

## BOARD OF DIRECTORS MEETING

July 15, 2021

3:00 pm

City Commission Chambers

Chair: Nick Maddox

## Agenda

### I. AGENDA MODIFICATIONS

Page

### II. CITIZENS TO BE HEARD [NON-AGENDA ITEMS]

**In Person:** 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. Speakers are limited to 3 minutes.

**Written Comments:** Please provide written public comment by emailing [Comments@BlueprintIA.org](mailto:Comments@BlueprintIA.org) until 5 p.m. on July 14, 2021. This will allow ample time for comments to be provided to the IA Board in advance of the meeting. Comments submitted after this time will be accepted and included in the official record of the meeting.

**Live Comments Via WebEx:** If you wish to provide comments live during the IA Board meeting via WebEx, please register to join at [www.BlueprintIA.org](http://www.BlueprintIA.org) by 5 p.m. on July 14, 2021, and WebEx meeting access information will be provided to you via email. Speakers are limited to 3 minutes.

### III. INFORMATIONAL ITEMS/PRESENTATIONS

3

- Employment Trends and CareerSource Update – Jim McShane
- Receipt and File:
  - Draft Economic Vitality Leadership Committee June 30, 2021 Minutes
  - Blueprint Infrastructure Community Engagement Update

#### IV. CONSENT

1. Approval of the May 27, 2021, Blueprint Intergovernmental Agency Board of Directors Workshop and Meeting Minutes, and the June 15, 2021 Special Meeting Minutes **5**
2. Ratification of the May 27, 2021 Blueprint Intergovernmental Agency Budget Workshop **55**

#### V. GENERAL BUSINESS/PRESENTATIONS

3. Election of the Blueprint Intergovernmental Agency Board of Directors' Vice Chair **61**
4. Authorization to Advertise, Negotiate, and Award Capital Circle Southwest Greenway Contracts for Construction Services **63**

#### VI. CITIZENS TO BE HEARD

**In Person:** 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. Speakers are limited to 3 minutes.

**Written Comments:** Please provide written public comment by emailing [Comments@BlueprintIA.org](mailto:Comments@BlueprintIA.org) until 5 p.m. on July 14, 2021. This will allow ample time for comments to be provided to the IA Board in advance of the meeting. Comments submitted after this time will be accepted and included in the official record of the meeting.

**Live Comments Via WebEx:** If you wish to provide comments live during the IA Board meeting via WebEx, please register to join at [www.BlueprintIA.org](http://www.BlueprintIA.org) by 5 p.m. on July 14, 2021, and WebEx meeting access information will be provided to you via email. Speakers are limited to 3 minutes..

#### VII. DIRECTOR DISCUSSION ITEMS

#### VIII. ADJOURN

#### NEXT BOARD OF DIRECTORS MEETING: September 27, 2021

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 Information Officer, 315 South Calhoun Street, Suite 450, Tallahassee, Florida, 32301, at least 48 hours prior to the meeting. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.

# Blueprint Intergovernmental Agency Board of Directors Informational Item

July 15, 2021

<b>Title:</b>	Receipt and File
<b>Category:</b>	Informational Item
<b>Intergovernmental Management Committee:</b>	Vincent S. Long, Leon County Administrator Reese Goad, City of Tallahassee Manager
<b>Lead Staff / Project Team:</b>	Benjamin H. Pingree, Director, Department of PLACE Autumn Calder, Director, Blueprint Cristina Paredes, Director, Office of Economic Vitality

---

## STATEMENT OF ISSUE:

The following informational items are being provided to the Blueprint Intergovernmental Agency Board of Directors and have been posted to the Blueprint website.

- Items posted for July 15, 2021:
  - [Draft Economic Vitality Leadership Committee June 30, 2021 Minutes](#)
  - [Blueprint Infrastructure Community Engagement Update](#)

THIS PAGE INTENTIONALLY LEFT BLANK

# **Blueprint Intergovernmental Agency Board of Directors Agenda Item #1**

**July 15, 2021**

**Title:** Approval of the May 27, 2021, Blueprint Intergovernmental Agency Board of Directors Budget Workshop and Meeting and the June 15, 2021 Blueprint Intergovernmental Agency Board of Directors Special Meeting Minutes

**Category:** Consent

**Intergovernmental Management Committee:** Vincent S. Long, Leon County Administrator  
Reese Goad, City of Tallahassee Manager

**Lead Staff / Project Team:** Benjamin H. Pingree, Director, Department of PLACE  
Autumn Calder, Director, Blueprint  
Cristina Paredes, Director, Office of Economic Vitality

## **STATEMENT OF ISSUE:**

This agenda item presents the summary meeting minutes for the May 27, 2021, Blueprint Intergovernmental Agency Board of Directors (IA Board) meeting and workshop minutes and the June 15, 2021 Blueprint Intergovernmental Agency Board of Directors Special Meeting minutes and requests the IA Board's review and approval of the minutes as presented.

## **FISCAL IMPACT**

This item has no fiscal impact.

## **RECOMMENDED ACTION:**

Option 1: Approve the May 27, 2021, Blueprint Intergovernmental Agency Board of Directors Meeting and Workshop Minutes and the June 15, 2021 Blueprint Intergovernmental Agency Board of Directors Special Meeting.

## **OPTIONS:**

Option 1: Approve the May 27, 2021, Blueprint Intergovernmental Agency Board of Directors Meeting and Workshop Minutes and the June 15, 2021 Blueprint Intergovernmental Agency Board of Directors Special Meeting.

Option 2: IA Board Direction.

Attachments:

1. Draft Summary Minutes of the Blueprint Intergovernmental Agency Board of Directors Meeting on May 27, 2021.
2. Draft Summary Minutes of the Blueprint Intergovernmental Agency Board of Directors Budget Workshop on May 27, 2021.
3. Draft Summary Minutes of the Blueprint Intergovernmental Agency Board of Directors Special Meeting on June 15, 2021.



# Blueprint Intergovernmental Agency Board of Directors Meeting Minutes

**Date:** July 15, 2021  
**To:** Board of Directors  
**From:** Benjamin H. Pingree, PLACE Director  
**Subject:** Summary Minutes to Board of Directors Meeting of May 27, 2021

## **MEMBERS PRESENT**

<b>COUNTY</b>	<b>CITY</b>
Commissioner Nick Maddox, Vice-Chair	Commissioner Dianne Williams-Cox, Chair
Commissioner Kristin Dozier	Mayor John Dailey
Commissioner Carolyn Cummings	Commissioner Curtis Richardson
Commissioner Brian Welch	Commissioner Jeremy Matlow
Commissioner Rick Minor	Commissioner Jacqueline Porter
Commissioner Bill Proctor	
Commissioner Jimbo Jackson	

## **I. AGENDA MODIFICATIONS**

Commissioners Matlow, Porter, Richardson, and Minor pulled Item 5 for discussion.

### **M1. Approval of the Allocation of Tallahassee-Leon County Office of Economic Vitality Funds in Support of Project Mango**

Cristina Paredes provided a brief overview of the confidential business expansion opportunity, code name Project Mango, which included an overview of the project and its economic impact on Tallahassee-Leon County, the Competitive Projects process, the Targeted Business program. Project Mango would be a \$200 million capital expenditure for a 650,000 square foot fulfillment center supporting 1000 direct jobs paying at, or above, \$15 per hour. The total economic impact of \$454.1 million and 3,602 direct, indirect, and induced jobs. Approval of the performance-based, incentive package did not guarantee that Tallahassee-Leon County would be selected; however, it allowed Tallahassee-Leon County to maintain a competitive posture as the company evaluated this and other sites for its future location.

#### **Citizen Comment**

Sammy Dixon spoke in favor of Project Mango noting the 1000 permanent jobs at a minimum of \$15 per hour.

Jeff Hendry spoke in favor of Project Mango and the diversification of jobs in Tallahassee-Leon County, particularly the construction and indirect jobs

that it would create, the benefit to the airport and institutions of higher education, and the regional impact.

Sue Dick spoke in favor of Project Mango and the indirect jobs it would create that supported talent retention in Tallahassee-Leon County.

Max Epstein spoke in favor of Project Mango and stated that big projects, such as Mango, needed more time for public review, comment, and vetting.

Brian Sealey spoke in favor of Project Mango for the job opportunities and employment diversification.

Stanley Sims spoke in favor of Project Mango and encouraged the company to practice diversity in hiring minorities.

Barney Bishop spoke in favor of Project Mango noting the businesses that would develop because of the business expansion into Tallahassee-Leon County.

Arley Huggins spoke in favor of Project Mango citing the long-term benefits of a similar project to his hometown in South Dakota.

Karla Revels spoke in opposition to Project Mango noting the detrimental impacts to the Arbor Branch neighborhood. She encouraged locating the business on the west side near the airport.

Mayor Dailey stated that Project Mango was a crucial vote for the IA Board, as it indicated that Tallahassee-Leon County was truly open to recruiting private sector business and adding jobs and sales tax to the local economy.

**Mayor Dailey moved, seconded by Commissioner Richardson, to approve option 1.**

**Option 1: Approve the Targeted Business application for Project Mango and allocate \$2,565,299 over six years to support this project from the OEV Capital Budget.**

Commissioner Richardson spoke in favor of increasing the private industry sector in Tallahassee-Leon County. He noted the changes in state government jobs and restricted salaries over the past 20 years and need to diversify in order to retain the talent of students graduating from local colleges and universities.

Commissioner Welch spoke in favor of Project Mango for the proactive approach by the company and the ecosystem that would rise up around the business.

Commissioner Minor spoke in favor of Project Mango stating that it was the biggest economic development opportunity in the history of Tallahassee-Leon County that would support the decades long effort to diversify the labor market. He also noted the opportunities to learn from other communities to maximize the investment.



Commissioner Dozier spoke in favor of Project Mango stating that it was an opportunity to see a return on investment of sales tax funds into infrastructure and economic development. Regarding incentive and Targeted Business programs noting that it supported the diversification of the labor market in Tallahassee-Leon County.

Commissioner Proctor spoke in favor of Project Mango and strongly encouraged the use of local contractors and vendors, utilizing the talent pipeline out of local educational institutions, that the company embrace diversity, and support Tallahassee-Leon County community activities through sponsorships,

Commissioner Cummings spoke in favor of Project Mango stating that it was a tremendous opportunity for Tallahassee-Leon County. The infrastructure and environmental issues would be addressed through the policy and procedures of permitting through Leon County.

Commissioner Jackson spoke in favor of Project Mango stating that it was a benefit for Tallahassee-Leon County.

Commissioner Porter stated that she could not support Project Mango as it felt rushed and needed more time for public input. She cited a Brookings Institute study, which stated that 75% of incentive packages did not affect the company's decision on where to locate, and that 10-30% of new jobs went to residents who were not already employed. Furthermore, while she supported growth and a diverse economy however, she did not feel that tax incentives were an effective way to boost employment. Cities and Counties that invested in transportation infrastructure saw up to 10% greater return on those investments over incentive packages. Lastly, she did not feel that the IA Board had enough time to deliberate on the benefits and that \$15 per hour was not a livable wage.

Commissioner Dozier stated that the local construction industry was desperate for labor and Project Mango would be an incredible benefit. It also provided an opportunity to review the labor force and lift the industry, particularly subcontractors.

**The motion passed 11-1 (weighted: 63-7) with Commissioner Porter casting the dissenting vote.**

## **II. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS**

Public comments were received by email to Comments@BlueprintIA.org through 5:00 p.m. on May 26, 2021. All emails received were provided to the IA Board. Live comments were also taken in person and via WebEx during the meeting. Those comments are summarized below.

### **Citizen Comment**

Stanley Sims stated that his own unnamed economic development project was excluded from the IA Board agenda.

Donna Cotterell spoke on the disruption to family legacies and generational wealth lost through eminent domain for Blueprint projects.

Margaret Moore held a moment of silence for the one year anniversary of the death of Tony McDade and the community impact of choices made by the IA Board.

Priscilla Hawkins stated that eminent domain was the new Jim Crow because residents were unaware of the project development and were not fairly compensated through the process.

Steve Martin spoke on the 2014 ballot language and results for the sales tax extension and lack of transparency.

### **III. INFORMATIONAL ITEMS/PRESENTATIONS**

- CAC Chair Report – submitted in writing
- EVLC Chair Report – submitted in writing

### **IV. CONSENT**

**ACTION TAKEN: Mayor Dailey moved, seconded by Commissioner Minor to approve the Consent Agenda as amended.**

**The motion passed 12-0 (weighted (70-0)).**

1. Approval of the April 8, 2021, Blueprint Intergovernmental Agency Board of Directors Meeting and Strategic Plan Workshop Minutes

Option 1: Approve the April 8, 2021, Blueprint Intergovernmental Agency Board of Directors Meeting and Strategic Plan Workshop Minutes.

2. Acceptance of the Draft Blueprint Citizens Advisory Committee and Economic Vitality Leadership Committee May 12, 2021, Meeting Minutes

Option 1: Accept the Draft Blueprint Citizens Advisory Committee and Economic Vitality Leadership Committee May 12, 2021, Minutes.

3. Approval of the FY 2020 Comprehensive Annual Financial Report

Option 1: Accept the Fiscal Year 2020 Comprehensive Annual Financial Report for the Blueprint Intergovernmental Agency.

4. Approval of a Bond Reimbursement Resolution

Option 1: Approve Resolution No. 2021-01, allowing the Agency to be reimbursed from the proceeds of a planned future bond sale for the construction and implementation of various capital projects.

## **ITEMS PULLED FOR DISCUSSION**

### **5. Approval of the Northeast Gateway Project Development and Environmental Study**

Autumn Calder provided a brief overview of the steps included to finalize the draft of the Northeast Gateway PD&E study and submittal to the Florida Department of Transportation (FDOT), consistent with the eligibility requirements for the State Infrastructure Bank (SIB) Loan. Ryan Wetherell, Design Consultant and Project Engineer with Kimley Horn & Associates, provided a brief overview of the PD&E process and history of IA Board actions, the environmental and engineering analyses included in the technical study, and the economic impact of the project. Mr. Wetherell recapped the purpose and needs statement of the project, collaboration with Tallahassee-Leon County Planning Department and the Capital Regional Transportation Planning Agency (CRTPA), community engagement. He stated that the purpose of the document review period and public hearing on the PD&E was to present the design concept and receive public comment. Each comment received would be addressed and that response would be made available on the project website. Mr. Wetherell clarified that it would not end public engagement or input on the project. It was simply a milestone along the road to completion of the project.

Regarding the project economic impact study, Ryan Wetherell stated that the Northeast Gateway project would support 18,500 to 70,339 permanent jobs and \$9.7 million to \$52.1 million in state and local taxes. The study was prepared by the Center for Economic Forecasting and Analysis for opening year, 2025, and design year, 2045. Development around the Northeast Gateway would generate \$2.2 billion to \$8.2 billion in total economic development, with economic growth results of \$263 million to \$1.08 billion in tax receipts. Autumn Calder provided an overview of the accomplishments of the PD&E study. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

#### **Citizen Comment**

Gay Mitchell spoke in opposition to the Northeast Gateway project noting that the roundabout would take large portions of her property and safety concerns.

Kathy Archibald spoke in opposition to the Northeast Gateway project stating that it was too soon, too expensive, and that cheaper alternatives were available.

Drew McCloud spoke in opposition to the Northeast Gateway project noting significant impacts to residents and the fast-paced nature of the project.

Max Epstein spoke in opposition to the Northeast Gateway project stating that residents did not want the project and questioned why it continued to move forward.

Roy Knight spoke in opposition to the Northeast Gateway project citing the damages that it would bring to the quality of life of residents.

Arley Huggins spoke in favor to the Northeast Gateway project noting the improved traffic benefits, safety, and flow that the project would provide and support of neighbors.

Priscilla Hawkins spoke in opposition to the Northeast Gateway project noting safety concerns of the roundabout for residents.

Eva Armstrong spoke in opposition to the Northeast Gateway project and requested that the IA Board slow the project in order to gain additional data on climate and behavioral changes, brought about by the pandemic, regarding transportation.

Scott Hannahs spoke in opposition to the Northeast Gateway project noting that the PD&E was incomplete, had not considered all alternatives, and should not be accepted by the IA Board.

Randie Denker spoke in opposition to the Northeast Gateway project citing the inability to pursue eminent domain on property owners due to the unconsidered alternatives offered by residents.

Wendy Grey spoke in opposition to the Northeast Gateway project citing the need for more data and analysis, the timing of economic and engineering reports and public comment.

Jeff Blair spoke in opposition to the Northeast Gateway project citing benefits of a resident proposed alternative alignment and ineffective public outreach. He also spoke in opposition to Project Mango.

Steven Martin spoke in opposition to the Northeast Gateway project expressing concern for personal agendas by lobbyist and the owners of Welaunee Plantation.

Commissioner Matlow stated that the speed of the project was unlike any other. The IA Board voted to amend substantially and advance fund the Northeast Gateway project before the traffic study for the original Shamrock Extension was done. He stated that the IA Board was chasing a dream without pausing to evaluate if it was needed or wanted by the community. Furthermore, they had not provided staff the liberty to address it any way other than Shamrock and Roberts Road opening simultaneously. He questioned the wisdom of that direction because of the pushback from the community and the debt service on advance funding it through bonds. Commissioner Matlow stated that the Northeast Gateway, like other advance funded projects and funding requests such as Item 7, were similar in that they served as an opportunity to find funding for projects that the Tallahassee-Leon County community truly wanted.

Commissioner Matlow noted that one citizen discussed Alternative 4, and requested additional information on it. Ryan Wetherell stated that Alternative 4 was presented to the IA Board in December 2019. It stopped short of I-10 that would connect to a Thornton Road extension back to Miccosukee Road. Mr. Wetherell stated that the 2007 framework, used by the CRTPA for regional model,

was updated with current roadway network and land use data, to evaluate the project in 2025, 2035, and 2045. Opening year, 2025, assumed no development because there was not yet a roadway in place to support it; 2035 showed some development with more following at 2045, however, the model predicted that it was long way from being fully built out, even then. In 2025, Alternative 4, provided a comparable level of relief to Centerville and Miccosukee roads. Review of the modeling data for vehicle miles traveled and total volume of traffic on neighborhood roads, drove the decision not to support Alternative 4. Furthermore, Alternative 4 dashed in a greenway crossing, for modeling purposes, which, as Mr. Wetherell understood it, had not yet been approved by the state legislature.

Commissioner Matlow requested information on traffic modeling for Alternative 1 versus Alternative 4. Ryan Wetherell stated that the models for 2025, 2035, and 2045, indicated that Alternative 1 provided greater relief, in all instances, on Centerville and local neighborhood roads achieving those aspects of the purpose and needs. In the opening year, 2025, Alternative 1, carried upwards of 7,000-9,000 cars pulling traffic off surrounding roadways, before any development. Alternative 4 was less than half that amount at 4,000 cars because it was not connected to the network in the same ways. The 2025 modeling data was critical because that would be the immediate relief provided to the community.

Commissioner Matlow stated that while Alternative 4 would only pull half as many cars off existing roadways, it was 80% cheaper than Alternative 1. It would provide some relief without considerable capital investment and bond series. That was money that, frankly, Blueprint did not have to spend and resulted in the IA Board deferring projects, such as Tharpe Street, which was currently at capacity; a project that was ranked higher than any version of the Northeast Gateway by the CRTPA. He stated that the only reason the IA Board was considering the Northeast Gateway was their choice to advance fund and build it as quickly as possible. He encouraged the IA Board to slow the pace of the project and reevaluate all alternatives now that the PD&E was complete in order to find an alternative that was supported by the community.

Commissioner Richardson stated that he was not against the project but encouraged the IA Board to slow the pace of the project, if it had no adverse effect to the project in order to allow for additional public input. He noted the tremendous cost differences between the alternatives and requested staff to address that. Ryan Wetherell stated that comparing the cost of Alternative 1 now, to Alternative 4 from 2019, was comparing apples to oranges because of the number of items not yet contemplated. The 2019 evaluation and estimate assumed a roadway but did not yet include design, greenways, bridges, wildlife crossings, etc. it was an early apples to apples comparison of four alternatives to provide an order of magnitude cost at that phase of the project. The cost of Alternative 1 evolved through the PD&E as it came to include bridge analyses, typical sections, environmental studies, land acquisition and mitigation of impacts to the conservation easements, did not provide the opportunity for a new interchange with I-10, etc. Additionally, construction costs had increased in the last two years. Mr. Wetherell stated that he could not provide a current estimate on Alternative 4, with the additional items included because IA Board direction was to study one build alternative.



Commissioner Richardson questioned if there would be any adverse effects should the IA Board elect to delay the project. Ben Pingree stated that the prioritization and planning process began shortly after the sales tax extension was approved in 2014, in order to be as prepared as possible to push the projects to market when collections began. Mr. Pingree stated that the project could be delayed with impacts to cost and the next steps. Autumn Calder stated that regarding scheduling, the SIB loan application process occurred once annually, delaying would push the project back one year. Additionally, Blueprint received the contract for the Transportation Regional Incentive Program (TRIP) funding from FDOT, which was contingent on providing relief to traffic congestion on Thomasville Road. Delaying the project could result in Blueprint losing that grant funding. Ryan Wetherell stated that from a traffic perspective, there would be no relief to Centerville or Thomasville Roads, or the local neighborhood roadways. On timing, the scope of the PD&E was outlined by FDOT and required a 15-day public review period, ahead of the public hearing. The PD&E documents were on display at the Northeast Public Library and Blueprint offices and available on the project website.

Commissioner Minor stated that he shared Commissioner Richardson's perspective and frame of mind. The project had been around with staff working on it and citizens speaking on it for a very long time however, Commissioners were elected to listen to the citizens. He understood the implications of the SIB loan cycle but it would be available annually. He questioned the implications of losing the TRIP grant. Autumn Calder stated that the grant was for \$1.5 million; she thought it was an annual application process however, it required that Blueprint show relief to the roadway network in order to be eligible for it. Commissioner Minor stated that he felt the need to pause the project in order to allow time for citizens to receive responses to their concerns and speak with staff and Commissioners about them as well. The main question is the cost difference between Alternative 1 and Alternative 4; some of which had been addressed in the meeting. However, he wanted the opportunity for the give and take of dialogue, to address concerns, and move forward where the IA Board could.

Commissioner Dozier revisited the discussion at the April 8, 2021, IA Board meeting regarding Alternative A and Alternative D. She recognized the history of IA Board votes and noted that while they could change their minds, there was considerable money wrapped up in those choices. Delaying the project too long could mean that portions of the PD&E would need to be repeated. Based on conversation at the current meeting, she questioned if the work of the PD&E would be valid in one to two years. Ryan Wetherell stated that in general terms, traffic was the driver of PD&E data; that had a three-year expiration, and therefore would be valid until 2024. Beyond that, the PD&E would need to be repeated in totality. Commissioner Dozier stated that with that and the ability to apply for TRIP again in another year, she did not see reason not to pause the project in order to provide time for additional public comment and to give the IA Board time to digest the comments received. Enough questions existed that the IA Board owed it to Tallahassee-Leon County to evaluate the details of the PD&E and economic assessment and questioned what the next steps would look like should the IA Board not accept the PD&E study. Ben Pingree stated that the project documents

would not be transmitted to the state and would not be in the SIB loan cycle. Blueprint would not issue the contract for consulting services to negotiate right of way acquisition nor the greenway acquisition. Choosing to delay the project might also jeopardize the Northeast Park land acquisition at the Board of County Commissioners (BOCC) because as he understood it, the Northeast Park was tied to the Northeast Gateway project and Comp Plan amendment. At a minimum, it pushed all of it back by one year. He was unable to address the implications to debt services, if SIB loans would be funded by the state in subsequent fiscal years. It could also mean an agenda item coming before the IA Board for consideration of many factors.

Regarding the Northeast Park Commissioner Dozier addressed the County Administrator, Vince Long, and stated that she understood that the property owners did not want to proceed with sale until the Comp Plan amendment was finalized. She had not heard that it was tied to Northeast Gateway. The County Administrator stated that it could be very much be tied to Northeast Gateway. Mr. Long stated that the landowner had an interest in the development of Welaunee Boulevard. However, Mr. Long stated that the project could be delayed as long as the IA Board would like, and that the IA Board discussed the merits of the project at the April 8, 2021, meeting and approved it. It was highly unusual for the IA Board to have the PD&E come back and discuss it again but they could do that. This the point in the process where engineering staff would convey any concerns or anything unusual, which was discovered in the PD&E process. That did not happen therefore staff recommended that the IA Board continue with the project. The IA Board could determine the timeline for it, however, there is an awful lot, too much to exhaust in the current meeting, that could be tied to the IA Board's decision on the project timeline.

Commissioner Dozier noted that the 2020 Comp Plan amendment process on Welaunee was one of the most complicated in her 11 years of service. That was in part due to the City and County being caught between folks who wanted no development for 10-15 years; preferring instead to settle the agreements and shore up the property. To rush other decisions, including Northeast Park, when there was not supposed to be any development for 10-15 years made her question the motivation.

Commissioner Welch stated that he understood and respected the concerns of his neighbors and constituents, and he supported the much needed road project. Reflecting on the process, his perspective was that stakeholders supported, or were at least okay, with the Comp Plan amendments passed in 2020. If the will of the IA Board was to delay the project, he could support that because it was clear that some people felt unheard. However, just two months earlier, the IA Board held a robust discussion on the Centerville and Roberts Road intersection style and alignment, and the roundabout concept prevailed. He supported improved access for Roberts Middle and Montford Elementary schools, the Northeast Park, and the improvements to traffic congestion that Welaunee Boulevard would provide. He was not sure that delaying the project a year would change those facts; however he was committed to finding balance between the project and stakeholders. He questioned the possibility of more robust engagement and still make the deadlines

for the SIB loan, retain the TRIP grant funds, and facilitate a project that was needed in the community.

Commissioner Welch acknowledged the housing issue across Leon County and the conversations, from before his campaign for County Commissioner, that the Welaunee development would control the next 30 years of growth in Tallahassee-Leon County. He felt frustrated by the level of disdain for that reality. He acknowledged the years of public engagement and staff work and the reality that some stakeholders still did not feel engaged. He questioned if Blueprint could include even more public engagement opportunities or if the intersection alignment could be revisited or reconsidered by the IA Board. If not, he felt that the discussion needed to evolve to the timing of the PD&E transmittal, summer of 2021 or in another year.

Autumn Calder clarified that the PD&E was simply a consolidation of the previously approved direction of the IA Board. Blueprint could hold another public meeting on the PD&E and the IA Board could move forward the PD&E approval as it represented the decisions of the IA Board. Regarding the roundabout, Ms. Calder stated that it was a single lane roundabout with a large oak tree in the center, very much like the roundabout at Kerry Forest and Ox Bottom roads, and smaller than the roundabout at Jim Lee Road and Orange Avenue.

Commissioner Williams-Cox noted that the PD&E was listed as a “draft final,” and questioned if there would be a final-final PD&E. Ryan Wetherell state that the PD&E could not be finalized until the public comment period was complete and the responses included in the report. A completed PD&E study was the scope to move forward with the design phase of a project as it addressed and included the public, engineering, and environmental aspects for the design. Mr. Wetherell reiterated that it was not the end of the road, simply a milestone along the road. Commissioner Williams-Cox clarified that if the IA Board approved the draft final PD&E, Blueprint could continue to hold public meetings and engagement opportunities for public input, until the final PD&E. Autumn Calder clarified that the public comment period for the inclusion with the PD&E report would close June 7, 2021. However, public comment and engagement on the project would absolutely continue through the very end of the project.

Commissioner Williams-Cox stated that it seemed there was a belief in the room, that approving the draft-final PD&E would take it out of the hands of the public. Ben Pingree outlined the next steps should the IA Board take no action. All comments received through the June 7, 2021 deadline, would be addressed and included in the PD&E and transmitted to FDOT for their review and consideration. Public engagement by Blueprint would continue through design, construction, and the grand opening of the project. What was presented that evening for IA Board consideration was a PD&E that would not need to come back to the IA Board in its final format. If the IA Board wanted the final PD&E to come back for their review and make the SIB loan deadline of June 30, 2021, it would be necessary to schedule a special IA Board meeting. If the IA Board elected to delay the decision to the next regularly scheduled meeting on July 15, 2021, they would miss the SIB loan deadline and delay the project by one year at a minimum.



Commissioner Porter stated that she absolutely believed that the IA Board should push pause on the project; moving forward despite the public questions and concerns was bad governance. She supported the Northeast Park moving forward through the County. She supported keeping Kimley Horn & Associates under contract to facilitate the public engagement process. She understood the implications of the TRIP grant and SIB loan, however, felt that it was “government speak” for business as usual. She felt it was bad planning to continue to widen roadways, stating that it was an outdated idea given the direction of the economy and climate change, and looked forward to future conversations on investments in public transit. Lastly, she expressed great concern over not having been provided all of the material on all alternatives in order to make an informed decision.

**Commissioner Porter moved, seconded by Commissioner Matlow to pause the project for more public input; to bring back an agenda item at the July 15, 2021, meeting and give staff the authority to analyze other options during public engagement.**

Ben Pingree clarified that at the December 2019, IA Board meeting Blueprint staff presented the four possible alignments to the IA Board, at the beginning of the PD&E process in order to determine which one would be analyzed (along with the standard no-build option) by Kimley Horn & Associates for the cost provided. Based on IA Board direction, Kimley Horn & Associates moved forward with all engagement and created the PD&E document, on one alignment. Evaluating a multitude of alignments would have financial implications. If that was the will of the IA Board, staff would bring back an agenda item that analyzed the financial impacts and sought approval to complete two to four PD&E studies on the project. Autumn Calder stated that staff would need more time than available before the July 15, 2021 meeting, to study multiple corridors and complete the required analyses.

Commissioner Williams-Cox questioned how long they would pause the project. Autumn Calder stated, for comparison, that Blueprint staff received the authorization from the IA Board to analyze the Roberts Road connection in January 2020. That was a 16-month window.

Mayor Dailey agreed with Commissioner Minor, that the Commissioners were elected to listen yes, but also to lead. Part of leadership required making tough decisions. He encouraged the IA Board not to confuse “not hearing” citizens with respectfully disagreeing. He appreciated and respected the citizen who spoke out on the project, however, he did not agree with their position. Through his fourteen-year tenure with the BOCC and as Mayor, many big decisions were made where friends walked out unhappy with the vote. Leadership through difficult situations, take in all the information, make decision, and move forward was what the citizens of Tallahassee-Leon County elected Commissioners to do. The Northeast Gateway project did not come about overnight. The process that led to the current meeting, including public engagement, began in 2016. The project was included in the ballot for referendum approved by voters of Tallahassee-Leon County. There were just as many people, who were not in attendance at the meeting, who supported the project 150 percent. He urged caution against being reactionary to only what was

in front of the IA Board and ensure an holistic approach of the community in the support.

Mayor Dailey stated that the action before the IA Board that evening, was to approve transmittal of a PD&E, which represented all of the legally binding votes taken by the IA Board to that point. Pausing the transmittal did not change the votes or information in the PD&E. The conversation around the table that evening was to consider other alternatives. That was wholly different and sought to unravel legal decisions previously made by the IA Board; that included significant public input throughout the process. He saw that as a tactic to kill the project. Doing so also jeopardized the Northeast Park project, as confirmed by the County Administrator. Mayor Dailey encouraged the IA Board to transmit the PD&E to FDOT, the next step in a five-year long process.

**Mayor Dailey offered a substitute motion, seconded by Commissioner Welch, to approve Option 1.**

**Option 1: Approve the Draft Final NE Gateway PD&E Study.**

Commissioner Cummings stated that she too attended the public meeting at Montford Elementary following multiple phone calls and emails from citizens on the project. She also lived near the area, and could attest to the traffic congestion that would only worsen with each new development. She stated that Commissioners were charged with listening to the citizens and being sensitive to their needs. However, the community and County and City governments had to be progressive and that required vision to address the problems.

Commissioner Cummings acknowledged the June 30, 2021, deadline to apply for the SIB loan and past IA Board decisions, including prioritization and choices to advance projects. She questioned if other projects that ranked lower on the prioritization list, would be advanced if the Northeast Gateway project were paused. Ben Pingree stated that he could not answer that question. The Northeast Gateway project was elevated, for a series of budget years, and included a five-year Capital Improvement Plan and aggressive group of bonds across Tallahassee-Leon County. If the the Northeast Gateway project were paused staff would need time to analyze and prepare a complete agenda item on all of the various implications with options for consideration by the IA Board. Commissioner Cummings questioned if the IA Board approved transmittal of the PD&E to FDOT, would the alignment be set or could it still be modified. Ben Pingree stated that the project was at the point where staff would move into design that followed the alignment approved by the IA Board at the December 2019, meeting.

Commissioner Proctor expressed his disappointment with staff work on the project and compared it to the quality of work produced to develop Southwood. The IA Board had a responsibility to direct staff to work that was in the best interest of the community. He believed that pausing the project was consistent with other projects in Tallahassee-Leon County, such as Woodville Highway, Crawfordville Highway, and the Fairgrounds. He stated that he understood the frustration of traffic congestion on Centerville however, there was no analysis that addressed

road capacity or the impacts it would have on surrounding roads. That information was not gathered to the level that the IA Board expected from staff or consultants.

Commissioner Proctor referenced the earlier action by the IA Board regarding Project Mango without asking staff to provide a transportation analysis. He stated that both projects were related in that the IA Board was kidding their selves if they imagined that Centerville and Miccosukee Roads alone could continue to carry the capacities for the rate and speed of development in the area. Adding Project Mango to the area, with its anticipated regional impact, would exacerbate the issues. He thought that the Fairgrounds and Woodville Highway projects were a testament to the ability to pause a project. He urged the IA Board to take smart, caring, and compassionate action to the whole of the development. The IA Board would be well advised to hear the qualitative mindsets and spirited people coming forward from the community on the project. Commissioner Proctor referenced Attachment 4, of the agenda material, and stated that if the IA Board only considered the economic impact that would come through high-density development; they should take action to approve. However, it was about the quality of life for residents in the area, not money.

Commissioner Dozier stated that she appreciated the hard work from staff, the tension of losing the momentum following the effort that came from a series of votes by the IA Board. To imply however, that all votes were legally binding, that the IA Board could not vote again to change policy direction, or that the proposed alignment and its effects had been in place since 2016, was inaccurate. The IA Board, in January 2020, supported the request of residents of Killearn and committed to build both the Shamrock and Roberts Road intersections concurrently. Autumn Calder confirmed that the original project description in the Interlocal Agreement terminated at Shamrock. It was substantially amended to extend to Roberts Road in January 2020.

Commissioner Dozier stated that Phase 2, the Roberts Road connection, was a Tier 2 project from the Sales Tax Committee in 2014. She was not surprised that some residents were surprised that the project was elevated and substantially amended so quickly. That, along with the Comp Plan amendment in 2020, underscored citizen concerns and she understood why people questioned the justification of moving so quickly on the project and the sense of imminent development in the area. She saw the compromise as reverting to the original project description, to build to Shamrock, and take a year or more to analyze the corridor to Roberts.

Commissioner Dozier further stated that other citizens in the area, who were also concerned by the Roberts extension felt that the connection to Montford Elementary and Roberts Middle schools mitigated their concerns, because it was so desperately needed. It was a profoundly complicated situation; a typical process but atypical project. Lastly, she stated that she was less than thrilled with both motions on the floor, and without a third option, was unsure of where to go other than to pause.

Susan Dawson clarified that under Roberts Rules and because the IA Board previously voted to do everything encapsulated in the PD&E, the IA Board would need a motion to amend actions previously adopted, in order to reverse earlier

decisions. The votes and actions of the IA Board were legally binding and reversing them required following procedure. She reiterated that everything included in the PD&E was the result of IA Board direction. It was simply a report that summarized IA Board direction to staff, and therefore, why the item was on consent.

Commissioner Jackson stated that on April 8, 2021, the IA Board voted 8-3 (weighted 46-19) to approve the alignment and intersection option, known as Alternative A (discussed in the current meeting as Alternative 1). With great deference and respect to the citizens and their concerns for the immediate community, however, to reverse that decision would be defying the will of 67% of Tallahassee-Leon County voters who approved the sales tax extension, which included the Northeast Gateway project. He intended to support the substitute motion and work with stakeholders who were negatively affected by the roundabout.

Commissioner Minor stated that one option, suggested earlier in discussion that would allow Blueprint to meet the SIB loan application deadline of June 30, 2021, was to hold a special Blueprint IA Board meeting. Scheduling a special meeting, to address only Northeast Gateway, after every public comment was responded to and those responses given iterative conversation with the residents would help the IA Board to address the situation. Commissioner Minor requested that as a friendly amendment. Mayor Dailey declined.

**The substitute motion failed 5-6 (weighted 27-36) with Commissioners Dozier, Minor, Proctor, Matlow, Porter, and Richardson dissenting and Commissioner Williams-Cox out of Chambers.**

**Commissioner Dozier moved, seconded by Commissioner Minor to hold a Special IA Board meeting, on the Northeast Gateway project, after the June 7 PD&E public comment period was complete; to include responses and the implications of not moving forward with the PD&E.**

**The second substitute motion passed 12-0 (weighted: 70-0).**

**The original motion failed due to the substitute motion.**

## **V. GENERAL BUSINESS**

6. Consideration of Funding and Economic Impact Analysis for a Proposed \$1 million Tallahassee Community College Athletic Facility Enhancements

**Commissioner Maddox moved, seconded by Commissioner Richardson, to approve option 1.**

**Option 1: Accept the Report on the Economic Impact Analysis for a proposed \$1 million Tallahassee Community College Athletic Facilities enhancements and direct staff to proceed with the following:**

- **Allocate \$1 million of the from the American Recovery Plan Act (ARPA) Fiscal Year 2021 allocation for TCC's athletic facility enhancements.**
- **Continue engagement and collaboration with TCC throughout their development of a plan for the TCC Athletic Facilities enhancements to finalize details regarding the final scope and budget for the project, prepare an MOU to govern the use of funds, and the timeline for disbursement and expenditure.**

#### Citizen Comment

Brian Lupiani spoke in opposition to the TCC funding allocation citing the ballot language from the 2014 surtax extension and that while he was not opposed to tax payer dollars supporting the facilities that was not the intended purpose of Blueprint funds.

Priscilla Hawkins spoke on the Northeast Gateway item and traffic issues then encouraged the IA Board to listen to citizens before giving money to outsiders.

Darwin Gamble spoke in opposition to items 6 and 7, questioning where the money from the economic impact of the institutes of higher education was used because it was not reflected in the neighborhoods surrounding the three institutions.

Stanley Sims spoke in support of the TCC funding allocation because of the benefits provided by community colleges, specifically to communities of color.

Barney Bishop spoke in support of the TCC funding allocation for the indirect benefits across Tallahassee-Leon County.

Sue Dick spoke in support of items 6 and 7 citing the opportunity to underscore the economic benefit of the colleges and universities to Tallahassee-Leon County.

Commissioner Dozier stated that items 6 and 7 both supported infrastructure funding. She noted that she was the sole vote against funding renovations at FAMU Bragg Stadium because of the impact to the OEV budget. The three institutes of higher education were incredible assets and economic drivers for Tallahassee-Leon County. Other than a Convention Center and the Airport, there were no specifics in the Interlocal Agreement to drive economic development. She requested confirmation of staff's recommendation to fund the one million request out of federal stimulus dollars. Cristina Paredes confirmed that the funding source would be American Recovery Act dollars. Commissioner Dozier expressed her support for the motion.

Commissioner Richardson expressed his support for the motion because of the contributions made to Tallahassee-Leon County by TCC and the precedent set by supporting renovations at FAMU Bragg Stadium.



Commissioner Welch expressed his support for the motion for the value provided to Tallahassee-Leon County by TCC.

Commissioner Cummings expressed her support for the motion, concurring with Commissioners Richardson and Welch.

Commissioner Matlow expressed his support for the motion but cautioned IA Board of discussing precedent as all three proposals from Florida State, Florida A&M, and TCC were fundamentally different in their merits. He clarified that the renovations at FAMU Bragg Stadium were imperative in order to have the 2021 football season in Tallahassee and receive the indirect benefits of that on the economy. He noted that in previous conversations, the possibility of funding the TCC request from the Future Opportunity Leveraging Fund (FOLF). He questioned the use of FOLF. Cristina Paredes clarified that FOLF was currently used to balance the OEV budget in the out-years. Commissioner Matlow stated that the TCC funding request would be an appropriate use of FOLF as long as the IA Board was fiscally responsible enough to prepare for additional future opportunities. He stated that was the basis for his support for funding improvements at TCC.

Commissioner Proctor offered a friendly amendment to the motion to delete the last sentence (not included above), which compared the request to FAMU's request for improvements at Bragg. Commissioners Maddox and Richardson confirmed acceptance of the amendment.

**The motion passes 12-0 (weighted: 70-0).**

7. Status Report on Negotiations with Florida State University for a Joint Convention Center Project Near the Donald L. Tucker Civic Center and Consideration of a New Funding Request and Economic Impact Analysis for Repairs at the Florida State University's Doak S. Campbell Stadium

Ben Pingree provided a brief overview of the item including the history of IA Board action, an update on the convention center concept and negotiations with FSU, elevation of a new funding request for repairs at Doak Campbell Stadium, and next steps depending on the option voted on by the IA Board. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

**Citizen Comments**

David Coburn spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the annual \$51 million in direct spending generated by football weekends and another \$50 million in indirect spending. Furthermore, the public investment was expected to leverage an estimated \$100 million in Booster support and national television coverage of more home games.

Mike Norvell spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the impact of the FSU football program and university to Tallahassee-Leon County, and the value provided by student athletes through volunteer programs such as free youth clinics, book drives, etc.

Leonard Hamilton spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the uniqueness of the athletic programs and the support for first generation college student who change the lifestyle of their families.

Michael Alford spoke in favor of the funding request for repairs at Doak Campbell Stadium and committed to leveraging the public investment through boosters, season ticket holders, and the fan base for the remaining 80%.

Brian Lupiani spoke in opposition of using Blueprint Intergovernmental Agency funds to support the funding request for repairs at Doak Campbell Stadium stating that the vote to support economic development was not for the hospitality industry around athletic programs, but to reduce economic stratification and create better, permanent jobs.

Brian Desotell spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the economic impact through direct and indirect jobs in the construction industry.

Sammy Dickson spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the structural safety of the facility, the economic impact through indirect jobs, and provided an example of a clothing company who made 20% of their annual revenue on seven weekends through football season.

Sue Dick spoke in favor of the funding request for repairs at Doak Campbell Stadium.

Matt Thompson spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the permanent jobs in the hospitality industry, the proximity of his six restaurants to Doak, and the economic impact of the industry on Tallahassee-Leon County.

Sierra Bush-Rester spoke in opposition of the funding request for repairs at Doak Campbell Stadium citing that the funds could be better spent to solve homeless issues, for example.

Shelby Green spoke in opposition of the funding request for repairs at Doak Campbell Stadium in favor of repurposing fund to move forward infrastructure projects like the Alternative Sewer Solutions.

Lucia Sommer spoke in opposition of the funding request for repairs at Doak Campbell Stadium stating that FSU provide no study supporting the economic return on the investment and had access to other resources. Blueprint funds would be better spent in sidewalks, parks, recreation centers, and repairs to existing infrastructure.

Margaret Moore spoke in opposition of the funding request for repairs at Doak Campbell Stadium requesting that the IA Board invest instead in the needs of the people in the community.

Max Epstein spoke in opposition of the funding request for repairs at Doak Campbell Stadium citing stormwater issues and the lack of stormwater facilities at Doak Campbell Stadium. He requested that any funds allocated to FSU, be evaluated through the Taskforce on Antiracism, Equity, and Inclusion.

Will Crowley spoke in opposition of the funding request for repairs at Doak Campbell Stadium citing no compelling evidence for permanent jobs or economic impact that depended on Doak Campbell Stadium. He recommended a participatory budgeting process where projects elevated based on community needs.

Lakey Love spoke in opposition of the funding request for repairs at Doak Campbell Stadium citing economic systems that supported historically white universities, businesses, and alumni did not address true economic development because of the unequitable and racist nature of the system. She stated that economic development should have a net positive affect on literacy rates, poverty rates, education, etc.

Barney Bishop spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the increased sales tax revenue through public investment.

Linda Etson spoke in favor of the funding request for repairs at Doak Campbell Stadium citing the community and volunteer outreach efforts of the FSU fan base.

Stanley Sims spoke in opposition of the funding request for repairs at Doak Campbell Stadium citing the access to other resources by FSU.

Michael Yost spoke in opposition of the funding request for repairs at Doak Campbell Stadium citing that FSU was a \$2 billion university with an \$800 million endowment and multiple studies and academic papers providing economic evidence against stadium subsidies. The sales tax revenues should be put to use for the needs of the economic base, not profitable stadium.

Pricilla Hawkins spoke in opposition of funding request for repairs at Doak Campbell Stadium stating that the money would better serve Southside communities and encouraged the IA Board to reallocate funding there.

**Commissioner Maddox moved, seconded by Commissioner Richardson to approve options one and three.**

**Option 1: Accept the status report and direct staff to discontinue the MOU negotiations with Florida State University on the convention center project as outlined in the 2015 Interlocal Agreement and at a later date analyze, assess, and identify new convention center project opportunities.**

**Option 3: Provide staff direction regarding the opportunity to coordinate with FSU on the new economic development project**



**opportunity regarding repairs at Doak S. Campbell Stadium with the following steps:**

- **Conduct a CEFA economic analysis to determine the economic impacts of the stadium improvements and work with Downs & St. Germain to determine the visitor impact of the request and reallocate funding in the amount of \$35,000 from the convention center project budget for these analyses.**
- **Update and expand upon the initial Populus Facility Assessment Report, at FSU's expense, to fully document, assess, and estimate the funding repairs needed at the stadium.**
- **Present analysis, findings and recommendations for the IA Board's consideration full funding analysis with bond options.**

Mayor Dailey expressed his support for the motion stating that Tallahassee-Leon County was a college town with a \$1 billion tourist industry, with college athletics as one of the biggest drivers of that. He clarified that the motion did not allocate funds at that time but simply put in motion the analysis necessary for full consideration of the request by the IA Board.

Commissioner Maddox spoke of the firsthand experience provided by college athletics even though, as a college athlete he did not know the amount of revenue it generated. Regarding public investment, he stated that over the next five years, \$210 million would be invested Southside communities through 14 Blueprint projects; half of which would be under construction in fiscal year 2021. The people in Doak Campbell Stadium also spent money in stores, restaurants, hotels, etc. that provided sales tax revenue for the completion of Blueprint projects. Increasing the experience of the fans, likely increased their indirect spending, which increased sales tax revenue that benefited the Southside.

Commissioner Minor stated that regardless of who funded it, the stadium repairs and upgrades should happen because of the \$50 million in direct spending and \$99 million in economic impact annually by FSU football program. The overall economic impact by FSU as whole was \$10 billion annually. FSU's success was a key drive of Tallahassee-Leon County's success and was, therefore in the best interest of Tallahassee-Leon County to help them boost the economy. At the same time, if current projections held there was only \$20 million available in economic development project for the remainder of the sales tax. Should Project Mango created the multiplier effect Blueprint Intergovernmental Agency would not be able to respond with any type of investment incentive.

**Commissioner Minor offered a substitute motion, seconded by Commissioner Dozier, to approve options one and three and direct staff to provide an analysis for \$10 million and \$20 million funding request for project request regarding repairs at Doak S. Campbell Stadium.**

Commissioner Jackson shared firsthand experience, through serving as Principal of Fort Braden Elementary school, of the contributions by FSU to socioeconomic challenged communities. He acknowledged the strong community partnership of FSU with Tallahassee-Leon County beyond sales tax revenue, though volunteer programs, jobs, and economic opportunities. He wholeheartedly supported the motion on the floor to support a community partner who demonstrated repeatedly, their commitment to Tallahassee-Leon County.

Commissioner Dozier noted the exceptional difficulty of the evening, clarified the difference between infrastructure and economic development funds, and spoke of the unique position the IA Board was charged with in allocating 12 percent of sales tax revenue to recruiting and growing business and diversifying the economy of Tallahassee-Leon County. In earlier conversations on Project Mango, most Directors spoke of diversification and creating jobs in Leon County; an opportunity that had only become available with the collection of 2020 sales tax dollars. As with the funding request for FAMU Bragg Stadium, she could not support the motion at that time or that level.

Commissioner Dozier stated that she agreed with most of the comments by supporters. Tallahassee-Leon County was the recipient of phenomenal contributions from FSU. The Leon County Research Development Authority was making incredible progress at Innovation Park through commercializing the research and technologies coming out of the universities; a tremendous economic benefit that could not be underestimated. The goal of OEV however, was to diversify the economy. OEV was in the middle of updating the Strategic Plan, due to the IA Board in September 2021. She stated that it was extraordinary to make such a decision without the updated Strategic Plan. In the 17 months since Blueprint Intergovernmental Agency began receiving economic development funds, the IA Board allocated \$9.2 million which provided economic relief to 561 businesses, 241 non-profits, and effected 7, 360 jobs. They committed, through the Targeted Business Program, incentive to recruit businesses, including Project Mango, for 1,240 jobs for a \$592 million economic impact. The IA Board leveraged \$2.7 million and brought in \$15 million for minority and women owned small business and to build an incubator at Innovation Park that was the critical missing link to research at FSU and FAMU.

Commissioner Dozier expressed her concern over committing \$20 million to FSU, without evaluating the opportunity costs, would leave OEV with less than \$10 million for the next four to ten years leaving jobs on the table. She clarified that it was not that she did not support FAMU or FSU; stating that she was excited about the changes and vision at FSU. She also knew that in 2018, the FSU Boosters took in \$47 million. That same year, the entire Blueprint Intergovernmental Agency took in \$32.4 million and projections for fiscal year 2022, the projection for the Agency were \$35.6 million. Blueprint Intergovernmental Agency did not have the ability to tap into the resource that FSU could.

Commissioner Dozier stated that she supported the analysis for \$10 million it was needed alongside the analysis for \$20 million and what would be left on the table. She suggested bring the item back, at the July 15, 2021, meeting, to analyze the programs available through OEV. The IA Board zeroed out the Competitive Project

Fund and others. There was only \$600,000 available in Workforce Development over the next five years, if they allocated funds to FSU. Workforce training was critical to the success of OEV and Tallahassee-Leon County. The IA Board could still choose to commit funding to FSU, she encouraged that it follow a deeper analysis of all programs. It benefited both FSU and OEV. She requested a friendly amendment to the motion to include an agenda item for July 15, 2021, that evaluated Doak Campbell Stadium independently and the five-ten year revenue projections for OEV in order to understand the full ramifications of the decision of how many jobs might be left on the table should the IA Board support FSU's funding request.

Commissioner Minor questioned if staff could accommodate Commissioner Dozier's request. Ben Pingree stated that on the first bullet, it would be a tight timeline but possible; the second however, was out of OEV hands. It would be up to FSU and their contractual work with Populus to determine the specific repairs needed. If FSU felt it could be completed, effectively by the end of June 2021, the answer was yes.

Commissioner Dozier clarified that she did not expect FSU to meet that timeframe. The IA Board was allocating \$35,000 with either motion. She was requesting one more step, to analyze the OEV program and funding, drawing out the comparison. Ben Pingree interjected that option 3 of the motion, required input from FSU. Commissioner Dozier recognized the substantial change of the substitute motion. She stated that she could support moving forward with a \$10 and \$20 million consideration, perhaps. She felt however, that the process needed the additional step to include the analysis of OEV programs and funding. Commissioner Minor stated that she made a fair point however he respectfully declined. Commissioner Dozier stated that she could not get there without it and would likely withdraw her second. For the sake of discussion though, she held on that.

Commissioner Cummings expressed her support of options 1 and 3, and the institutes of higher education in Tallahassee-Leon County. From an economic standpoint however, FSU offered employment, training, innovation, and supported the retention of talent and job creation.

Commissioner Porter stated that she could not support the motion because local tax dollars were too precious to fund a state property. She thought it should be funded by the Legislature or through the university community. That said, she supported the project, was excited to see it come to fruition, and believed that it would, independent of IA Board action.

Commissioner Matlow stated that three things that were not up for debate on the item were the economic impact of FSU on Tallahassee-Leon County, the need for all three local governments to have a strong working relationship with FSU, and a coach that would bring FSU, and thereby Tallahassee-Leon County, back to national prominence soon. Categorizing it as supporting FSU or not, was disrespectful the IA Board must consider the opportunity costs in order to move forward. He was glad to see the convention center come to conclusion, as it was not in the best economic interest of the community. That being said, Commissioner Matlow questioned how much cash OEV had on hand, to spend on economic

development projects. Ben Pingree stated that in the current fiscal year, there was just over \$200,000 in the FOLF.

Commissioner Matlow stated that 17 months into sales tax collection for Blueprint and OEV, had \$200,000 in funding available. That meant that every funding request received by the IA Board included not only the allocation of funding to a project but the absorption of debt services on bonds as well. The equivalent of borrowing the money or charging the project to a credit card. Therefore, it was more than a \$20 million request because taxpayers would be on the hook for the interest, the debt service, until it was paid back. He thought that important to note as the IA Board discussed opportunity costs, what would be lost in jobs and money. It was essential to have all the data available to make an informed and considered decision.

Commissioner Matlow agreed with the significant economic impact FSU provided to Tallahassee-Leon County, however the job of the IA Board, through OEV as the economic development agency, was to expand and grow the economy and recruit businesses. The IA Board approved earlier that day, to approve \$2.5 million, approximately ten percent of the funding request from FSU, in incentives for Project Mango, which would create 1000 jobs at a minimum of \$15 an hour, in Tallahassee-Leon County. Underscoring the type of competition that existed for economic development dollars.

Commissioner Matlow asked a series of questions including: if the FSU football program was in jeopardy of not having home games in 2021, as was FAMU when they requested \$10 million for critical repairs, if the estimated \$80-100 million that FSU stated they could raise would be available to fund repairs should the IA Board elect not to allocate \$20 million to the project, and if staff could quantify the economic impact of the \$20 million specifically. Ben Pingree stated that he had not heard that the repairs were necessary to continue having home football games at Doak Campbell Stadium. It seemed a fair statement that other funds would be available should the IA Board elect not to contribute funds to the project. Option 3, would authorize staff to conduct the analysis of the economic impact of the \$20 million investment.

Commissioner Matlow stated that it was challenging to see how the \$20 million would drive additional revenue into the community. He noted that he operated four businesses in the shadows of Doak Campbell Stadium and understood that FSU football brought in customers. However, funding request for economic development dollars did not even make an argument for growth of the economy. Lastly, Commissioner Matlow noted the distinction between infrastructure and economic development dollars, and stated that at the earlier budget workshop, the IA Board elected to take CCQ projects, that could qualify for economic development funding as there was an economic impact, and fully funded them at the expense of Tharpe Street. That was the real cost of decisions, he stated, because projects shifted and unforeseen opportunities would arise. As the IA Board added new projects however, some of what was promised to the voters through the referendum would go unfunded. Commissioner Matlow listed approximately 20 percent of the needed sidewalk projects across Tallahassee-Leon County and stated that, they represented approximately \$20 million of need in the community. He

asked the IA Board to consider the opportunity costs and if other sources of funding could be sought for such projects.

Commissioner Cummings questioned if option 1, discontinued the negotiations for a memorandum of understanding on the convention center. Ben Pingree confirmed that it concluded negotiations for a convention center in the Arena District, as was contemplated in the 2015 Interlocal Agreement. It kept the project on the table for any new opportunity that might arise with FSU or in another location through 2039.

Commissioner Proctor expressed his support of the motion.

Commissioner Welch expressed his support of the motion and noted that he was critical of the convention center project, mainly because he did not think people wanted to come to Tallahassee for a convention. However, people did come to Tallahassee for football. It was an undeniable economic driver and it was appropriate as a local government to invest in opportunities that would increase the sales tax revenues of Tallahassee-Leon County through indirect spending.

Commissioner Richardson stated that funding the FAMU Bragg Stadium renovations was precedent setting because through all of his government experience, he was unaware of a time when public money was used to fund an athletic facility. He supported it because he thought it was the right thing to do. Many people, who spoke in opposition to the project, suggested allocating the \$20 million to education, housing, or sidewalks. That could not happen with money designated for economic development. He expressed his support for the project as it would create jobs and have an impact throughout Tallahassee-Leon County.

Commissioner Dozier stated that, as she understood the request for funding FAMU Bragg Stadium, there was substantial need and funds were committed to the convention center setting the precedent that if the IA Board funded a project with one university, they should also fund the other. However, she wanted good jobs for all students, including those who did not make the team, for all the athletes who would choose a different career, and for the professional athletes who return and contribute greatly to Tallahassee-Leon County. She encouraged the IA Board to reflect on economic development funding to recruit businesses that provided good jobs. She express her desire for the maker of the original motion to accept Commissioner Minor's friendly amendment or for another Director to second the substitute motion. She withdrew her second, in order to stay consistent with her vote on FAMU Bragg Stadium.

**The substitute motion failed due to Commissioner Dozier withdrawing her second.**

Commissioner Williams-Cox clarified that with the failure of the substitute motion, the original motion was again active. She further clarified that the money was allocated for economic development, not infrastructure, and expressed her support for the motion for the indirect jobs and indirect spending that supported great things in the Southside and across Tallahassee-Leon County.



Commissioner Porter requested that the economic analysis go before the CAC and EVLC, prior to returning to the IA Board. Ben Pingree confirmed that it would.

**The original motion passed 9-3 (weighted: 51-19) with Commissioners Dozier, Matlow, and Porter.**

**8. Approval of the Market District Park Concept Plan**

Ben Pingree provided a brief overview of the Market District item, request for approval to move forward with the next level of consulting services and to remove from consideration a north-west utility corridor as part of a potential trail.

**Citizen Comment**

Serena Moyle spoke in favor of the Market District Park project and the collaboration by Blueprint staff with area merchants in creating a regional destination.

Russel Walther spoke in favor of the Market District Park project overall and expressed safety concerns for the west pond and walled off six-acre area.

Erin Shivler spoke in favor of the Market District Park overall and expressed safety concerns for the west pond area.

Donato Pioto de Angelo spoke in favor of the Market District Park citing his consideration of the west pond area over his 33-year history in the neighborhood.

Priscilla Hawkins stated that what effected one neighborhood would affect all neighborhoods and expressed her concern over the short timeframe between announcement and approval of funding requests.

David Goodson spoke in favor of the Market District Park overall and expressed safety concerns for the west pond and walled off six-acre area.

**Commissioner Welch moved, seconded by Mayor Dailey, to approve options one, two, and three.**

**Option 1: Approve the Blueprint Market District Park Concept Plan.**

**Option 2: Authorize Blueprint to advertise, negotiate, and award a contract for design services for the Blueprint Market District Park.**

**Option 3: Approve the proposed alterations to future Market District Placemaking Project Elements to remove the northern portion of the Timberlane Greenway and neighborhood connections as shown in Attachment #3 (of the agenda material).**

Mayor Dailey clarified that the IA Board was considering activation of the Market District Park with a full stop at the electric sub-station. Ben Pingree stated that the item considered the activation of the central park, not the west pond. The pond

was a City of Tallahassee project that was currently under construction and included an easement for utility access. Autumn Calder added that the park concept included a landscape buffer at the sub-station and neighborhood. She clarified that the Market District central park concept included three elements the central park concept, the connectivity in and around the Market District businesses, and neighborhood trail connectivity to the Market District businesses. The action before the IA Board currently focused solely on the central park concept, in terms of approval and provided an update for the planning that would occur in the fall of 2021, to discuss the connectivity of the next two phases. Planning in advance of that recommended that the IA Board eliminate the north-south trail, from the west pond north to Maclay Road; understanding that other options existed to connect to Maclay Gardens State Park.

Commissioner Richardson agreed with the safety concerns voiced and noted that it would be addressed at the City, as safety and security of residents was a top priority.

Commissioner Porter questioned the potential trail alternatives and requested clarification for the Blueprint and City pieces. Autumn Calder stated that the Blueprint would conduct a public planning process in the fall on the trail alternatives and brought before the IA Board for consideration.

**The motion passed 11-0 (weighted: 63-0) with Commissioner Proctor out of chambers.**

9. Consideration of Adjusted 2021 Intergovernmental Agency Board of Directors Meeting Calendar to Separate Infrastructure and Office of Economic Vitality Meetings (continued from April meeting)

#### Citizen Comment

Brian Lupiani stated that it would be helpful to begin the IA Board meetings at a time when working folks could attend.

Pricilla Hawkins questioned the need to separate the two meetings. Commissioner Dozier stated that she would address that in her comments momentarily.

Commissioner Dozier stated that Blueprint meetings were incredibly long, and might continue to be long. Historically, infrastructure items pulled more public speakers, the current meeting was an exception, however, the mixing of the two subjects – economic development and infrastructure, held the potential for even longer meetings. She was concerned that the IA Board missed staff presentations, cutting them from the order of events because of the already lengthy nature of meetings. It was important that the IA Board hear from community partners, business, and citizens in the community. Her suggestion to separate the meetings was intended to increase public engagement and partners speaking with the IA Board.

**Commissioner Dozier moved, seconded by Commissioner Porter to approve option three.**

**Option 3: Amend the Blueprint Intergovernmental Agency Board of Directors meeting schedule to hold eight (8) regular meetings per year; hold separate meetings for Blueprint Infrastructure and OEV business, except for when there is a budget workshop or budget public hearing scheduled for the same day as a regular meeting; review this practice as part of the 2022 joint regular meeting.**

**Commissioner Maddox offered a substitute motion, seconded by Commissioner Richardson to approve option 2.**

**Option 2: Amend the Blueprint Intergovernmental Agency Board of Directors meeting schedule to hold six (6) regular meetings per year; hold separate meetings for Blueprint Infrastructure and OEV business, except for when there is a budget workshop or budget public hearing scheduled for the same day as a regular meeting; review this practice as part of the 2022 joint regular meeting.**

Commissioner Dozier stated that the IA Board used the current six meetings annually to their fullest and often not had time for OEV discussion or presentations.

Commissioner Maddox stated that he did not believe more meetings were necessary to accomplish the work of the IA Board. In his opinion, separating the subject matter would allow the meetings to move more efficiently through focusing on each, without increasing the quantity. He encouraged the IA Board to retain the template of six meetings with the focus provided by the separation, noting that the process could be reevaluated and increased to eight if warranted.

Commissioner Dozier stated that in the past year, the IA Board skipped the economic development presentation for three of the six meetings. The CAC, EVLC, and even community partners received presentations that the IA Board was not privy to on recruitment, business development, etc. She was concerned that the IA Board needed to schedule a special meeting to allow for additional public comment on an infrastructure project. Citizens wanted more involvement. She strongly believed that six meetings would decrease and spread out the time for infrastructure discussions with citizens and increase the challenges before the IA Board.

Commissioner Minor stated that he supported the original motion because the last two presentations of the current meeting were skipped. He noted that the current meeting was nine hours long so skipping the presentations was for good reason. Indicating that the IA Board was unable to cover the material in the level of detail that was necessary for robust discussion. He encouraged the IA Board to try eight meetings for one year. Both economic development and infrastructure deserved in depth discussion on the tens of millions of taxpayer money and the time that required.



Commissioner Matlow stated that option 2 seemed to shuffle the deck and decrease the amount of time available to discuss infrastructure. He anticipated that each meeting would include a request for a special meeting should the substitute motion prevail. He was comfortable with attending two more meetings if it hopefully, meant they would be shorter in length. Therefore, he would be supporting the original motion, not the substitute.

Commissioner Williams-Cox questioned if there was enough economic development business to warrant three standalone meetings and what might happen if there was not economic development business to discuss. Ben Pingree stated that Blueprint staff would notify the Chair of the need to cancel the meeting, as there was no business to come before the body. Cristina Paredes stated that she hoped for more Project Mango opportunities in the future, in the meantime the IA Board would have the updates to the MWSBE Disparity Study and OEV Strategic Plan for consideration. Commissioner Williams-Cox suggested including time limits to meetings.

Commissioner Dozier stated that IA Board could likely anticipate shorter economic development meetings with time for presentations. The current meeting notwithstanding, there was not often as much public turnout for economic development issues.

Commissioner Minor questioned if it was easier to cancel or add special meetings. He proposed beginning with eight meetings and cancelling as necessary rather than maintaining six meetings and adding special meetings. Ben Pingree stated that it was always easier to cancel than add meetings. Staff and the IA Board would see immediately the challenges to add a new meeting based on earlier action for a June 2021 meeting. The goal was to have the optimal amount of meetings.

Commissioner Maddox questioned the number of agenda items split between subjects. Ben Pingree, using the current agenda as an example, including the agenda modification, was evenly split across ten items. There were five joint items, three economic development, and two infrastructure items. Commissioner Maddox reiterated Commissioner Williams-Cox comment and staff response regarding cancelling meetings if there was not enough business to discuss and questioned, from that perspective, why the IA Board would consider increasing the quantity of meetings. He believed that keeping six meetings but holding two infrastructure, two economic development, and two joint meetings would be sufficient. If that did not work, then consider eight.

Commissioner Dozier stated that the IA Board had never received a presentation from workforce partners or ROI, the consultant working on recruiting on behalf of OEV. The IA Board allocated funds to things that they did not get to hear about. More importantly, citizens were curious and questioning what the IA Board was doing with economic development dollars.

Commissioner Porter stated that she supported option 3 and requested that due to the length of Blueprint meetings, that breaks be included. The public deserved efficient meetings but also deserved attentive and focused Commissioners.

**The substitute motion passed 6-4 (weighted: 34-24) with Commissioners Dozier, Minor, Matlow, and Porter dissenting and Commissioner Proctor and Mayor Dailey out of Chambers.**

**The original motion failed due to the substitute motion.**

**VII. DIRECTOR DISCUSSION**

Commissioner Dozier stated that many of the issues discussed by the Sales Tax Committee in 2013-2014, included stormwater in the College Avenue Placemaking area. In the interim, much of that work was accomplished through CRA and the City of Tallahassee. She requested an analysis of the project area, to determine which items were accomplished by the interim work, particularly on stormwater and sidewalk goals, and in the IA Board could apply funding to Brevard and Frenchtown through the substantial amendment process.

**Commissioner Dozier moved, seconded by Commissioner Matlow to bring back and agenda item analyzing the College Avenue Placemaking Project and the consideration of a funding allocation to Brevard and Frenchtown.**

**The motion passed 10-0 (weighted 58-0) with Commissioner Proctor and Mayor Dailey out of Chambers.**

**VIII. CITIZENS TO BE HEARD**

There were no additional speakers in person or online.

**IX. ADJOURN**

**The meeting adjourned at 10:10 p.m.**

*The next Blueprint Intergovernmental Agency Board of Directors Meeting  
is scheduled for  
**July 15, 2021, at 3:00 p.m.***

# Blueprint Intergovernmental Agency

## Board of Directors

### Budget Workshop Minutes

**Date:** July 15, 2021  
**To:** Board of Directors  
**From:** Benjamin H. Pingree, PLACE Director  
**Subject:** Summary Minutes to Board of Directors Budget Workshop of May 27, 2021

#### **MEMBERS PRESENT**

<b>COUNTY</b>	<b>CITY</b>
Commissioner Nick Maddox, Vice-Chair	Commissioner Dianne Williams-Cox, Chair
Commissioner Kristin Dozier	Mayor John Dailey
Commissioner Carolyn Cummings	Commissioner Curtis Richardson
Commissioner Brian Welch	Commissioner Jeremy Matlow
Commissioner Rick Minor	Commissioner Jacqueline Porter
Commissioner Bill Proctor	
Commissioner Jimbo Jackson	

#### **I. WORKSHOP ITEM**

Ben Pingree introduced the item and outlined presentation points including process, timeline, revenue estimates, and recommendations for the Blueprint and Office of Economic Vitality (OEV) Capital Improvement Programs (CIP).

Tres Long provided a brief presentation on the budget process and revenue estimates including an estimated 8% revenue increase for Fiscal Year (FY) 2022, 2.5% increase for FY 2023-2024, and 2% increase for FY 2025-2026. The presentation also included updates on operating fund balances, federal economic recovery act reimbursements, and anticipated sales tax revenue increases.

Autumn Calder provided a brief presentation on the draft FY 2022 Operating Budget and five-year CIP for Blueprint Infrastructure including, an estimate sales tax revenue of \$30.16 million for FY 2022 (66%) and a draft Operating Budget that included the previously approved staff increase as well as cost of living adjustments. The presentation also included funding allocations to 16 infrastructure projects in FY 2022, annual City and County allocations, a five-year CIP totally \$359.5 million with \$210 million total value of projects in the Southside Action Plan area, and two long-term planning scenarios that included A) impacts of debt services for bonds and B) fully funding all 27 sales tax projects.

Cristina Paredes provided a brief presentation on the draft FY 2022 Operating Budget and five-year CIP for OEV including, an estimated sales tax revenue of \$5.5 million for FY 2022 (12%) and a draft Operating Budget that included one staff position, cost of living adjustments, and programs for MWSBE advertising. The presentation also included proposed funding allocations for annual commitments, magnetics, MWSBE

activities, and a multi-year marketing campaign to drive business development activities. A copy of the full presentation is on file at the Blueprint offices.

**Mayor Dailey moved, seconded by Commissioner Jackson, to approve Options 1.**

**Option 1: Accept the Workshop Item on the Fiscal Year 2022 Proposed Operating Budget and Fiscal Year 2022-2026 Proposed Capital Improvement Program for the Blueprint Intergovernmental Agency and approve enumerated recommendations.**

- **Recommendation #1: Allocate the remaining balance of \$1,066,571 in the Blueprint 2000 Infrastructure operating fund to the Magnolia Drive Trail project and allocate the remaining balance of \$2,687,832 in the Blueprint 2020 Infrastructure operating fund to the Northeast Corridor Connector: Bannerman Road project.**
- **Recommendation #2: Allocate \$1,000,000 of the CEDR CARES Act reimbursement to repay Leon County and the City of Tallahassee for their advance funding of BRIF.**
- **Recommendation #3: Allocate \$140,500 of the CEDR CARES Act reimbursement to the Strategic Marketing and Communication program and allocate \$10,000 of the CARES Act reimbursement to Industry Academies and B2B Outreach to facilitate women- and minority-owned business communication outreach efforts and support for MWSBE entrepreneurship programs.**
- **Recommendation #4: Combine the remaining LEAN project balance of \$205,000 with the \$595,000 reimbursed by Leon County through the CARES Act and allocate \$400,000 each to Lake Lafayette & St. Marks Regional Park and to Monroe-Adams Corridor Placemaking.**
- **Recommendation #5: Program \$7,547,732 of the anticipated FY 2021 ARPA funding for Blueprint Infrastructure into the Northeast Corridor Connector: Bannerman Road project and program \$1,000,000 of funding available to the Office of Economic Vitality into the TCC athletic facility enhancement project, should the IA Board choose to move forward with the new economic development project at the May 27 meeting immediately after this workshop. Program OEV's remaining \$372,315 into the Future Opportunity Leveraging Fund (FOLF).**
- **Recommendation #6: Amend the FY 2021 budget to increase sales tax revenue and project allocations, Blueprint Infrastructure requests its allocation of \$1,320,000 be made to the Northeast Corridor Connector: Bannerman Road project in order to fund the widening from Tekesta Drive to Preservation road approved by the IA Board at the September 17, 2020 IA Board meeting. The Office of Economic Vitality requests to transfer its allocation of \$240,000 to**

**the Strategic Marketing and Communication project to be utilized for multi-year national marketing campaign, support the Love Your Local business marketing, and launch the new MWSBE communications initiatives.**

- **Recommendation #7: Approve the Proposed FY 2022 Implementing the Greenways Master Plan Work Program**
- **Recommendation #8: Approve the proposed projects for implementation under the FY 2022 Bike Route System Work Plan**
- **Recommendation #9: Direct staff to incorporate Scenario A as the long-term implementation strategy for Blueprint 2020 Infrastructure, providing full funding for all Regional Mobility and Gateway Projects (expect those on state roads consistent prior IA Board direction), full funding for all CCQ projects, and partial funding for Tharpe Street.**
- **Recommendation #10: Approve the addition of a MWSBE Analyst position for contract monitoring and compliance.**

Commissioner Minor questioned how the current 20-year revenue projection compared to pre-pandemic projections of 2019. Tres Long stated that the pandemic it was slightly lower than 2019, projections and anticipated returning to pre-pandemic levels in FY 2022.

Commissioner Dozier acknowledged the cost of bond financing and nearly 50% increase in interest over the past year. She noted that staff recommended moving forward with all of the projects, based on work completed to date and the community benefits generated, despite the increase in interest to advance fund projects. Ben Pingree concurred and that there would be substantial competition nationwide for federal investments into infrastructure. There did not appear to be any benefit to waiting for rate purposes.

Commissioner Dozier expressed her concerns about the increased debt services, due to advance funding many projects, and the cost of expanding project scopes, to include underground utilities, for example. She understood the reasoning to advance fund Southside projects, and with the significant work also occurring on the Northside, she felt that it was important to recognize that those decisions pushed other, valuable community projects to the out-years of the 2020 Blueprint program. She expressed concern for project creep and ability of the IA Board, to respond to proposals in the future. Ben Pingree stated that it would be a challenge to complete the 27 infrastructure projects. However, the Blueprint team would find creative solutions to that challenge, as evidenced in the budget workshop item. Blueprint would be responsive to the stakeholders of each project. It was essential however, that project scopes stay within the funding constraints identified through the bonding process.

Commissioner Dozier stated that it was also important to note that the only ability to be responsive to expansion of projects in the future, would be through not advance funding all of the projects on the list. She noted that the current debt service estimates

were \$192 million, over the life of the bond, and that it would be the limit imposed on any future expansion under consideration.

Commissioner Proctor expressed similar concerns and questioned if the Fairgrounds was still a funded project. Ben Pingree confirmed that it is on the list of funded projects.

Commissioner Richardson expressed his gratitude for the advancement of the Magnolia Trail project to enhance pedestrian safety and provide a uniform aesthetic from South Meridian Road to Apalachee Parkway. Autumn Calder clarified that the uniform appearance would extend from South Monroe to Apalachee Parkway and does include the modification to the previously constructed South Monroe to Pontiac Drive phase. Furthermore, the Blueprint team would break ground for construction on the modified design in 2021.

Commissioner Richardson stated that the additional position in the MWSBE office was critical for contract monitoring and the success of the program. Additionally, the Sales Tax Committee committed to an equitable distribution of projects that was evidenced in the number of funded Southside projects that extended to all residents the sense of place of living in an All-American city. Furthermore, in support of Scenario A, Commissioner Richardson stated that one of the things that allowed for the sales tax extension was the promise to complete every project on the list.

Commissioner Welch spoke to the growth and development of northeastern Tallahassee-Leon County and the needs that presented. He appreciated the impacts of debt services and the creativity of staff in addressing the needs of the community that growth presented.

Commissioner Matlow noted that cost of living allocations were not distributed for 2020 and strongly advocated for making employees whole in 2021. Regarding the scenarios presented in the agenda material, Commissioner Matlow questioned the timeframe for completing the Connectivity, Community Enhancement, and Quality of Life (CCQ) projects. Autumn Calder stated that it would vary over the lifetime of the program, depending on the project. The Market District and Orange-Meridian Placemaking, the top two CCQ projects, would be fully funded and into construction by 2023. Some projects could be funded in phases, such as the Midtown Placemaking project, which the IA Board previously approved funding for phase 1, for improvements to Thomasville Road to 7<sup>th</sup> Avenue. Funding for Phase 2, which included improvements on Monroe Street and Thomasville Road, north to the five-point intersection, was programmed after 2030.

Commissioner Matlow questioned the possibility of reimbursement to CCQ projects, if Blueprint were able to leverage state or federal funding in the future for roadway projects for example. Ben Pingree stated that both scenarios were created from the perspective of 'living within our means,' despite the strong history of collaboration and leveraging funds. In any scenario though, Blueprint would continue to collaborate with state and federal agencies to leverage funds. Historically, Blueprint had the greatest success in leveraging funds through transportation infrastructure projects. When successful, Mr. Pingree confirmed that the funding received through those efforts would have a ripple effect through the road and CCQ projects.



Regarding debt service, Commissioner Matlow stated that he agreed with expediting the Northeast Park and advance funding the Fairgrounds project, as they did not drive the bulk of the debt service. However, the \$60-70 million roadway projects that were not community priorities, for example Northeast Gateway, could be delayed. Delaying just that project by ten years, would better financially position the IA Board to balance it all. Furthermore, would allow additional time to consider alternative alignments for the roadway. He felt that it would be smart, rational, and reasonable to reconsider previous IA Board decisions to expedite and advance fund projects, in order to ensure that Blueprint could deliver on the promises made to Tallahassee-Leon County.

Commissioner Proctor questioned if local roads, for example Tharpe Street, qualified for leveraging opportunities through state or federal funds. He proposed that the IA Board follow potential infrastructure dollars for Tharpe Street, Woodville Highway, and the completion of Crawfordville Highway to the county line. Furthermore, Commissioner Proctor expressed his disappointment with the lack of racial diversity in the technical support for infrastructure projects. He reiterated the need for a Contract Compliance and Monitoring position for the MWSBE office and suggested that it apply to the planning and development teams too because of the breadth of intellectual talent available in the multi-racial residents of Tallahassee-Leon County.

Commissioner Dozier echoed Commissioner Richardson's comments regarding the 27 infrastructure projects promised through referendum. However, only two projects were identified at that time for the 12% allocated to economic development. The balance, as she understood it, was intended to provide flexibility, responsive to and create new opportunities. The IA Board realized some of those opportunities with the incubator that was coming on line at Innovation Park, microloan programs for minority and women owned businesses, and the response to a pandemic.

Regarding the Convention Center, Commissioner Dozier stated that it was clear that \$30 million would not get a Convention Center. Staff clearly stated in the agenda material that with a \$30 million commitment, OEV would be required to cut all existing economic development programs with the exception of those that they were legally obligated to fund. (The list of specific programs was on page 63 of the agenda item.) She felt that was dramatic and with all due respect to the OEV staff, if the IA Board retained the commitment to \$30 million, she was unsure of the need to retain current staffing levels without the other projects in the program. She further quoted the agenda material stating, but for the OEV programs, Tallahassee-Leon County would be at risk of losing 1800 jobs and \$347 million in economic impact.

Commissioner Dozier questioned what the budget scenario might be if the IA Board opted not to bond the original \$20 million commitment. Based on her own calculations, and accounting for other commitments beyond the convention center, there would be less than \$10 million remaining for OEV over the lifetime of the sales tax. Yet, the IA Board allocated \$9.2 million of economic development funds, in just seven months; assuming the IA Board approved the \$2.5 million at the IA Board meeting later that afternoon. She stated that she would like to see a "Scenario B" for OEV.

Commissioner Dozier expressed her desire for the IA Board to understand the impacts and opportunity cost of pursuing a convention center sized allocation, prior to

economic development project discussions at the Board meeting later that day. She questioned at what point the IA Board was willing to leave opportunities such as Project Juggernaut, Project Mango, or a robust workforce development program on the table. Diversifying the economy of Tallahassee-Leon County was generations' long goal. Currently there was more funding, opportunity, and structure to achieve that goal that before. If the IA Board moved forward with approval of a large project at the later Board meeting, the economic development budget would reach its ceiling within the next four years. Meaning that OEV and the IA Board would not have the ability to commit to any business that wanted to come to Tallahassee-Leon County and take advantage of the Targeted Business program or anything else.

**The motion passed 9-3 (weighted: 51-19) with Commissioners Matlow, Porter, and Proctor dissenting.**

## II. **ADJOURN**

The meeting adjourned at 2:45 p.m.

*The next Blueprint Intergovernmental Agency Board of Directors Meeting  
is scheduled for  
**May 27, 2021, at 3:00 p.m.***



# Blueprint Intergovernmental Agency Board of Directors Special Meeting Minutes

**Date:** July 15, 2021  
**To:** Board of Directors  
**From:** Benjamin H. Pingree, PLACE Director  
**Subject:** Summary Minutes to Board of Directors Meeting of June 15, 2021

## **MEMBERS PRESENT**

<b>COUNTY</b>	<b>CITY</b>
Commissioner Nick Maddox, Vice-Chair	Commissioner Dianne Williams-Cox, Chair
Commissioner Kristin Dozier	Mayor John Dailey
Commissioner Carolyn Cummings	Commissioner Curtis Richardson
Commissioner Brian Welch	Commissioner Jeremy Matlow
Commissioner Rick Minor	Commissioner Jacqueline Porter
Commissioner Bill Proctor	
Commissioner Jimbo Jackson*	

*\*Virtual Participant*

Chair Williams-Cox called the Special IA Board Meeting to order clarifying that there would be one item on the agenda, the Approval of the Northeast Gateway Project Development and Environment Study or PD&E, which was originally presented to the IA Board on May 27, 2021. At that meeting, the Board voted to hold a Special Meeting on the item to consider additional public comments that might be submitted given the PD&E public comment period. She further clarified that Special Meetings were convened to address matters that arose between regular meetings and were limited to the purpose of the meeting.

## **TELEPHONIC PARTICIPATION**

**Mayor Dailey moved, seconded by Commissioner Maddox, to allow Commissioner Jackson to participate in the IA Board meeting virtually.**

**The motion passed 11-0 (weighted 63-0).**

## **I. CITIZENS TO BE HEARD ON NON-AGENDA ITEMS**

Public comments were received by email to Comments@BlueprintIA.org through 5:00 p.m. on June 14, 2021. All emails received were provided to the IA Board. Live comments were also taken in person and via WebEx during the meeting. Those comments are summarized below.

Citizen Comment

Stanley Sims requested to be placed on the July 15, 2021, agenda, to present his idea for Frenchtown to the IA Board. The IA Board did not take any action on Mr. Sims' request.

**V. GENERAL BUSINESS**

**1. Approval of the Northeast Gateway Project Development and Environment Study**

**Citizen Comment**

Steve Evans, Chairman of the Economic Vitality Leadership Committee and the Sales Tax Committee, and representative of the Tallahassee Chamber of Commerce and the business community, spoke in favor of the Northeast Gateway project citing his. He provided history and reasoning for the recommendations put forward in referendum by the Sales Tax Committee in 2014, which addressed transportation, housing, and commerce and encouraged the support of the IA Board.

Will Messer, Killearn Estates resident and member of the Sales Tax Committee, spoke in favor of the Northeast Gateway project, as echoing the history of the recommendation and encouraging support by the IA Board.

Jay Smith, Chair of the Tallahassee Chamber of Commerce, spoke in favor of the Northeast Gateway project, citing the opportunities to educate and move the Tallahassee-Leon County forward through jobs creation.

Scott Hannahs, representative of Centerville Rural Community Association (CRCA), spoke in opposition to the Northeast Gateway, citing the lack of objective studies, including alternatives, and the low return on investment.

Rev. Dr. Lenny Marshal, representative of St. Phillip's AME, spoke in opposition to the Northeast Gateway project, citing lack of community engagement and design alternatives. He encouraged the IA Board to delay the project one year to collaborate further with the community for meaningful development solutions.

Gay Mitchell, resident, spoke in opposition to the round-a-bout intersection at Centerville and Roberts roads, citing reduced safety and increased difficulty in exiting her driveway.

Lonnie Mann, resident, spoke on the cultural resources of the antebellum community of New Hope, in the project area. He requested that the IA Board establish a protective easement and memorialize the cemetery to ensure perpetual conservation.

Kathy Archibald, resident, spoke in opposition to the Northeast Gateway project, citing the 30-year history of the project and rapid timeline of the last 15-months. She requested the IA Board delay the project by one year to allow for meaningful collaboration and solutions.

Steve Givens, Vice President of Killlearn Homes Association representing approximately 4,000 voting homes, spoke in favor of the Northeast Gateway project, citing the IA Board commitment to extend Welaunee Boulevard to Roberts Road and connect Welaunee to Roberts and Shamrock Street simultaneously, a decision that was based on citizen lobbying throughout the planning process. He encouraged the IA Board to approve Option 1.

Randi Denker, resident, spoke in opposition to the configuration roadway and process of the Northeast Gateway project, encouraging the IA Board to delay the project by one-year to study the best alternative alignment with post-pandemic conditions.

Barney Bishop, representative of Citizens for Responsible Spending, spoke in favor of the Northeast Gateway project, noting that economic development and growth was the life of a community. He spoke to the numerous citizen engagements and comments received in favor of smart and reasonable development; expressed support for leveraging local funds with state and federal funding.

Jeff Graverols, representative of the Killlearn Homes Association Board of Directors, spoke in favor of the Northeast Gateway project, citing the increased safety provided by opening the connections at Shamrock Street and Roberts Road concurrently. He encouraged the IA Board to support Option 1.

Roy Knight, Vice President of CRCA, spoke in opposition to the Northeast Gateway project. He encouraged the IA Board to delay the project by one-year to prevent the data-driven arguments that would divide the community and waste taxpayer funds and encouraged collaboration for meaningful development solutions.

Heemanshi Shah-Lakshmin, resident, spoke in opposition to the roundabout intersection at Centerville and Roberts roads, citing safety concerns for increased traffic accidents and environmental impacts. She encouraged the IA Board to delay the project by one-year to allow for additional consideration of alternatives.

Danielle Irwin, resident, spoke to the challenges of roadway projects and the diligence of staff to mitigate long-term impacts and maximize benefits to communities. She considered the long-term traffic mitigation associated with the Northeast Gateway project unresolved and encouraged the IA Board to approve Option 1 in order to continue the dialogue.

Eva Armstrong, resident, spoke in opposition to the Northeast Gateway project, citing the rapid development of the Roberts Road extension and encouraged the IA Board to delay the project by one-year to allow for collaboration and meaningful solutions that preserve the rural character of the area.

Martha Cummings, resident, spoke in opposition to the Northeast Gateway project, citing safety and environmental concerns and impacts to the rural character. She encouraged the IA Board to delay the project by one-year to allow additional consideration of alternatives.

David Ferguson, resident and immediate past President of the Killearn Homes Association, spoke in favor of the Northeast Gateway project and the simultaneous opening of the Welaunee Boulevard connections at Shamrock Street and Roberts Road. He encouraged the IA Board to stand by their previous decision.

Gloria Anderson, representative of the Historic New Hope Cemetery Project Committee, spoke in opposition to the Northeast Gateway project, citing the cultural resource and requested IA Board support and funding for site preservation and restoration of family connections.

Arly Huggins, resident, spoke in favor of the Northeast Gateway project, citing pro-growth data from Souix Falls, ID that supported building infrastructure ahead of development. He spoke to current traffic congestion on Centerville Road and encouraged the IA Board to support Option 1.

Donna Cotterell, resident, spoke in opposition of the Northeast Gateway project, citing outstanding questions and concerns from citizens. She encouraged the IA Board to reconsider Southside projects instead.

Antonio Jefferson, President and CEO of the Big Bend Minority Chamber, spoke in favor of the Northeast Gateway project, citing the diligent review of alternatives and citizen concerns through the PD&E study. He encouraged the IA Board to support Option 1.

Sue Dick, President of the Greater Tallahassee Chamber of Commerce, spoke in favor of the Northeast Gateway project, citing the economic development benefit it provide for Tallahassee-Leon County, as evidenced through the coordination of the three Chambers of Commerce and NEBA. She spoke to the decades of planning involved in the process and the numerous community engagement opportunities provided since the decision to open the Welaunee connection to Shamrock Street and Roberts Road concurrently. Furthermore, the Northeast Gateway project would produce 650 direct jobs and 1800 indirect jobs.

Jeff Blair, resident, spoke in opposition of the Northeast Gateway project, citing lack of meaningful public engagement and objective data that supported the need for the project currently. He encouraged the IA Board to pursue green goals through preservation of conservation areas, protecting or providing wildlife corridors, and protecting water quality. He encouraged the IA Board to delay the project by one-year to allow the full consideration of alternatives and collaboration for meaningful solutions.

Steve Martin, resident, spoke in opposition of the Northeast Gateway project and encouraged the IA Board to approve a no-build option.

Carolyn Knight, resident, spoke in opposition of the Northeast Gateway project, citing safety concerns with the roundabout intersection.

Director of PLACE Ben Pingree stated that the staff presentation would address many of the concerns raised through citizen comment including, the return on

investment, safety considerations, the cost of a one-year delay, impacts to the five-year funding queue, external analysis of the project, and the numerous benefits of current action. He clarified the purpose and need of the project, to address regional transportation concerns that exist across northeast Tallahassee-Leon County. The presentation would also include the benefits of having a well-planned transportation facility that improved the current and anticipated level of service in advance of future growth.

Blueprint Director Autumn Calder provided a summary of a PD&E study including typical timeframes and public engagement opportunities, as well as the process and eligibility requirements for the State Infrastructure Bank (SIB) loan program. It included all analyses and steps for developing a solution to a transportation challenge and evaluated at a minimum, one build and one no-build alternative. The no-build alternative was not an option for Northeast Gateway as it did not meet the purpose and need to improve regional mobility. She spoke to the 30-year project timeline, the numerous community engagement opportunities, project cost (\$71 million) and comparison to Southside project investments (\$210 million over 15 projects in the 2021-2026 Capital Improvement Plan), and 250 years of combined experience across the Kimley-Horn consultant team.

Autumn Calder stated that the approval of the Northeast Gateway PD&E represented the conclusion of a 2.5-year process including, a substantial amendment to the project description, the analysis of 18 potential roadway corridors, IA Board selection of one final corridor and intersection treatments, and a substantial amount of technical analysis. The traffic modeling report, the basis for the traffic analysis, had three independent engineer reviews. Staff performed in excess of 700 shovel tests for historic and archaeological resources and completed tree surveys, noise studies, and wetland habitat evaluations.

Autumn Calder spoke to community engagement and stated that there are greater than seven IA Board meetings with specific Northeast Gateway agenda items. Staff mailed greater than 7, 300 postcards or letters, hosted 16 community events, attended more than 60 individual stakeholder group meetings, and had numerous individual communications in-person, virtually through the pandemic, and back to in-person again. Blueprint staff met with residents at kitchen tables, commissioned additional studies to test ideas generated by the community, developed a rural road section based on input from CRCA and Keep it Rural, incorporated wildlife crossings, and garnered community consensus on the requested roundabout at Shamrock and Centerville Roads. The biggest example of community engagement however, came early in the process when the IA Board reflected the substantial amount of community input and directed the project to terminate at Roberts Road. Ms. Calder stated that the IA Board approval of the PD&E would finalize the corridor and intersections. The next phase would bring the design of the greenway and new I-10 gateway bridge.

Ryan Wetherell, project engineer with Kimley-Horn, provided a summary of the development of transportation and environmental needs based on IA Board actions beginning in March 2019, narrowing 16 alternatives to the four best options, which were presented in December 2019. Ninety percent of public feedback supported a connection to Roberts Road. Less than 10 percent of



feedback supported stopping short of I-10, an alternative that did not meet the purpose and need of the project to provided regional roadway connectivity and relief. Staff recommended Option 1 as it met the purpose and need, provided regional mobility, retained the opportunity to leverage state funding, and maximized the economic benefit and connectivity in northeast Tallahassee-Leon County.

Ryan Wetherell addressed process standards and discussed corridor control points, the drivers of the alignment of the corridor. He highlighted three including cultural and historical analyses and 60-foot buffer for New Hope Cemetery, coordination of the I-10 bridge crossing to mitigate noise impacts to Buckhead Neighborhood, and environmental mitigation by crossing the floodplain at the narrowest point. Whether the IA Board opted to delay the project or move forward, the seven identified environmental, cultural, and community control points would continue to drive the corridor alignment.

Ryan Wetherell spoke to the immediate project benefits including alleviation of existing congestion on roadway networks within northeast Tallahassee and the redistribution of existing traffic for a more efficient network. Improvements to congestion would save residents 24 hours over the course of one year and save 350 gallons of fuel daily, which provided financial and environmental benefits. Looking ahead 20-years, the long-term benefits included the reduced demand on neighborhood roads, the preservation of canopy roads, support for transit and multimodal users, and the accommodation of traffic for planned growth. Time savings increased to 42-hours per citizen annually with upwards of 500 gallons of fuel saved per day.

Ryan Wetherell spoke to safety and provided a summary of the technical analyses and data provided by the National Institute of Highway Safety (NIHS) and the Federal Highway Administration (FHWA) including, the 2015-2019 traffic crash data noting that 43 percent of crashes on Centerville Road were a direct symptom of congestion. Roundabouts provided a 75 percent reduction in collisions resulting in injuries, a 40 percent reduction in pedestrian collisions. He stated that roundabout intersections reduced conflict points by 75 percent over traditional intersections because traffic moving in the same direction removed the conflict points that resulted in catastrophic head-on and T-bone collisions. Furthermore, roundabouts naturally produced lower travel speeds, there was no yellow light to beat, and there was one direction of travel.

Ryan Wetherell spoke to the 30-year history of transportation planning for northeast Tallahassee-Leon County, and specifically Welaunee Boulevard, to support existing users and prepare for approved future development. It was imperative that transportation infrastructure be planned for and implemented in concert with planned development. No-build did not mean that development would not occur. It meant that transportation and other infrastructure would not be in place ahead of the development and significantly diminished the opportunity to shape the result.

Regarding planned development and the return on investment, Ben Pingree stated that part and parcel of any infrastructure project was the economic benefit analysis. He focused on the vested uses of the approximately 4,000 acres of the



Welaunee Arch, which included 12,500 units and 3,000 square-feet of non-residential or commercial use. He noted that the owners of that land were entitled, through the Comp Plan, to develop to that with or without the roadway. The Northeast Gateway project addressed the connectivity needs of northeast Tallahassee-Leon County and helped to prepare for the likelihood of development through the Arch.

Ben Pingree stated that Blueprint engaged the Center for Economic Forecasting and Analysis (CEFA) to evaluate the roadway, planned development, and resulting economic growth. That study identified that the \$71 million investment would net \$104.6 million in total output with 650 jobs created through roadway construction alone. Evaluations of non-roadway development, including the development of the first interstate exchange in 70-years, identified \$2.2-\$8.2 billion in total output with 18,500 to 70,400 jobs created through the roadway and potential I-10 interchange. Blueprint projects made an impact on the Tallahassee-Leon County community with Gateway projects having the largest impact across all sectors of the community.

Autumn Calder summarized the Northeast Gateway benefits including, the resolution of existing and future transportation issues, minimized environmental impacts, providing for multimodal choice to support sustainable growth within the Urban Services Area (USA), and keeping canopy roads as enjoyable thoroughfares. She stated that the no-build alternative would not prevent development in Welaunee nor provide the transportation infrastructure needed to relieve regional network of roads or the connectivity to justify the investment in an interchange. A 2015 FDOT study found that the Thomasville Road interchange was failing and anticipated a failing level of service at all interchanges in Leon County by 2040. The new interchange would provide much needed relief throughout the system.

Autumn Calder spoke to the consequences of delaying the approval of the PD&E study and Northeast Gateway project including significant impacts to the regional transportation network and financial and community impacts through the possible loss of the interchange. Should the project not meet the SIB loan application deadline of June 30, 2021, construction would be delayed by one year. The SIB program offered a lower interest rate than the bond market, offered greater flexibility in repayment, and was not a guaranteed annual allocation from the state of Florida. At current rates, that represented a potential loss of \$6 million or the payment of \$6 million more in interest payments. Furthermore, the delay put at risk the \$1.5 million in grant funding awarded by FDOT should the project be delayed or be modified to not show regional relief.

Autumn Calder stated that the approval of the PD&E would initiate negotiations for the public right of way and open space lands. A delay in negotiations could compromise the Northeast Park and greenway. She address the established development agreements between the City and the Welaunee Arch owner, which committed local government to provide Welaunee Boulevard. The most recent amendment required the landowner to provide right of way for Welaunee Boulevard and the I-10 interchange. The terms of the agreement provided time limits to that obligation and required actual and continuous construction of the interchange to begin by 2030. The loss of land donation would have significant

financial impacts to the project. Delay of the project could have further financial impacts through higher loan rates and increased debt services and construction cost increases of material and labor. Lastly, Ms. Calder reiterated that the control points, address earlier by Ryan Wetherell, would not change with a delay. The alignment of Welaunee Boulevard to Roberts Road was placed in the optimal location, from transportation and environmental perspectives.

Autumn Calder summarized of the highlights to the PD&E study including minimized environmental impacts, maximized opportunities, provided for balanced future development with multimodal options, maximized leveraging opportunities, and improved regional connectivity.

Ben Pingree concluded the presentation by stating that with IA Board leadership, Blueprint expanded a typical 18-month process over 31-months of engagement and analysis. Opening day of the Northeast Gateway project would provide a 40% reduction to congestion on protected canopy road. Furthermore, the Northeast Gateway project protected neighborhoods and canopy roads from increased traffic from the likely development through Welaunee. With approval of Option 1, staff recommendation, the IA Board could capture the \$6 million savings in debt services, retain the \$1.5 million in grant funds, and position staff to begin right of way acquisition and move toward a grand opening of the facility in 2025. A copy of the presentation is on file at the Blueprint offices.

**Commissioner Maddox moved, seconded by Mayor Dailey, to approve option 1.**

**Option 1: Approve the Draft Final Northeast Gateway PD&E Study.**

Commissioner Welch spoke to the actions and accusations made by some citizens frustrated with the process, the questions, and the uncertainties. However, there were also certainties provided by the Northeast Gateway project such as alleviation of existing traffic congestion, reduced capacity on canopy roads, and the infrastructure to accommodate the planned development of Welaunee. Furthermore, it provided additional access to Roberts Elementary and Montford Middle schools and connectivity to the new Northeast Park. He felt the angst of the community and welcomed discussion on policy. However, the action required was the transmittal of a PD&E. He expressed his support for the motion and his confidence in the project to improve the quality of life of residents.

Commissioner Matlow stated that he supported a no-build option from the beginning because the development would occur anyway and could develop the road as needed and as historically done. Secondly, regarding the idea of getting ahead of planned development and traffic needs, Commissioner Matlow stated that was not done for other roads in Tallahassee-Leon County. He suggested delaying the project by one year, creating an opening year of 2026, which was still before the community would see any funding for design or construction on Orange Avenue, Tharpe or North Monroe streets. Even the commitment to an interchange by 2030, meant that it would be funded ahead of improvements to Orange, Tharpe, and North Monroe. Commissioner Matlow stated that moving forward with Option 1, would be the final project delivered by Blueprint.

**Commissioner Matlow offered a substitute motion, seconded by Commissioner Porter to delay the project by one year, for staff to continue to work with community partners, and examine various termination points on Roberts Road and alignments with stakeholder input.**

Commissioner Minor acknowledged the history, the data, and the conflicting opinions on the Northeast Gateway project and expressed his support for Option 1. He arrived at that resolution because of the substantial traffic improvements, as confirmed through peer reviews and FDOT. The job creation aspect was also beneficial for Tallahassee-Leon County, as it addressed in the best way possible, the social challenges of poverty, crime, etc. The most conservative estimates, based on the lowest density of development, indicated 18,000 jobs would be created or supported by the Northeast Gateway. He addressed the financial impacts of delaying the project, noted the warning signs of inflation in the economy, and did not think that the price perspective would improve.

Commissioner Porter expressed her support for the substitute motion and stated that she agreed with comments from both sides on the merits of the project and need to slow the process to find a better compromise. She clarified her support for jobs, growth, and planning for the future of Tallahassee-Leon County and for taking the time to listen to neighborhoods and citizens, respect the environment, and plan for smart growth and public transit. She had not seen those incorporated in the process or vision for Northeast Gateway.

Commissioner Proctor expressed his support of the substitute motion stating that the citizen group supporting the New Hope Cemetery reminded him of the eight Southside precincts whose taxes helped pay for the project but who also had no political power. He spoke to voter repression on Southside through city elections and stated that he could not support spending millions on Northeast Gateway, when Southside residents could not vote or while the Southside waited for indoor restrooms at the Fairgrounds. He expressed concern that a road project in the northeast could be completed by 2025 but the Fairgrounds project could gain no traction, only more, unfulfilled promises to Southside residents.

Commissioner Proctor spoke to the environmental impacts created by the construction of Welaunee Boulevard and suggested a study that evaluated the widening of Centerville and Miccosukee roads, wagering that the loss of a canopy road would have fewer overall impacts. He concluded his remarks stating that the meeting was not about transportation but rather voting rights of Southside citizens, whose taxes also subsidized the project. It troubled him to vote against development because he was sensitive to the jobs created that benefited directly, Southside residents. However, until the city government respected and honored all of the city utility customers, he could not support a project that benefited the northeast to the exclusion of Southside.

Commissioner Jackson stated that with respect to the speakers, he could not support the substitute motion. He expressed his support for Option 1 based on the direct and indirect jobs created by the project, the years of experience by subject matter experts, numerous community meetings, and staff that made every effort possible to listen, understand, and address the needs of the community. As well as

the resolution of traffic issues and improved safety at Robert and Montford schools and the 30-years of planning and the support of key federal and state agencies that supported a rare interchange that would be an economic game-changer for Tallahassee-Leon County. Furthermore, he stated that it was unwise of the IA Board to allow development to occur through the Welaunee Arch without the appropriate parameters and infrastructure in place. The direct and indirect jobs created through the construction of the Northeast Gateway, the future interchange, and with the approval of Project Mango, at the May 27, 2021 IA Board meeting, were the key to economic success and moving citizens out of generational poverty.

Commissioner Dozier acknowledged the extensive citizen involvement and staff work on Welaunee through the Comp Plan amendment and the substantial amendment to the project description and PD&E study for the Northeast Gateway stating that all of it resulted in a better product for Tallahassee-Leon County. Commissioner Dozier expressed concern regarding a rushed timeline, she noted the poor form of holding a public hearing one-day before presenting to the IA Board, and stated that it was not in alignment with the goals of the IA Board, County, or City to put citizens in that position. Commissioner Dozier stated that while there were numerous public engagements most occurred prior to the substantial amendment in December 2019, and the PD&E used the USA and future development as justification for the PD&E, however that did not exist prior to November 2020.

Commissioner Dozier acknowledged the tremendous progress accomplished in that time and noted that it begged the question of why the rush. She chose to address publically the backchannel comments from citizens concerned about the process stating that she knew staff to have integrity, yet the way in which the project was presented was one-sided. She believed the immediate consequences of delay were conflated with the long-term, that talking points leaned toward justification of the project rather than balance, and that senior leadership spoke to process, not specifics and added the caveat of "the Board will decide."

Commissioner Dozier expressed her support for Option 1 noting the history, the substantial cost of delay, and because the minimal opportunity for additional options beyond what was currently available. She proposed a friendly amendment to include an agenda item exploring land acquisition along Roberts Road, for permanent conservation, at Blueprint's expense and to offset the conservation land that would be taken through the development of Northeast Gateway. Remembering the substitute motion on the floor, Commissioner Dozier stated that she would hold that request until later in the meeting.

Lastly, Commissioner Dozier questioned the timing of the interchange breaking ground by 2030, as stated in the development agreement between the City and Powerhouse, yet it was a 10-15-year process to design and construct an interchange. Furthermore, the Interchange Justification Report (IJR) required that the project have a dedicated funding source; that did not exist with Blueprint, City, County, or CRTPA. She questioned how the Northeast Gateway could move forward with the commitment to the interchange timeline and without a funding source.



Autumn Calder stated that the process for the IJR was two to three years, and would begin with construction of Welaunee Boulevard, in 2023. The interchange could occur as early as 2027 or 2028. Regarding the funding source, Ms. Calder stated that Blueprint met quarterly with FDOT District 3, with conversations about a new interchange in Leon County occurring repeatedly over the eight years of her involvement with those meetings. FDOT very much supported the new interchange and could help facilitate FHWA funds. There were no local funds allocated to an interchange, however, it was listed in the local roadway projects priority list.

Ryan Wetherell stated that the financial wherewithal to move the project forward into the next phase had to be identified by the end of the IJR process. Those funds could come from a variety of sources and be achieved in phases (PD&E, planning, design, right of way, etc.). The interchange concept also aligned with the planning consistency reflected in FDOT's I-10 Master Plan and documentation by CRTPA.

Autumn Calder spoke to the failing level of service at the existing Thomasville Road interchange with less than ideal options for improvement put forward by the FDOT 2015 report. Discussions of an extensive 'fly-over' were halted because of early discussion of an interchange at Welaunee Boulevard.

Commissioner Dozier stated that a similar question was raised at the June 15, 2021, CRTPA meeting where staff response point to Blueprint as a funding source for the interchange project. She agreed that the proposed fly-over was not wanted for Tallahassee-Leon County and noted that should the Northeast Gateway project move forward she would raise the issue again in the future to discuss further funding, phasing, and the overall timeline.

Commissioner Cummings acknowledged the advocacy of citizens, spoke to the history of IA Board action, and noted her experience representing eminent domain proceedings. She spoke to the pandemic, the economic crisis, and the need for social supports. She expressed her support for Option 1 and stated that the analysis of the Northeast Gateway indicated thousands of jobs and millions in revenue generation. She supported the economic growth that provided a livable wage and supported families. She empathized with the stakeholders who were directly impacted by the Northeast Gateway, however, pausing the project affected many more who could benefit from the jobs created by moving forward. It was incumbent upon the elected to be protect taxpayer dollars. She based her decision on that, safeguarding the investments into the process over the past six years, and the economic development benefits that provided the greatest good for the greatest number of citizens.

Mayor Dailey expressed appreciation and respect to citizens for their years-long participation in the process, to the professional consulting team for the tremendous work, and to staff for the integrity, professionalism, and dedication exhibited by the Blueprint team. He spoke to the commitments and agreements made to Killearn Estates and others to move the community forward. He stood by those commitments and earlier decisions made by the IA Board and expressed his support for Option 1.

**The substitute failed 3-9 (weighted: 19-51) with Mayor Dailey and Commissioners Cummings, Dozier, Jackson, Maddox, Minor, Richardson, Welch, and Williams-Cox dissenting.**

Commissioner Dozier offered a friendly amendment to the original motion directing staff to bring back an agenda item exploring land acquisition along Roberts Road, for permanent conservation, at Blueprint's expense and to offset the conservation land that would be taken through the development of Northeast Gateway. Commissioner Maddox accepted the amendment. Mayor Dailey withdrew the second, stating that he did not want the acquisition to be district specific to the County. Commissioner Dozier clarified that she intended it as district five of the Welaunee project.

Blueprint Attorney Susan Dawson interjected that under Section 704.06, Florida Statutes, the statute dealing with conservation easements, Blueprint was not able to do what Commissioner Dozier suggested. Sub-paragraph 3, of the statute stated, *"conservation easements may be acquired by any governmental body, or agency, or by a charitable corporation or trust whose purposes include protecting natural scenic open space values, etc. etc. ensuring its availability for agricultural, forest, recreational, or open space use."* That was inconsistent with Blueprint's Interlocal Agreement and mission as Blueprint Intergovernmental Agency was scheduled to exist only until 2039, unless voters extend the surtax, and therefore could not do as suggested.

Commissioner Maddox stated that based on the information provided by Attorney Dawson, he rejected the amendment to the motion.

Commissioner Dozier expressed appreciation for the clarification however, she did not necessarily intend for Blueprint to execute the acquisition. The agenda item would provide insight to the uses for Blueprint funds and options for an easement. She adjusted the terminology to reflect the preservation of natural space and habitat discussed in the Comp Plan. She noted potential state funding for a conservation area and stated that focus of Blueprint from the 1990's on, was to focus on the gray and green. She stated that funding was used for the St. Marks Greenway, for open space recreation, and suggested an agenda item to explore the purchase of open space, in district five of the Welaunee Master Plan to offset the taking of the conservation easement with land, within the Welaunee development.

Commissioner Maddox stated that he appreciated what Commissioner Dozier was trying to accomplish however, he reiterated his rejection of the amendment.

Commissioner Richardson reminded the IA Board and citizens that the surtax that supported Blueprint was sales tax and therefore paid by not only residents but also the thousands of visitors annually. The Florida Legislature recently extended sales tax to online purchases, which would generate additional revenue to Blueprint. Regarding Southside, Commissioner Richardson spoke to his 40-year history of living in and working for Southside and his 30-year history of working with the Economic & Environmental Consensus Committee (EECC) and the Sales Tax Committee to establish and extend the surtax that funded Blueprint Intergovernmental Agency. He stated that the Southside was a specific area of focus for 2020 funding and projects then and expressed his commitment, and that



of the IA Board, to seeing it through with hundreds of millions invested in Southside over the next 10-years. Tallahassee-Leon County was one community, that was twice, designated an All-American City. It was up to leadership to ensure that wherever an individual lived in the community, they could feel like they lived in an All-American City with the same resources and services as anyone else. He referenced Commissioner Proctor's earlier comments and stated that this was his advocacy.

Commissioner Richardson stated that the Northeast Gateway project would not detract from projects in other areas of the community. Staff worked diligently planning for growth decades into the future. He stated that Tallahassee-Leon County learned the lesson of not planning for growth and stressed the importance of planning now with Northeast Gateway, and for the future, planned development of Welaunee. He expressed his support for Option 1 to keep the process moving forward.

**The original motion passed 9-3 (weighted 51-19) with Commissioners Matlow, Porter, and Proctor dissenting.**

Commissioner Dozier requested that Susan Dawson address her earlier question regarding the acquisition of open space for conservation. Commissioner Williams-Cox requested that given the late hour and IA Board members disbursing, that the issue be taken up individually with Attorney Dawson with a response relayed to the IA Board if germane for the IA Board to know.

**CITIZENS TO BE HEARD**

There were no additional speakers in person or online.

**VII. ADJOURN**

**The meeting adjourned at 8:11 p.m.**

*The next Blueprint Intergovernmental Agency Board of Directors Meeting  
is scheduled for  
**July 15, 2021, at 3:00 p.m.***

THIS PAGE INTENTIONALLY LEFT BLANK

# Blueprint Intergovernmental Agency Board of Directors Agenda Item #2

July 15, 2021

**Title:** Ratification of the May 27, 2021 Blueprint Intergovernmental Agency Workshop

**Category:** Consent

**Intergovernmental Management Committee:** Vincent S. Long, Leon County Administrator  
Reese Goad, City of Tallahassee Manager

**Lead Staff / Project Team:** Benjamin H. Pingree, Director, Department of PLACE  
Autumn Calder, Director, Blueprint  
Cristina Paredes, Director, Office of Economic Vitality

## STATEMENT OF ISSUE:

This agenda item seeks ratification of the following actions as approved by the Blueprint Intergovernmental Agency Board of Directors (IA Board) at their budget workshop on May 27, 2021:

**Action #1:** Allocate the remaining balance of \$1,066,571 in the Blueprint 2000 Infrastructure operating fund to the Magnolia Drive Trail project and allocate the remaining balance of \$2,687,832 in the Blueprint 2020 Infrastructure operating fund to the Northeast Corridor Connector: Bannerman Road project.

**Action #2:** Allocate \$1,000,000 of the CEDR CARES Act reimbursement to repay Leon County and the City of Tallahassee for their advance funding of BRIF.

**Action #3:** Allocate \$140,500 of the CEDR CARES Act reimbursement to the Strategic Marketing and Communication program and allocate \$10,000 of the CARES Act reimbursement to Industry Academies and B2B Outreach to facilitate women- and minority-owned business communication outreach efforts and support for MWSBE entrepreneurship programs.

**Action #4:** Combine the remaining LEAN project balance of \$205,000 with the \$595,000 reimbursed by Leon County through the CARES Act and allocate \$400,000

each to Lake Lafayette & St. Marks Regional Park and to Monroe- Adams Corridor Placemaking.

**Action #5:** Program \$7,547,732 of the anticipated FY 2021 ARPA funding for Blueprint Infrastructure into the Northeast Corridor Connector: Bannerman Road project and program \$1,000,000 of funding available to the Office of Economic Vitality into the TCC athletic facility enhancement project, should the IA Board choose to move forward with the new economic development project at the May 27 meeting immediately after this workshop. Program OEV's remaining \$372,315 into the Future Opportunity Leveraging Fund (FOLF).

**Action #6:** Amend the FY 2021 budget to increase sales tax revenue and project allocations, Blueprint Infrastructure requests its allocation of \$1,320,000 be made to the Northeast Corridor Connector: Bannerman Road project in order to fund the widening from Tekesta Drive to Preservation road approved by the IA Board at the September 17, 2020 IA Board meeting. The Office of Economic Vitality requests to transfer its allocation of \$240,000 to the Strategic Marketing and Communication project to be utilized for multi-year national marketing campaign, support the Love Your Local business marketing, and launch the new MWSBE communications initiatives.

**Action #7:** Approve the Proposed FY 2022 Implementing the Greenways Master Plan Work Program.

**Action #8:** Approve the proposed projects for implementation under the FY 2022 Bike Route System Work Plan.

**Action #9:** Direct staff to incorporate Scenario A as the long-term implementation strategy for Blueprint 2020 Infrastructure, providing full funding for all Regional Mobility and Gateway Projects (except those on state roads consistent prior IA Board direction), full funding for all CCQ projects, and partial funding for Tharpe Street.

**Action #10:** Approve the addition of a MWSBE Analyst position for contract monitoring and compliance.

## RECOMMENDED ACTION:

Option 1: Ratify the actions taken by the IA Board during the May 27, 2021 FY 2022 Budget Workshop.

**Action #1:** Allocate the remaining balance of \$1,066,571 in the Blueprint 2000 Infrastructure operating fund to the Magnolia Drive Trail project and allocate the remaining balance of \$2,687,832 in the Blueprint 2020 Infrastructure operating fund to the Northeast Corridor Connector: Bannerman Road project.

**Action #2:** Allocate \$1,000,000 of the CEDR CARES Act reimbursement to repay Leon County and the City of Tallahassee for their advance funding of BRIF.

**Action #3:** Allocate \$140,500 of the CEDR CARES Act reimbursement to the Strategic Marketing and Communication program and allocate \$10,000 of the CARES Act reimbursement to Industry Academies and B2B Outreach to facilitate women- and minority-owned business communication outreach efforts and support for MWSBE entrepreneurship programs.

**Action #4:** Combine the remaining LEAN project balance of \$205,000 with the \$595,000 reimbursed by Leon County through the CARES Act and allocate \$400,000 each to Lake Lafayette & St. Marks Regional Park and to Monroe-Adams Corridor Placemaking.

**Action #5:** Program \$7,547,732 of the anticipated FY 2021 ARPA funding for Blueprint Infrastructure into the Northeast Corridor Connector: Bannerman Road project and program \$1,000,000 of funding available to the Office of Economic Vitality into the TCC athletic facility enhancement project, should the IA Board choose to move forward with the new economic development project at the May 27 meeting immediately after this workshop. Program OEV's remaining \$372,315 into the Future Opportunity Leveraging Fund (FOLF).

**Action #6:** Amend the FY 2021 budget to increase sales tax revenue and project allocations, Blueprint Infrastructure requests its allocation of \$1,320,000 be made to the Northeast Corridor Connector: Bannerman Road project in order to fund the widening from Tekesta Drive to Preservation road approved by the IA Board at the September 17, 2020 IA Board meeting. The Office of Economic Vitality requests to transfer its allocation of \$240,000 to the Strategic Marketing and Communication project to be utilized for multi-year national marketing campaign, support the Love Your Local business marketing, and launch the new MWSBE communications initiatives.

**Action #7:** Approve the Proposed FY 2022 Implementing the Greenways Master Plan Work Program.

**Action #8:** Approve the proposed projects for implementation under the FY 2022 Bike Route System Work Plan.

**Action #9:** Direct staff to incorporate Scenario A as the long-term implementation strategy for Blueprint 2020 Infrastructure, providing full funding for all Regional Mobility and Gateway Projects (except those on state roads consistent prior IA Board direction), full funding for all CCQ projects, and partial funding for Tharpe Street.

**Action #10:** Approve the addition of a MWSBE Analyst position for contract monitoring and compliance.

## OPTIONS:

Option 1: Ratify the actions taken by the IA Board during the May 27, 2021 FY 2022 Budget Workshop.

**Action #1:** Allocate the remaining balance of \$1,066,571 in the Blueprint 2000 Infrastructure operating fund to the Magnolia Drive Trail project and allocate the remaining balance of \$2,687,832 in the Blueprint 2020 Infrastructure operating fund to the Northeast Corridor Connector: Bannerman Road project.

**Action #2:** Allocate \$1,000,000 of the CEDR CARES Act reimbursement to repay Leon County and the City of Tallahassee for their advance funding of BRIF.

**Action #3:** Allocate \$140,500 of the CEDR CARES Act reimbursement to the Strategic Marketing and Communication program and allocate \$10,000 of the CARES Act reimbursement to Industry Academies and B2B Outreach to facilitate women- and minority-owned business communication outreach efforts and support for MWSBE entrepreneurship programs.

**Action #4:** Combine the remaining LEAN project balance of \$205,000 with the \$595,000 reimbursed by Leon County through the CARES Act and allocate \$400,000 each to Lake Lafayette & St. Marks Regional Park and to Monroe-Adams Corridor Placemaking.

**Action #5:** Program \$7,547,732 of the anticipated FY 2021 ARPA funding for Blueprint Infrastructure into the Northeast Corridor Connector: Bannerman Road project and program \$1,000,000 of funding available to the Office of Economic Vitality into the TCC athletic facility enhancement project, should the IA Board choose to move forward with the new economic development project at the May 27 meeting immediately after this workshop. Program OEV's remaining \$372,315 into the Future Opportunity Leveraging Fund (FOLF).

**Action #6:** Amend the FY 2021 budget to increase sales tax revenue and project allocations, Blueprint Infrastructure requests its allocation of \$1,320,000 be made to the Northeast Corridor Connector: Bannerman Road project in order to fund the widening from Tekesta Drive to Preservation road approved by the IA Board at the September 17, 2020 IA Board meeting. The Office of Economic Vitality requests to transfer its allocation of \$240,000 to the Strategic Marketing and Communication project to be utilized for multi-year national marketing campaign, support the Love Your Local business marketing, and launch the new MWSBE communications initiatives.

**Action #7:** Approve the Proposed FY 2022 Implementing the Greenways Master Plan Work Program.



**Action #8:** Approve the proposed projects for implementation under the FY 2022 Bike Route System Work Plan.

**Action #9:** Direct staff to incorporate Scenario A as the long-term implementation strategy for Blueprint 2020 Infrastructure, providing full funding for all Regional Mobility and Gateway Projects (except those on state roads consistent prior IA Board direction), full funding for all CCQ projects, and partial funding for Tharpe Street.

**Action #10:** Approve the addition of a MWSBE Analyst position for contract monitoring and compliance.

Option 2: IA Board Direction.

Meeting Materials and Video Link: [Blueprint Intergovernmental Agency May 27, 2021 Budget Workshop](#)



THIS PAGE INTENTIONALLY LEFT BLANK

# Blueprint Intergovernmental Agency Board of Directors Agenda Item #3

July 15, 2021

**Title:** Election of the Blueprint Intergovernmental Agency Board of Directors' Vice-Chairperson

**Category:** General Business

**Intergovernmental Management Committee:** Vincent S. Long, Leon County Administrator  
Reese Goad, City of Tallahassee Manager

**Lead Staff / Project Team:** Benjamin H. Pingree, Director, Department of PLACE  
Susan Dawson, Blueprint Attorney  
Autumn Calder, Blueprint Director  
Cristina Paredes, OEV Director

---

## STATEMENT OF ISSUE:

This agenda item advises the IA Board of the requirements under the Bylaws for the election of a new Vice-Chairperson.

## SUPPLEMENTAL INFORMATION:

Pursuant to the terms of the Bylaws a new Vice-Chairperson shall be elected for a term of two years the first to serve as the Vice-Chairperson and the second as the Chairperson. Such election is made by a majority of the weighted votes of members present. The Chairperson shall preside at all meetings. In the event of the Chairperson's absence, or at the Chairperson's direction, the Vice-Chairperson shall assume the powers and duties of the Chairperson.

A replacement Vice-Chairperson must be elected to serve a two-year term. **The newly elected Vice-Chairperson must be an IA Board member who is a City Commissioner** based on the Bylaws requirement that the Chairmanship of the IA Board must rotate annually between the City and County Commissions.

The past IA Vice-Chairperson and the incoming/current IA Chair is Commissioner Nick Maddox who will preside over the July 15, 2021, meeting including the election of the IA Board's new Vice-Chairperson.

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

## **RECOMMENDED ACTION:**

The IA Board elect a Vice-Chairperson, who is a City Commissioner, at its July 15, 2021, meeting, in accordance with the Bylaws.



# **Blueprint Intergovernmental Agency Board of Directors Agenda Item #4**

**July 15, 2021**

**Title:** Authorization to Advertise, Negotiate, and Award Capital Circle Southwest Greenway Contracts for Construction Services

**Category:** General Business

**Intergovernmental Management Committee:** Vincent S. Long, Leon County Administrator  
Reese Goad, City of Tallahassee Manager

**Contact:** Benjamin H. Pingree, Director, Department of PLACE  
Autumn Calder, Director, Blueprint  
Junious Brown, Project Manager, Blueprint

---

## **STATEMENT OF ISSUE:**

This agenda item seeks authorization from the Blueprint Intergovernmental Agency Board of Directors (IA Board) to advertise, negotiate, and award construction services contracts for the Capital Circle Southwest (CCSW) Greenway Project, which includes the Debbie Lightsey Nature Park, Golden Aster Trail and an extension of the Greenway from Lake Henrietta south along the Monson Slough to Capital Circle SW. The Debbie Lightsey Nature Park includes a single-track trail, and due to the site specific and experience requirements for construction of single-track trails, this agenda item recommends procuring the construction services for the single-track trail separately. Option #1 provides for the construction services for the CCSW Greenway Project without the single-track trail and, as a separate and subsequent procurement, the construction services for the single-track trail. The CCSW Greenway Project implements the September 17, 2020 IA Board approved concept that includes trails, shared use paths for bicyclists, hikers, and other non-motorized users, and boardwalks connecting neighborhoods in southwest Tallahassee to several existing parks and greenways in addition to the Apalachicola National Forest.

## **FISCAL IMPACT:**

This item does not have a fiscal impact. This project is funded through existing project budget allocations. The estimate the Capital Circle Southwest Greenway improvements is \$3,470,000 and is available in the Capital Circle Northwest-Southwest project and the Greenways and Bike Route Blueprint 2020 projects.

## **RECOMMENDED ACTION:**

Option 1: Authorize Blueprint to advertise, negotiate, and award, through IMC approval, a contract for construction of the Capital Circle Southwest Greenway Project, and authorize Blueprint to separately advertise, negotiate, and award, through IMC approval, a contract for the single-track trail features within the Project.

## **SUPPLEMENTAL INFORMATION:**

The Capital Circle SW Greenway conceptual design plan was approved at the September 17, 2020 Blueprint Intergovernmental Agency Board of Directors meeting and includes three main components, the Debbie Lightsey Nature Park (DLNP), Golden Aster Trail, and Munson Slough Connection. The final plans implement the IA Board approved conceptual design for each component. A project location map and the conceptual design is available in Attachment # 1.

Consistent with the IA Board approved Fiscal Year (FY) 2020 Capital Budget, this agenda item requests authorization to advertise, negotiate, and award two construction contracts for the Capital Circle Southwest Greenway Project, presented as Option #1. The first contract would be for all project elements other than the single-track trails, and the second contract would be for the single-track trails. By procuring these features separately, Blueprint can ensure that the advertisement respondents for the single-track trail possess the unique experience, such as mountain bike trail construction, required to develop these facilities in an expert fashion. The trail building contractor would be required to meet a set of minimum qualifications. In addition, procuring the single-track features separately provides for selection from a pool of qualified respondents rather than one selected by the prime contractor.

All permits have been received, and the CCSW Greenway project without the single-track component is scheduled to start construction in the fall of 2021 with anticipated completion at the end of calendar year 2022. The single-track component would be procured upon completion of all other Debbie Lightsey Nature Park amenities in early 2023.

The cost estimate of the Capital Circle Southwest Greenway improvements including the single-track trails is \$3,470,000 and is available in the Capital Circle Northwest-Southwest project and the Greenways and Bike Route Blueprint 2020 projects. The cost estimate was provided in March 2021 and reflects price increases in materials such as lumber since the last cost estimate was provided to the IA Board in September 2020. The actual cost will be determined through the procurement of the construction services, which will be competitively bid.

Funding for the construction of the project is available from three sources: Advance 2020 Sales Tax for Bike Route and Greenway projects, the Capital Circle Northwest-Southwest Project, and the Bike Route Project. The Capital Circle Southwest Greenway construction,



including all three components, is funded from the following sources with balances indicated for each:

• Capital Circle Northwest-Southwest	\$2,464,370
• Advance 2020 Sales Tax for Bike Route & Greenway	\$623,000
• <u>2020 Bike Route System</u>	<u>\$1,260,000</u>
Total	\$4,347,370

Blueprint Procurement Policy Section 101.07(3) provides that the IA Board may exercise purchasing authority for expenditures over \$250,000. Section 101.07(3) also provides that the Intergovernmental Management Committee (IMC) can execute and award contracts for expenditures up to \$250,000 and for any amount in the approved Blueprint Capital Budget. The cost estimate of the Capital Circle Southwest Greenway improvements is \$3,470,000 and is available in the Capital Circle Northwest-Southwest project and the Greenways and Bike Route Blueprint 2020 projects, as such the IMC may approve the award and execution of the contracts.

Blueprint Procurement Policy Section 101.01 provides that Blueprint use the City of Tallahassee's procurement policies and procedures except as noted in the Blueprint Procurement Policy. Based on the cost estimate for construction services, a competitive solicitation is required in compliance with City of Tallahassee Procurement Policy Appendix B. Further, the solicitation will be subject to the requirements of the MWSBE Policy in identifying a project-specific goal for minority and women participation. Accordingly, this agenda item complies with both Blueprint and City of Tallahassee Procurement Policies.

This agenda item seeks IA Board approval for Blueprint to advertise competitive solicitations for construction services for the Capital Circle Southwest Greenway Project and to negotiate contracts with the lowest responsive bidder. Option #1 provides for the construction services for the CCSW Greenway Project without the single-track trail and as a separate and subsequent procurement the construction services for the single-track trail.

## NEXT STEPS:

Upon IA Board authorization to procure construction services, Blueprint will advertise, negotiate, and award, through IMC approval, contracts for construction of the Capital Circle Southwest Greenway Project. Blueprint will procure services to construct the single-track trails within the Project, separately, from all other components to ensure that the trails are developed to the highest level of the unique professional standards that these trails require.

Summer 2021:	Upon IA Board approval, procure construction services for all Capital Circle Southwest Greenway Project components, except single-track trails.
--------------	---

Fall 2021:	Construction begins on Capital Circle Southwest Greenway Project components
End of 2022:	Anticipated completion of construction of Capital Circle Southwest Greenway project components, except single-track trails.
Early 2023:	Procure construction of single-track trails.
Mid to Late 2023:	Construction is complete on single-track trails, and total project completion.

**Action by the TCC and CAC:** The TCC and CAC did not review this item.

## OPTIONS:

- Option 1: Authorize Blueprint to advertise, negotiate, and award, through IMC approval, a contract for construction of the Capital Circle Southwest Greenway Project; and authorize Blueprint to separately advertise, negotiate, and award, through IMC approval, a contract for the single-track trail features within the Project.
- Option 2: IA Board direction.

## RECOMMENDED ACTION:

- Option 1: Authorize Blueprint to advertise, negotiate, and award, through IMC approval, a contract for construction of the Capital Circle Southwest Greenway Project, and authorize Blueprint to separately advertise, negotiate, and award, through IMC approval, a contract for the single-track trail features within the Project.

### Attachments:

1. Capital Circle Southwest Greenway Location Map and Concept
2. Capital Circle Southwest Greenway Project Preliminary Site Plan

DL  
NP

## Capital Circle Southwest Greenways & Debbie Lightsey Nature Park

April 23, 2021



## PROJECT OVERVIEW

### Project Locations:

1. 113-Acre Debbie Lightsey Nature Park
2. Golden Aster Greenway Trail
3. Munson Slough Multi-Use Trail

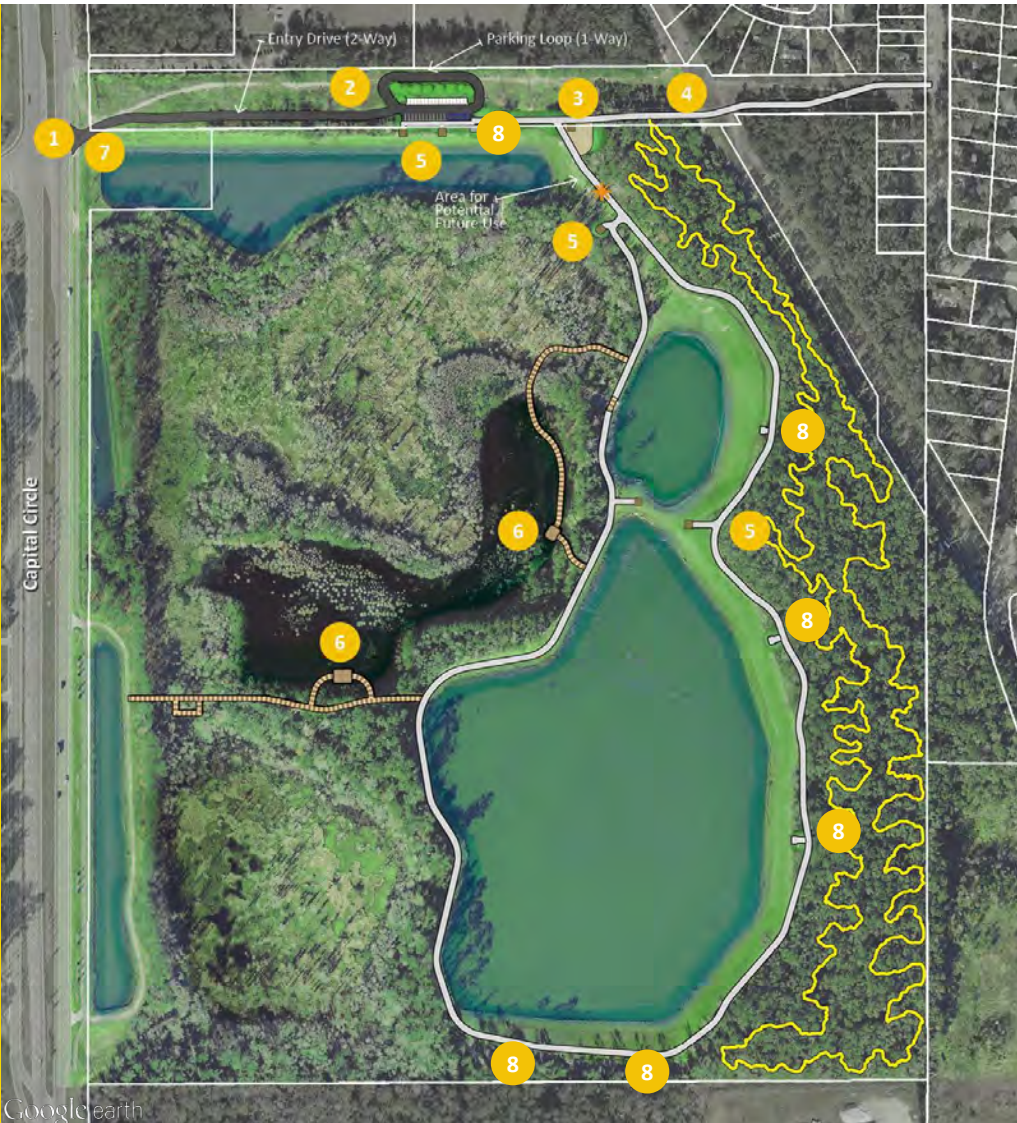
### Project Elements:

- 2.45 Miles of Multiuse Trail
- 2.20 Miles of Rake & Ride Trails
- 0.25 Miles of Elevated Boardwalks, Observation Outlooks and Picnic Pavilions
- 6.0 Miles Multiuse Trails-Capital Circle SW
- **10.9 Total Miles of Multiuse Trails**





# DEBBIE LIGHTSEY NATURE PARK



- 1 Main Park Entry
- 2 Parking Spaces (4 ADA Stalls)
- 3 Nature Play Area (see plan enlargement)
- 4 Pedestrian Access (from Patrick Avenue)
- 5 Picnic Pavilion
- 6 Overlook Views
- 7 Main Signage
- 8 Bench Seating Area

-  Eco-Art Opportunity
-  Picnic Pavilion
-  Main Trail\* (10' wide, packed gravel for ADA accessibility)
-  Boardwalk (8' wide)
-  Rake and Ride bike trails\*

\* Exact trail paths to be determined on site



Google Earth

**BLUEPRINT**  
INTERGOVERNMENTAL AGENCY

**GEORGE & ASSOCIATES**  
CONSULTING ENGINEERS




**WPI**  
WATER PROTECTION INC.

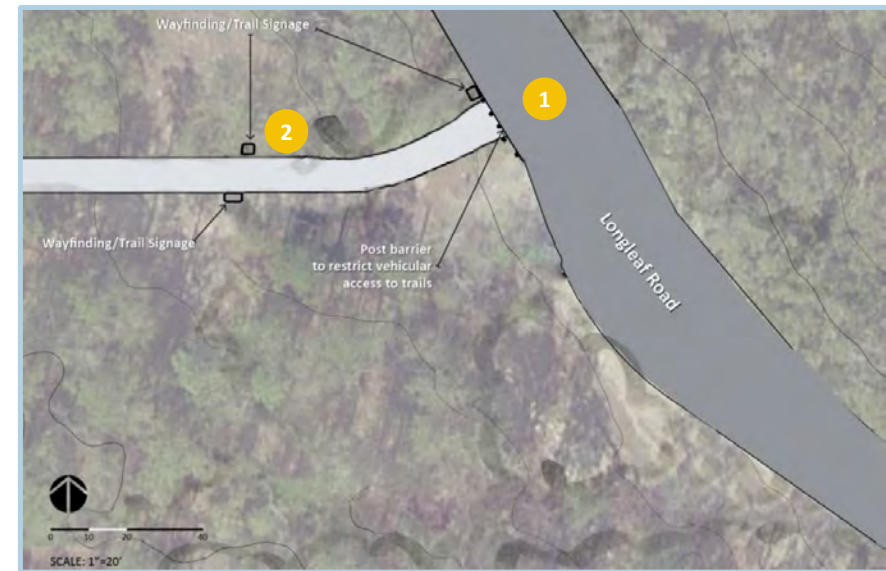
Capital Circle Southwest Greenways & Debbie Lightsey Nature Park 10



# CONCEPTUAL DESIGN GOLDEN ASTER TRAIL

- 1 Multi-Use Trail Connection
- 2 Main Signage

-  Main Trail\* (10' wide, packed gravel for ADA accessibility)
-  Sharrow Pavement Markings – Bicycle Use
-  Future Multi-Use Path (CCSW)





# CONCEPTUAL DESIGN MUNSON SLOUGH MULTI-USE TRAIL

- 1 Pedestrian Access (from Lake Henrietta)
- 2 Pedestrian Access (from Capital Circle Southwest)

— Main Trail\* (10' wide, packed gravel for ADA accessibility)

Future Multi-Use Path (CCSW)

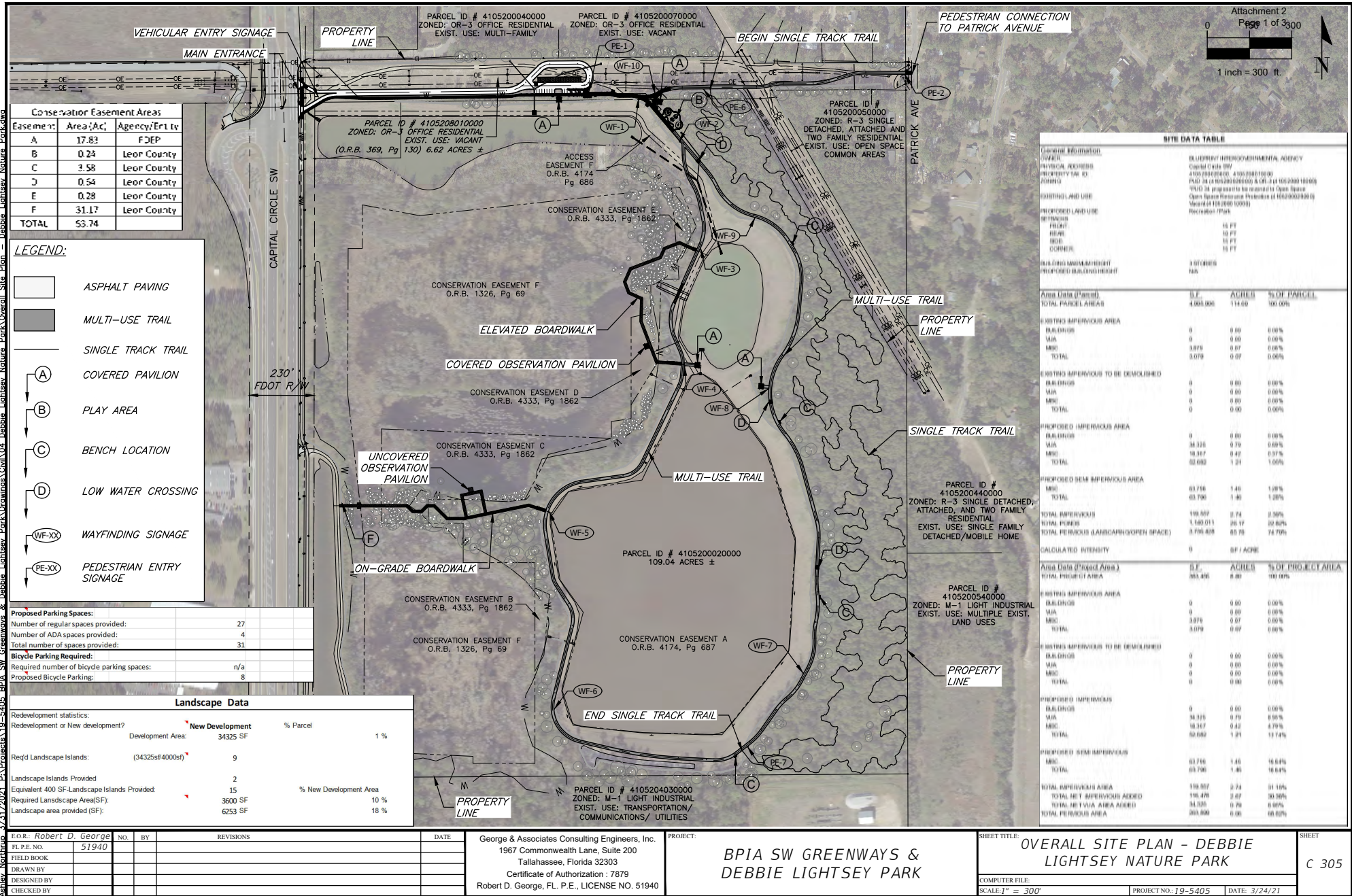
\* Exact trail paths to be determined on site



THIS PAGE INTENTIONALLY LEFT BLANK



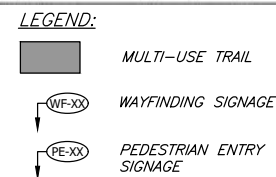
S:\19-5405\_BPIA\_SW\_Greenways & Debbie Lightsey Nature Park\Overall Site Plan - Debbie Lightsey Nature Park.dwg 3/21/2021 2:01 PM











E.O.R.: <i>Robert D. George</i>		NO.	BY	REVISIONS	DATE
FL P.E. NO.	51940				
FIELD BOOK					
DRAWN BY					
DESIGNED BY					
CHECKED BY					

PROJECT-

SHEET TITLE: <b>OVERALL SITE PLAN - MUNSON SLOUGH CONNECTION</b>		SHEET <b>C 503</b>
COMPUTER FILE:		
SCALE: <b>AS NOTED</b>	PROJECT NO.: <b>19-5405</b>	DATE: <b>3/24/21</b>