenance of the facility. Due to the fact that the Dove Pond stormwater facility will serve a large public benefit,

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it is recommended that funding for the facility be paid through the 2020 Sales Tax program. This approach will require the City, County and Ox Bottom to enter into an agreement to memorialize the terms stated above. Further, it is not anticipated that funding of this facility is needed for at least three years. Therefore, it would be appropriate to defer the funding allocation until such time as the construction plans are ripe.

### **Funding Sources**

Staff has identified the following additional funding sources for the necessary improvements to complete the Northeast Gateway and Capital Circle Projects: State Infrastructure Bank (SIB) Loans, TIGER Grant, and Legislative Requests.

State Infrastructure Bank (SIB) – The current Blueprint program has received three SIB loans throughout the program ranging from a low of approximately \$5 million to a high of approximately \$27 million. The interest rates for these loans have been 2 percent, and the oldest loan was received in 2004. All SIB loans currently have unpaid balances remaining and will not be paid in full until 2018. Staff recommends pursuing SIB loans for the Northeast Gateway project to the maximum extent possible, even if loans have to be requested for consecutive years.

Based on the SIB application and award schedule, the loans could not be awarded until July 2017. SIB loans have very favorable and flexible repayment terms and can be more flexible than a traditional loan. Previously awarded Blueprint SIB loans have interest rates of 2%. Because this a new roadway, repayment could be delayed until such time as the 2020 sales tax revenues become available or interest only payments could be arranged prior to the collection of 2020 sales tax proceeds. Additionally, it is anticipated that the loans could be drawn down in such a manner that the interest impact prior to sales tax collection beginning would be nominal or in the most favorable of terms.

Transportation Investment Generating Economic Recovery (TIGER) – Federal lobbyists for both the City and County have encouraged both entities to submit the Capital Circle Southwest project (Springhill Road to Crawfordville Highway) in the upcoming TIGER application cycle anticipated to be released in the near future. Staff recommends that the City and County submit a joint TIGER application for this portion of Capital Circle. Again, staff will seek to submit the maximum supportable amount for the grant realizing that the application amount may not be supportable if it exceeds \$15-\$20 million.

Legislative Requests – Based on the remaining need of approximately \$21 million for the Capital Circle Southwest construction, staff is recommending that both the City and County seek legislative support for State dollars necessary to complete this project.

**Summary of Funding Strategy**

In summary, the staff recommended funding strategies are contained in the following table.

<b>Component</b>	<b>Amount</b>	<b>Proposed Funding Source</b>	<b>Notes</b>
Welaunee Boulevard (Fleischmann Road to I-10)	\$20.9 million	Ox Bottom, SIB (Blueprint) and Developer	Future Developer for City property pays for last two lanes throughout City Property.
I-10 Overpass	\$10 million	SIB (Blueprint)	Four-lane overpass
Welaunee Boulevard (I-10 to Shamrock St.)	\$9.5 million	SIB (Blueprint) and 2020 Sales Tax	2020 proceeds used to fund final two lanes at a date to be determined. Property owner provides additional right-of-way from Shamrock St. to north property line at school right-of way.
Shamrock Street (Centerville to Welaunee)	\$4.9 million	SIB (Blueprint)	
Greenway Acquisition	\$1 million	2020 Sales Tax	
Greenway Construction	TBD	2020 Sales Tax	Construction to commence upon purchase and phased over time.
Dove Pond	\$3 million	Ox Bottom and Blueprint	\$2 million of Blueprint funds to be allocated from 2020 Sales Tax program. Remaining amount paid by developer. No maintenance costs for the City or County. All donated properties to City and City properties within the basin are provided capacity.
Capital Circle Southwest	\$21.3 million	TIGER, State Legislative Request	City and County to make funding a legislative priority.

**OPTIONS:**

**Option 1:** Direct staff to seek State Infrastructure Bank (SIB) loan/s for Welaunee Boulevard (Fleischmann Road to Shamrock Street).

**Option 2:** Direct staff to seek State funding for Capital Circle Southwest Construction (Springhill Road to Crawfordville Highway) until construction is funded.

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**Option 3:** Direct City and County staff to prepare a joint TIGER grant application for Capital Circle Southwest construction (Springhill Road to Crawfordville Highway).

**Option 4:** Approve \$2 million of 2020 Sales Tax proceeds to fund the Dove Pond regional stormwater management facility and direct the City and County staff to develop a joint agreement with Ox Bottom for the construction of Dove Pond.

**Option 5:** Dedicate \$1 million from 2020 Sales Tax towards purchase of greenway.

**Option 6:** Board direction.

**RECOMMENDED ACTION:**

**Option 1:** Direct staff to seek State Infrastructure Bank (SIB) loan/s for Welaunee Boulevard (Fleischmann Road to Shamrock Street).

**Option 2:** Direct staff to seek State funding for Capital Circle Southwest Construction (Springhill Road to Crawfordville Highway) until construction is funded.

**Option 3:** Direct City and County staff to prepare a joint TIGER grant application for Capital Circle Southwest construction (Springhill Road to Crawfordville Highway).

**Option 4:** Approve \$2 million of 2020 Sales Tax proceeds to fund the Dove Pond regional stormwater management facility and direct the City and County staff to develop a joint agreement with Ox Bottom for the construction of Dove Pond.

**Option 5:** Dedicate \$1 million from 2020 Sales Tax towards purchase of greenway.

**Blueprint 2000 Project Definitions Report Consistency:** This project is not one identified in the Blueprint 2000 program. However, the recommendations included in this agenda item are consistent with the IA's direction at the April 1, 2015 meeting directing staff to seek leveraged funds for all 2020 projects to close identified funding gap needs.

**Action by the CAC and TCC:** This action item is a policy decision for the IA and as such was not reviewed by the CAC or TCC.

**ATTACHMENT(S):**

Attachment 1: Northeast Gateway Project Description



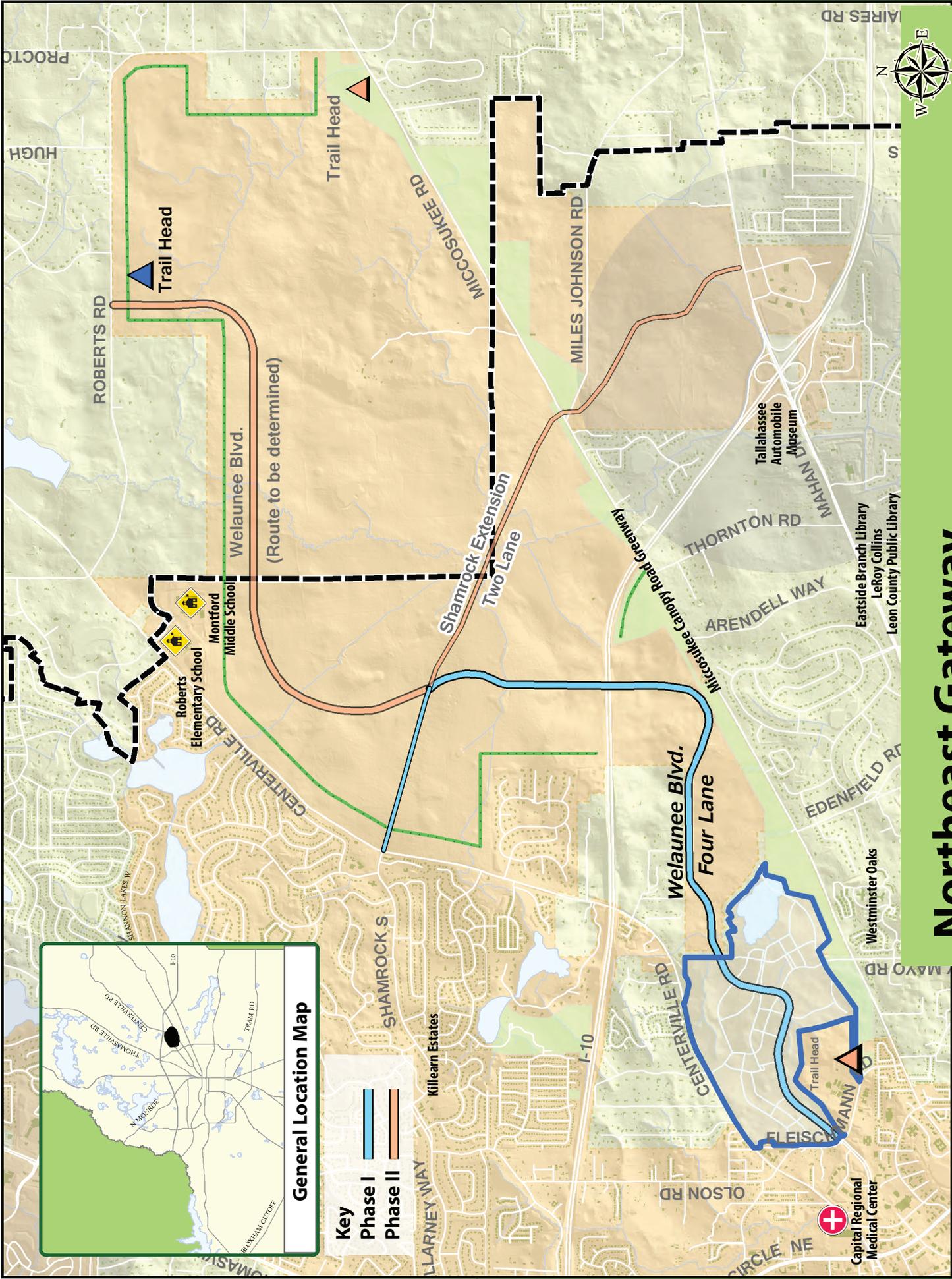
## Northeast Gateway Welaunee Critical Area Plan Regional Infrastructure



### Project Highlights

- Creates a gateway for northeast Leon County that is split into two project phases.
- Phase 1 project elements include:
  - Creates a regional road to support a new I-10 interchange
  - Constructs four lane Welaunee Boulevard South (Fleischmann Road to I-10) and North ( I-10 to Shamrock Way)
  - Extends two lane Shamrock Way (Centerville Road to Welaunee Boulevard)
  - Creation of the 8.4 mile Welaunee Greenway, with a footbridge across I-10 to connect to the Miccosukee Greenway, creating a 17-mile trail loop
- Phase 2 project elements may occur once transportation connections north of Roberts Road have been identified and funded consistent with the County and City interlocal agreement. Phase 2 project elements include:
  - Extends four lane Welaunee Boulevard North (Shamrock Way to Roberts Road)
  - Extends two lane Shamrock Way (Welaunee Boulevard to Mahan Drive)
  - Adds four additional trailheads on Miccosukee Greenway
- Estimated Cost: Phase 1 - \$47.3 million; Phase 2 - \$30.7 million

The Northeast Gateway includes major infrastructure within the entire 7,000-acre Welaunee Critical Planning Area. Building region-serving roads to support a new I-10 interchange will provide leverage to attract interchange funding from other sources. The I-10 interchange, Welaunee Boulevard and other region-serving roads may take pressure off the scenic and protected Miccosukee and Centerville canopy roads, and potentially avoid costs for upgrades at the Thomasville Road and U.S. 90 I-10 interchanges. Except for a portion of the Welaunee Greenway, all potential development spurred by these road improvements will be located inside the Urban Services Area on lands planned for urban development since 1990.



# Northeast Gateway

**General Location Map**

- Key**
- Phase I
  - Phase II

**#11**

**Capital Circle  
Northwest  
Southwest  
Additional  
Funding Request**

**Agenda Item**

<b>SUBJECT/TITLE:</b> Capital Circle Northwest Southwest Additional Funding Request	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Staff
<b>Contact Person:</b> Charles Hargraves	<b>Type of Item:</b> Discussion/Presentation

**STATEMENT OF ISSUE:**

The purpose of this agenda item is to identify the following additional work tasks on the subject project and to request the additional funding for these tasks:

- Construction of the FDOT Bold Landscaping
- Leon County Waste Transfer Station Buffer Zone Landscaping
- Irrigation for Landscaping on the Whole Project
- Consultant legal fees for contract expert advice
- Testing of CSX bridge piling and road construction materials
- Second amendment to CEI's Professional Services Agreement
- Project Budget Contingency

**SUPPLEMENTAL INFORMATION:**

**Construction of the FDOT Bold Landscaping, \$256,070**

Per Blueprint's agreement with FDOT in February 2014, the Bold Landscaping Initiative is implemented in the project. Although the Bold Landscaping Initiative is an opportunity to reduce maintenance cost in the future, the additional cost of these landscaping elements presently arise from increase of prices of trees and limited availability of trees that are more mature.

**Leon County Waste Transfer Station Buffer Zone Landscaping, \$13,630**

In order to improve esthetics of the area separating the proposed Capital Circle west sidewalk from the Leon County Waste Transfer facility it was decided to place a tree buffer on Leon County property along the Capital Circle west right-of-way. It is expected that the cost of the buffer zone landscaping will be reduced if it is included in the Blueprint contract. The cost of future maintenance of the buffer will be covered by Leon County.

**Irrigation for Landscaping on the Whole Project, \$376,780- \$240,000.00 = \$136,780**

The original project bid did not include irrigation of landscaping. At the early stage of construction, the City of Tallahassee, as the maintaining Agency, requested that the irrigation be installed. This request was supported by FDOT for bold landscaping, and it was agreed that the

Blueprint 2000 Intergovernmental Agency

Item Title: Capital Circle Northwest Southwest Additional Funding Request

Meeting Date: February 29, 2016

irrigation be included in the current contract. FDOT has agreed to fund up to \$240,000 towards the cost of construction.

**Consultant Legal Fees for Contract Expert Advice, \$35,000**

It is proposed that the provisional amount to be included in the project budget to cover potential cost of contract expert advice. The expert advice is needed to respond to the Contractor's claims for additional fees and extension of contract duration.

**Testing of CSX bridge piling and road construction materials, \$44,740**

Unforeseen subsoil conditions at the northbound CSX bridge caused breaking of some piles which required structural design mitigation and additional pile testing during construction. This has caused an over-run of the original CSX bridge and materials sampling and testing budgets. Due to the experience on the newly constructed CSX northbound bridge, it is anticipated that additional pile driving analysis and reporting will be required on the remaining CSX southbound bridge, which is has yet to be constructed.

**Second amendment to CEI's Professional Services Agreement, \$435,780**

The second amendment of the CEI's Construction Engineering Services is needed due to the Project schedule extension. The Blueprint agreement with FDOT requires services of CEI over the duration of the project. Project time extension is due to difficult and unforeseen subsurface soil conditions, investigations of sub surface anomalies, unforeseen utility conflicts, additional work and inclement weather impacts.

**Project Budget Contingency, \$500,000.00**

Blueprint proposes setting up budget contingency for incidentals that may come up on the \$60,000,000 Capital Circle Northwest Southwest project. FDOT has been a significant funding partner on this project. It is very likely that they will continue to contribute to future project expenses, which will reduce the total amount of Blueprint funds expended on the project.

**Proposed Additional Funding**

<b>Description</b>	<b>Amount</b>
Bold Landscaping construction	\$ 256,070
Leon Co. Transfer Station Buffer Zone landscaping	\$ 13,630
Irrigation for landscaping on the whole project	\$ 376,780
Edging of planting beds, sidewalks and curbs	\$ 163,030
FDOT fund towards irrigation	\$ (240,000)
<i>Sub-total</i>	\$ 569,500
Consultant legal fees for contract expert advice	\$ 35,000
Testing of CSX bridge piling and road construction materials	\$ 44,740
Second amendment to CEI's Professional Services Agreement	\$ 435,780
Project Budget Contingency	\$ 500,000
Existing available project funding	\$ (393,990)
<b>Additional funds needed</b>	<b>\$ 1,191,040</b>

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The total additional funding requested is \$1,191,040. The funding source is the Blueprint reserve account, which has a balance of \$2,000,000. In the September 2015 IA meeting, the IA authorized the use of the funds, contingent on IA approval, in the reserve account for unanticipated project needs. In the draft fiscal year 2017 budget, Blueprint will propose to the IA the replenishment of the reserve account in the amount of the additional funding requested in this agenda item.

**OPTIONS:**

**Option 1:** Authorize the additional funds of \$1,191,040, needed to cover anticipated cost of the work tasks listed above and project budget contingency. The funding source is the reserve account.

**Option 2:** Provide alternate direction to staff.

**RECOMMENDED ACTION:**

**Approve Option 1:** Authorize the additional funds of \$1,191,040, needed to cover anticipated cost of the work tasks listed above and project budget contingency. The funding source is the reserve account.

**Blueprint 2000 Project Definitions Report Consistency:** This request is within the approved project for Map 2A and 2B.

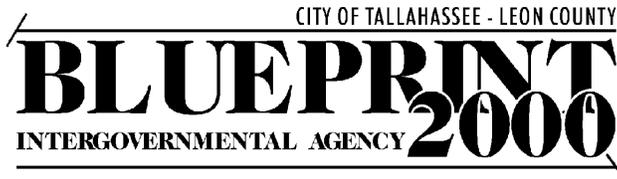
**Action by the CAC and TCC:** This item was not presented to the TCC or the CAC.

**Attachments:**

None.

**#12**

**Capital Cascades  
Trail Segment 3D –  
Approval of Concept  
Plan Coal Chute Pond  
to Lake Bradford  
Road**



**Agenda Item**

<b>SUBJECT/TITLE:</b> Capital Cascades Trail – Segment 3D – Approval of Concept Plan from Coal Chute Pond to Lake Bradford Road	
<b>Date:</b> February 29, 2016	<b>Requested By:</b> Blueprint 2000 Staff
<b>Contact Person:</b> Charles Hargraves	<b>Type of Item:</b> Presentation

**STATEMENT OF ISSUE:**

The purpose of this agenda item is to provide an update on the Capital Cascades Trail (CCT) – Segment 3D Study Area from Coal Chute Pond to Lake Bradford Road and to get approval of the complete Segment 3D Concept Plan. The portion of CCT- Segment 3D between Gamble Street and Lake Bradford Road includes a regional stormwater management facility that will provide for floodplain compensation, stormwater treatment and opportunities which would be beneficial to both Blueprint and the City’s vision for the respective projects. This portion of the Segment 3D concept follows the FAMU Way Extension Phase 3 realignment and will require additional right of way acquisition to accommodate both the regional stormwater management facility and the roadway.

**BACKGROUND:**

On September 28, 2015, the IA approved the CCT-Segment 3D - Southern Alignment and Concept Plan (**Attachment #1**). Blueprint committed to providing additional analysis of the 3D Study Area (Gamble to Lake Bradford Road) in coordination with the City’s Phase 3 FAMU Way Extension Project and returning to the IA to request approval of the complete Segment 3D Concept Plan.

The Segment 3D Study Area analysis included the evaluation of a regional stormwater management facility to address flood compensation, stormwater treatment, and opportunities which would be beneficial to both Blueprint and the City’s respective projects. Coordination with the City’s FAMU Way Extension Project will allow for a seamless corridor to be constructed concurrently for the benefit of the users for years to come.

The supplemental information below summarizes the efforts completed since the September 28<sup>th</sup> IA meeting. Efforts included stormwater analyses, developing proposed amenity options, public involvement, right-of-way acquisition, and construction cost estimates.

**SUPPLEMENTAL INFORMATION:**

The proposed Segment 3D Concept Plan is included as **Attachment #2**.

## Blueprint 2000 Intergovernmental Agency Agenda Item

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### **Stormwater:**

The expanded Existing Condition Consolidated Model and Proposed Condition Consolidated Model was completed on March 10, 2015 and provided to the Capital Cascades Trail Stormwater Working group for review and comment. The goal of the expanded stormwater modeling effort was to create a XPSWMM stormwater model that produced results consistent with the City's ICPR model for the Central Drainage Ditch.

The expanded consolidated model was utilized to analyze and evaluate the proposed regional stormwater facility in Segment 3D between Gamble Street and the Central Drainage Ditch. The concept includes extending double box culverts from the end of Segment 3C to the regional stormwater management facility that will ultimately outfall to the Central Drainage Ditch to address flood compensation and stormwater treatment within the corridor.

### **Amenities:**

The multiuse trail will continue along FAMU Way to Lake Bradford Road. Connections to the St. Marks Trailhead will be provided across FAMU Way to safely accommodate the cyclists and pedestrians continuing south on the multiuse trail. Landscape, hardscape, and lighting will continue along the trail consistent with the themes of the entire corridor and the context of the area. Coal Chute pond will be enhanced with the construction of a trail with covered porch swings around the perimeter of the pond and connections to Railroad Square and the main Capital Cascades Trail.

South of Coal Chute pond, north of Capital Cascades Trail and in the northwest quadrant of the Pinellas Street roundabout is an almost 300 foot linear area proposed for the inclusion of skateable features (**Attachment #3**). This feature provides a safe place for skateboard users of all ages and abilities, fits within the established aesthetic of the corridor and has the following considerations:

- Clear main entry point across from RR Square area with high visibility to the skate feature
- Ingress and egress maintained only at the ends of the skate area
- Utilizes the grade changes to create a “sunken” effect in the middle
- Avoids the utility easement (nothing vertical within the pink area shown in Attachment 3)
- Continuity of the angled patterning that occurs east on FAMU Way but in a more informal way as it begins to fade off into a more passive trail environment to the west
- Inset low wall panels allow for historic information/interpretation as part of the basic site infrastructure
- Pedestrian viewing areas from the main trail
- Trees for shade and vegetation to soften the aesthetic and cool the heat island effect of the hardscape.

The regional stormwater management facility between Gamble Street and the Central Drainage Ditch presents an opportunity to continue the Blueprint practice of providing regional stormwater facilities that also serve as community amenities. The pond will serve as a main component of the western gateway to FAMU Way and could potentially be enhanced with walking trails, interpretive signage, benches and landscaping.

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### **Public Involvement:**

In an effort to both inform area residents and collect their opinions on the project, comprehensive public outreach was conducted. A meeting with the FAMU Way Citizen Advisory Committee meeting was held on January 11, 2016 and a meeting with the Florida A&M University President and Executive Leadership took place on January 16, 2016 in advance of the January 26, 2016 community meeting.

Door to door outreach was conducted on January 14, 2016 to relay project information as well as notification of the upcoming community meeting to the residences / businesses whose property might be impacted by the phase of the project between Gamble Street and central drainage ditch. Six property owners or tenants were on the premises and received information and several provided feedback. Project and community meeting information was left at the nine properties where no one was home. The remaining parcel was a vacant lot. Project and community meeting information was mailed to over 1,200 households and over 300 people were emailed the information. Additionally, project and community meeting information was posted online, and a news release was issued as well.

The January 26<sup>th</sup> community meeting was held at the Smith-Williams Community Center on Pasco Street. Forty-two citizens attended the meeting. The format included a brief open house, a presentation, and a question and answer session. A survey was distributed to all of the attendees and 25 surveys were returned. A total of 58% of the responses indicated support of the proposed concept (Attachment #2), which includes a realignment of Gamble Street to the south and stormwater facility. The detailed results of the survey are included in **Attachment #4**.

### **Right-of-Way Acquisition:**

There are approximately 35 properties that may be impacted, either whole or partially, by the construction of the pond and the roadway. **Attachment #5** is a graphic showing the outline of the proposed acquisition area. Blueprint anticipates following the same right of way acquisition process used to acquire the property for the previous segments of FAMU Way, except rather than utilize the services of a consultant right of way manager Blueprint's Legal Counsel will partner with the City's Real Estate Department for these acquisition services. While the details of this arrangement have not been finalized, it is anticipated that Blueprint's Real Estate Policy will be used for all acquisitions on Segment 3D, which will include the use of Blueprint's incentive program. The incentive program was successfully implemented on the prior of the Capital Cascades Trail segments and is thought to be one of the contributing factors to reaching over 90% settlement rate without the necessity of filing a condemnation petition. Under the incentive program property owners will receive an offer to purchase their property based on a combined amount of the market value of the property as estimated by a certified real estate appraiser and an additional monetary amount derived from a formula. Additionally, Blueprint intends to continue utilizing the modified Relocation Policy approved by the IA and the City, which will compensate tenants for certain relocation costs; such as moving costs and replacement housing costs.

If the IA approves the concept plan for Segment 3D, Blueprint will begin the process of identifying the acquisitions in which the entire parcel will be needed for the project, appraising these properties, and negotiating with the property owner to reach settlement. Preliminary cost estimates

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for the right of way required for the regional stormwater facility is \$2,930,450 and includes the property value, incentive, relocation and demolition costs, and consultant fees as applicable to each parcel.

Blueprint and City Staff will also be available to meet with property owners impacted by the project prior to beginning acquisitions, if a property owner desires to learn more about how the project will impact his or her property.

**Design, CEI and Construction Cost Estimate:** The opinion of probable design, permitting, construction engineering inspection (CEI) and construction cost for Segment 3D is approximately \$14,000,000. This cost does not include right of way acquisition or City costs for design, construction, or CEI. The estimate includes major items such as mobilization, clearing and grubbing, regular excavation, double box culverts, ditch stabilization, outfall structure, utility relocations, trash trap and pond landscaping.

### **Next Steps:**

If the Segment 3D Concept Plan is approved, Blueprint will complete the design, acquire the necessary permits and begin the right of way acquisitions. Blueprint will continue to coordinate with City/County staff as the design is developed and present the results and recommendations to the IA at the June 20, 2016 IA meeting for board direction on advertising and awarding the CCT-Segment 3D construction contract.

Subsequent to this IA meeting, the City Commission will review proposed roadway alignment options for FAMU Way – Phase 3 (Gamble Street to Lake Bradford Road). While there is currently sufficient City funding programmed for FAMU Way to complete the project along the existing Gamble Street alignment, that option does not provide the opportunity to continue the design standards provided in the eastern phases of the project and would fall short of supporting the vision of providing the most beautiful road in Tallahassee. This resulted in City and Blueprint staff working together to develop a roadway alignment option that would not only allow for the continuation of the enhanced design elements in the corridor, but would also facilitate the proposed regional stormwater facility included as part of the Blueprint Segment 3D concept. The estimated additional funding needed for the FAMU Way roadway alignment that supports this Segment 3D concept is approximately \$6,000,000. The trail and stormwater components of this project are closely tied to FAMU Way Phase 3 alignment. Should the City Commission choose an alternative roadway alignment, the Blueprint Segment 3D concept will need to be amended to reflect the approved FAMU Way alignment.

### **CONCLUSION**

As result of stormwater analysis and evaluations and public involvement completed to date, this item requests IA approval of the CCT-Segment 3D Concept Plan (**Attachment #2**).

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**OPTIONS:**

**Option 1:** Approve the CCT-Segment 3D – Concept Plan from Coal Chute Pond to Lake Bradford Road. Blueprint will proceed with design and permitting in coordination with the City’s FAMU Way Extension Project.

**Option 2:** IA Direction

**RECOMMENDED ACTION:**

**Option 1:** Approve the CCT-Segment 3D – Concept Plan from Coal Chute Pond to Lake Bradford Road. Blueprint will proceed with design and permitting for Segment 3D in coordination with the City’s FAMU Way Extension Project.

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

**Action by the CAC and TCC:** The TCC concurred with the Concept Plan for Segment 3D. However, they would like review a full analysis of the water quality improvements and floodplain compensation that could be achieved through the regional stormwater facility prior to design. The CAC unanimously approved the Segment 3D Concept Plan.

**ATTACHMENT(S):**

Attachment 1: CCT-Segment 3D Southern Alignment and Concept Plan (from September 2015 IA Meeting)

Attachment 2: CCT-Segment 3D Complete Concept Plan

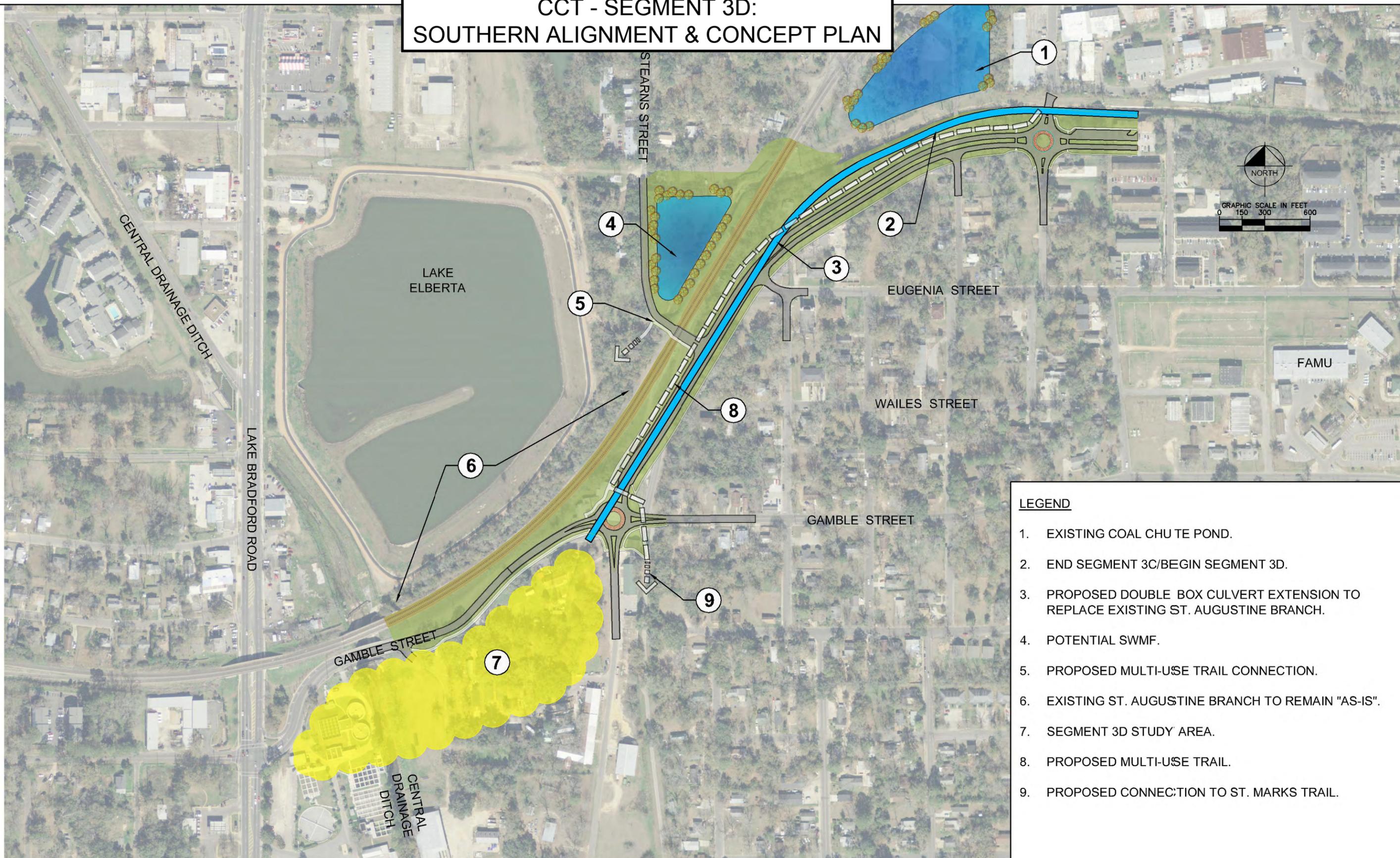
Attachment 3: Skate Feature Concept Plan

Attachment 4: Community Meeting Survey Results

Attachment 5: Right of Way Acquisitions

# CCT - SEGMENT 3D: SOUTHERN ALIGNMENT & CONCEPT PLAN

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LEGEND	
1.	EXISTING COAL CHUTE POND.
2.	END SEGMENT 3C/BEGIN SEGMENT 3D.
3.	PROPOSED DOUBLE BOX CULVERT EXTENSION TO REPLACE EXISTING ST. AUGUSTINE BRANCH.
4.	POTENTIAL SWMF.
5.	PROPOSED MULTI-USE TRAIL CONNECTION.
6.	EXISTING ST. AUGUSTINE BRANCH TO REMAIN "AS-IS".
7.	SEGMENT 3D STUDY AREA.
8.	PROPOSED MULTI-USE TRAIL.
9.	PROPOSED CONNECTION TO ST. MARKS TRAIL.

No.	REVISIONS	DATE	BY



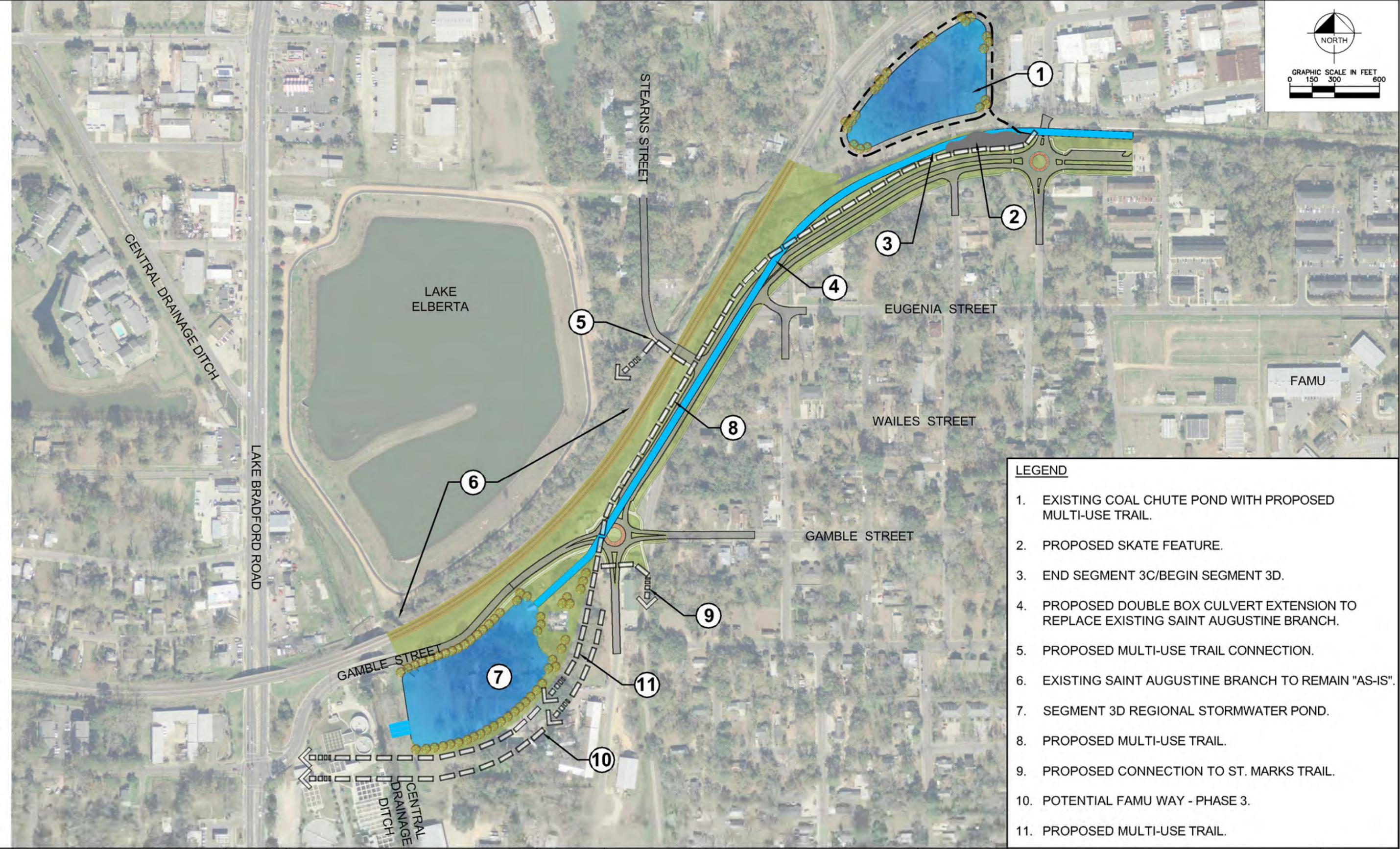
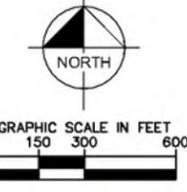
2615 CENTENNIAL BOULEVARD, SUITE 102  
TALLAHASSEE, FL 32308 PHONE: 850-533-3500  
WWW.KIMLEY-HORN.COM CA 0000696

KHA PROJECT	
DATE	SEP 2015
SCALE	
DESIGNED BY	
DRAWN BY	
CHECKED BY	

BLUEPRINT 2000 AND BEYOND	LICENSED PROFESSIONAL  _____ DATE:
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CAPITAL CASCADE TRAIL SEGMENT 3 SOUTHERN ALIGNMENT CONCEPT PLAN	SHEET NUMBER  1
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LEGEND	
1.	EXISTING COAL CHUTE POND WITH PROPOSED MULTI-USE TRAIL.
2.	PROPOSED SKATE FEATURE.
3.	END SEGMENT 3C/BEGIN SEGMENT 3D.
4.	PROPOSED DOUBLE BOX CULVERT EXTENSION TO REPLACE EXISTING SAINT AUGUSTINE BRANCH.
5.	PROPOSED MULTI-USE TRAIL CONNECTION.
6.	EXISTING SAINT AUGUSTINE BRANCH TO REMAIN "AS-IS".
7.	SEGMENT 3D REGIONAL STORMWATER POND.
8.	PROPOSED MULTI-USE TRAIL.
9.	PROPOSED CONNECTION TO ST. MARKS TRAIL.
10.	POTENTIAL FAMU WAY - PHASE 3.
11.	PROPOSED MULTI-USE TRAIL.

No.	REVISIONS	DATE	BY

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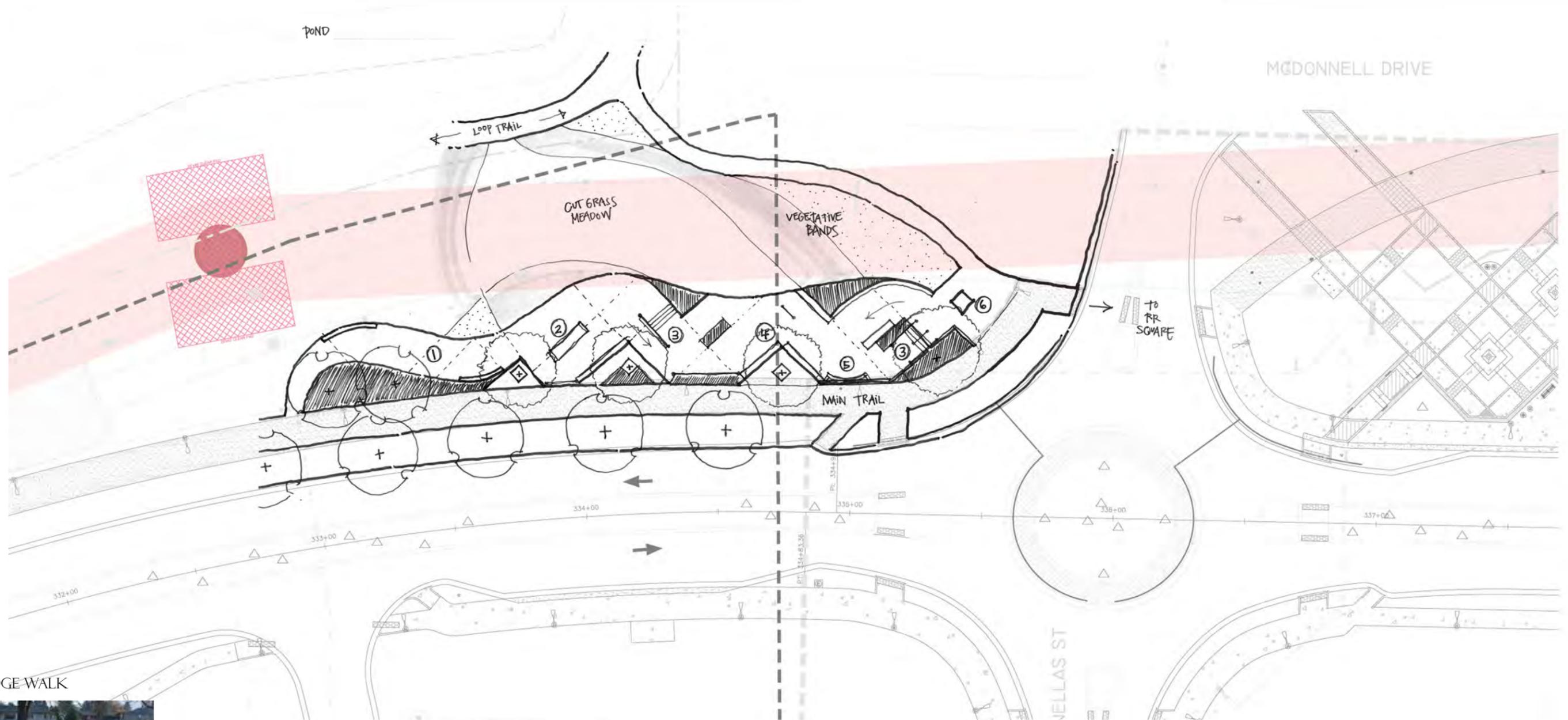
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 DATE:

CAPITAL CASCADE TRAIL  
 SEGMENT 3D COMPLETE  
 CONCEPT PLAN

SHEET NUMBER  
 1



① WAVE-EDGE WALK



② SKATEABLE SCULPTURE



③ STEPS



④ PLATFORMS



⑤ SKATE FEATURE



⑥ ETCHED HISTORY PANELS



**SYMBOL LEGEND**

- RAILS
- ▨ VEGETATED AREAS
- ⋄ CONCRETE PATTERNING (GROUND PLANE)
- SLOPE (ARROW DOWN)



We need your feedback! Completing this survey will help us to make better informed decisions related to the FAMU Way Extension and Capital Cascades Trail projects. Surveys completed and returned this evening will be entered into a drawing. Two citizens will receive a \$25 credit on their City Utility bill (must be a City Utility customer). If you'd like to be entered into the drawing, please list your name and phone number or email address where indicated. Thank you for sharing your thoughts with us.

**1. How would you describe your interest in this project?**

- |                                 |  |
|---------------------------------|--|
| <u>10</u> Property owner        | <u>2</u> Rent property in the area             |
| <u>1</u> Work in the area       | <u>3</u> Attend church in the area             |
| <u>2</u> FAMU or FSU student    | <u>15</u> Interested citizen                   |
| <u>2</u> Other (please explain) | <u>phone call from Allen Subdivision group</u> |

**2. With the first portion of the roadway and trail open for public use, and considering the project's goals to improve mobility for pedestrians, vehicles and cyclists, beautify the area with landscaping and other unique design features and cover up the canal with the installation of a stormwater facility that also serves as a public gathering space, please indicate the level that your expectations have been met thus far.**

- a. Exceeded expectations **13**
- b. Met expectations **7**
- c. Did not meet expectations

**3. Please share with us any comments about the proposed concepts for the area between Coal Chute Pond and Lake Bradford Road.**

- I guess Coal Chute recaptures railroad history? If not, re-name for old families in area of Wahnish Way to railroad tracks at Gamble St.
- Can't wait to see it finished – a long time coming.
- Improve Stearns Street.
- It appears to be a well-thought out plan, considerate of stormwater concerns, residents in the area, as well as the progress needed on the southside of Tallahassee.
- I would like to see more input from community leader.
- These would be very nice enhancements that should benefit walkers and other patrons of FAMU Way.
- Would like more done to increase minority contractor participation
- We should try to implement more food establishments for FAMU students.
- Like the idea of going in new southerly alignment.
- Keep the amenities going along the road.



**4. Please indicate your level of support for the two concepts being proposed for this portion of the project.**

7 I support both options

1 I support the Gamble Street alignment only

14 I support the route that makes a wider loop and includes a stormwater facility

     I do not support either option

2 Undecided

**5. Please share with us any comments about the design concept for how the area's history may be displayed along the roadway and trail.**

- I would like to make sure that there is continued citizen input for which history is selected.
- Kiosk at end of Hudson, Melvin and Bronough streets. Bricks with Allen subdivision families. Statute of Senator Carrie Meeks, might be from photos of her performing the long jump. Street named for Senator Meeks. (Bronough St.)
- Sounds great!
- Interesting, progressive ideas!
- Not enough knowledge to make judgement.
- The design seems to fit well into the overall design of the project.
- Great idea.
- No comments.

**6. Please share with us any comments about the proposed concept of skateable public art as a recreation amenity for the area near Coal Chute Pond.**

- I love it. The skaters can be quite entertaining!
- Change name of pond. Collect nominations from residents and former residents e.g. Corbin, McQueen, Adams (teacher at Lincoln H.S.), Day, Spencer, athletic director at Bond Elementary, Ma Mary's Park
- Interesting
- If skaters are encouraged they will expand the area beyond skate park.
- I favor a skateable art area. It adds diversity to fun areas in Tallahassee, an outlet for physical conditioning and will introduce a different type of recreation to children in the area.
- Very good.
- Seems very appropriate.
- This should be looked into more because this may attract more skate traffic on the roadway.
- Like it.
- LOVE this idea!! I've seen it in other communities, and it is an attraction for all ages. What a cool idea!

**7. How did you hear about this public meeting? (Please check all that apply)**

- |   |  |
|---|--|
| <u>    </u> Church bulletin               | <u>  2  </u> Social media              |
| <u>  4  </u> Newspaper                    | <u>  1  </u> Online Community Calendar |
| <u>  6  </u> Received flier at my home    | <u>  1  </u> Radio                     |
| <u>    </u> Talgov.com                    | <u>  1  </u> TV                        |
| <u>  5  </u> Family/friend                | <u>  6  </u> Email                     |
| <u>  2  </u> Other (Please specify) _____ |  |

**If you have any additional feedback, please write it in the space below.**

- I hope “full compensation” means that owner can purchase a lot as well as build a new home. The (history) concepts are beautiful! If you use a triangle, then you could present Senator Meeks as an athlete on one side, a legislator on another, and text on the third.
- Please monitor the impact of traffic on the Providence Neighborhood as a result of FAMU Way connecting at Lake Bradford Road across from Stuckey Ave., particularly since the neighborhood is a gateway to Innovation Park and the Engineering School.

***Additional comments expressed at the meeting:***

- Continued maintenance of roadway and trail
- Minority business opportunities/development
- Property acquisition needs for future phase 4 of FAMU Way (MLK to Monroe St.)
- Plans for restroom facilities along the corridor
- Consider possible traffic impacts due to potential of passenger train activity in the future

# Potential Right of Way Needs

Estimated  
Parcels  
Impacted:  
35\*  
(area outlined in red)

*\*Preliminary  
research indicates  
7 potential owner  
occupied  
properties within  
maximum area.*

