



BOARD OF DIRECTORS MEETING

May 27, 2021

1:00 pm

City Commission Chambers

Chair: Diane Williams-Cox

Agenda

I. WORKSHOP ITEMS

1. Budget Workshop Item

3

II. ADJOURN

NEXT BOARD OF DIRECTORS MEETING: May 27, 2021, 3:00 p.m.

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**Blueprint Intergovernmental Agency
Board of Directors
Workshop Agenda Item
May 27, 2021**

Title: Workshop on Fiscal Year 2022 Proposed Operating Budget and Proposed Five-Year Capital Improvement Plan for the Blueprint Intergovernmental Agency

Category: Workshop Discussion

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 item requests the Blueprint Intergovernmental Agency Board of Director's (IA Board) acceptance of the workshop item on the Fiscal Year (FY) 2022 Proposed Operating Budget and Proposed Five-Year Capital Improvement Plan for the Blueprint Intergovernmental Agency. The first public hearing for the budget will be advertised and will be conducted at the September 8, 2021 Citizens Advisory Committee (CAC) meeting. The second and final public hearing will be advertised and will be conducted at the September 23, 2021 IA Board meeting.

FISCAL IMPACT:

This item has fiscal impact depending on the recommendations chosen by the IA Board, and it presents information for discussion regarding the proposed budget for Fiscal Year 2022.

RECOMMENDED ACTIONS:

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 the enumerated recommendations.

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I. EXECUTIVE SUMMARY

A. BUDGET PROCESS AND STATUTORY REQUIREMENTS

In accordance with Section 189.016(3), Florida Statutes, the Blueprint Intergovernmental Agency (Agency), as a special district of the State of Florida, is required to adopt a budget by resolution each year. This section provides an executive summary of the Fiscal Year 2022 Proposed Operating Budget and Proposed Five-Year Capital Improvement Plan for the Agency, which encompasses both the Blueprint Infrastructure Program and Office of Economic Vitality (OEV).

The Fiscal Year 2022 Proposed Operating Budget and Proposed Five-Year Capital Improvement Plan builds upon the prioritization and implementation processes approved previously by the IA Board, including the Project Prioritization Plan, Blueprint Infrastructure Implementation Plan, the Long-Term Economic Development Strategic Plan, the Target Industry Study, and prior IA Board direction. This Proposed Five-Year Operating Budget and Proposed Five-Year Capital Improvement Plan incorporates the first installment of debt financing for Agency projects that has been discussed during the budget development process over the four previous years, and it incorporates previous IA Board direction to move forward on both the Fairgrounds Beautification and Improvements project, as well as the Northeast Park project, while also providing funding to maintain the implementation of projects that have been underway for the last three years.

Beginning in February, staff reviewed project timelines to determine the level of resources that would be required over each of the five years of the Capital Improvement Plan to develop the Fiscal Year 2022 Proposed Operating Budget and Proposed Five-Year Capital Improvement Plan. In accordance with Blueprint Intergovernmental Agency budget policy, these documents were presented to City and County budget staff and to the Intergovernmental Management Committee (IMC) prior to June 1, 2021. The review and input from the IMC and from City and County staff led to the proposed budget presented herein.

The Agency establishes budget development calendars for each fiscal year. Section 102.07.3 of the Blueprint Budget Policy provides that the Director of PLACE must develop a proposed budget that is submitted to the IMC for review by June 1st of each year. The budget will be adopted after the close of two advertised public hearings and upon approval by the IA Board. The first public hearing will occur during the September 8, 2021 CAC meeting, and the IA Board will conduct the second public hearing during the September 23, 2021 IA Board meeting. The IA Board's approval of the budget will appropriate funds necessary for the operation of the Blueprint Infrastructure and Office of Economic Vitality divisions of the Agency, as well as the FY 2022-2026 Capital Improvement Plan (CIP).

This workshop item also discusses recent events with fiscal impact, including the receipt of a reimbursement from Leon County under the Coronavirus Aid, Relief, and Economic Security (CARES) Act for two OEV projects, the COVID-19 Economic Disaster Relief (CEDR) Grant Program and the Local Emergency Assistance for Non-Profits (LEAN) Grant Program, a fund balance transfer that results from the Agency's Comprehensive Annual Financial Report (CAFR), a budget amendment based on expected funding from the American Recovery Plan Act (ARPA) and a FY 2021 budget amendment request that is based on higher than budgeted sales tax revenue receipts thus far during FY 2021. Each of these items include proposed budget amendments for Fiscal Year 2021 and are presented as recommendations in this Budget Workshop material for IA Board consideration with final approval of such action presented in a Workshop Ratification agenda item at the July 15, 2021 IA Board meeting.

A critical discussion item for Blueprint Infrastructure during the FY 2022 budget cycle is the extension of project prioritization through FY 2040. As discussed in full in Section IV.B.4 on page 52, the Blueprint Infrastructure Capital Improvement Plan includes a recommendation for the long-term implementation of all projects within the program to address falling sales tax revenues from COVID impacts and rising project and debt costs, as discussed on page 13, which clearly details the challenges herein. Namely, and as reflected as Scenario B, without substantial project scope reductions or reprioritization, the following would occur: no funding for College Avenue Placemaking, Alternative Sewer Solutions, Florida A&M Entry Points, and Tallahassee-Leon County Animal Service Center and partial funding for Midtown Placemaking. In addition, Scenario B does not complete the funding for North Monroe Gateway until FY 2035 and Lake Lafayette and St. Marks Regional Linear Park until 2036 and Tharpe Street is not fully funded until 2039. Scenario B fully funds 22 of the 27 Blueprint 2020 infrastructure projects. This long-term implementation scenario, reflected as Scenario B in the workshop item, is effectively the outcome barring reprioritization as presented as the staff recommendation for Scenario A.

To resolve this issue within the current IA Board direction for prioritization and implementation, and to fund all projects within the 20 year Blueprint 2020 program, this workshop item recommends Scenario A. Scenario A reflects IA Board direction provided over the past five years regarding the prioritization and implementation of projects over the 20 year program, including the approved Project Prioritization Plan (2017), the Community Enhancement, Connectivity, and Quality of Life (CCQ) Prioritized Project List (2017), Blueprint 2020 Infrastructure Implementation Plan (2018). Recognizing the funding gap for capacity projects on State roads and on Tharpe Street, Scenario A best positions the Agency to receive federal and state funds over the next several years for shovel-ready projects through the various infrastructure programs that are currently being debated in Congress.

Scenario A provides full funding for: all projects initiated by the IA Board to date including all those listed above otherwise partially or unfunded in Scenario B, including the North Monroe Gateway project, and all CCQ projects. Scenario A fully funds 26 of the

27 Blueprint 2020 infrastructure projects. At the same time Scenario A positions the Tharpe Street project, the last Regional Mobility Project in the Blueprint 2020 project list to be initiated and to receive leveraged external funding for construction by fully funding design by FY 2027 and identifying over 50% of the construction costs after 2030. Conversely to Scenario B, Scenario A completes the funding for North Monroe Gateway by 2031, and Lake Lafayette and St. Marks Regional Linear Park in 2033. Scenario A funds and moves forward a series of otherwise unfunded projects. However, it does move the last ranked Regional Mobility project, Tharpe Street, to partial funding from sales tax revenues with leveraged funding sought from outside resources. Regarding leveraging, it is more likely that a major infrastructure project of regional significance, like the Tharpe Street project, will have a greater probability of success in obtaining federal or state project funding than would local quality of life projects, or CCQ projects.

A Bond Reimbursement Resolution is presented as an agenda item for the regular IA Board meeting scheduled for the same date as the Budget Workshop. The Second Amended & Restated Interlocal Agreement between Leon County and the City of Tallahassee, which authorizes the existence of the Agency, divides the Blueprint 2020 sales tax among the Blueprint Intergovernmental Agency, Leon County, and the City of Tallahassee in the following proportions, to be maintained in individual, segregated funds (Table 1, below):

Table 1

| Authorized Uses of Sales Tax Funds | % of Sales Tax |
|--|-----------------------|
| Blueprint Infrastructure | 66% |
| Office of Economic Vitality | 12% |
| City of Tallahassee | 10% |
| Leon County | 10% |
| Livable Infrastructure for Everyone (L.I.F.E.) | 2% |
| Total, Blueprint 2020 Sales Tax Funds | 100% |

Sections “B” through “I”, below, present a five-year projection of sales tax revenue (Attachment #1), a twenty-year projection of all estimated sources and uses of (Attachment #2), proposed FY 2021 budget amendments, a financial market outlook prepared by the Agency’s financial advisors, Public Financial Management (PFM) (Attachment #3), the proposed operating budget for the Blueprint Infrastructure Program (Attachment #4), the Five-Year Capital Improvement Plan for Blueprint Infrastructure (Attachment #5), the 2018 Approved Implementation Plan and 20-Year Project Timeline Estimate (Attachment #6), the Estimated FY 2022 – 2026 Project Expenses (Attachment #7), the proposed operating budget for the Office of Economic Vitality (Attachment #8), the Five-Year Capital Improvement Plan for OEV (Attachment #9), the Accounting Summary for Infrastructure and OEV projects (Attachment #10), Blueprint Infrastructure “Scenario A” for Future Funding (Attachment #11), Blueprint Infrastructure “Scenario B” for Future Funding (Attachment #12), the Proposed FY 2022 Implementing the Greenways Master Plan Work Program (Attachment #13), the

Proposed FY 2022 Build the Bike Route System Work Program (Attachment #14), the FY 2022 Blueprint Infrastructure Project Status Update Map (Attachment #15), and the Blueprint Infrastructure First Quarter 2021 Project Status Update (Attachment #16). This item also includes a number of Recommendations related to proposed budget amendments for FY 2021, approval of the Greenways Master Plan and Bike Route System work plans for FY 2022, and the addition of a MWSBE Analyst position for contract monitoring and compliance. The recommendations, with their respective page numbers for further detail, are as follows:

Recommendation #1 (page 31): 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 (page 32): 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 (page 32): 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 (page 33): 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 (page 35): 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 (page 38): 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 (page 48): Approve the Proposed FY 2022 Implementing the Greenways Master Plan Work Program

Recommendation #8 (page 48): Approve the proposed projects for implementation under the FY 2022 Bike Route System Work Plan

Recommendation #9 (page 55): 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 (page 59): Approve the addition of a MWSBE Analyst position for contract monitoring and compliance.

These recommendations are detailed further in the Executive Summary and fully addressed on the pages listed by each recommendation. These recommendations are for discussion purposes during this budget workshop and any action taken for each recommendation will be presented for ratification during the July 15, 2021 IA Board meeting. Staff will use the recommended actions to formulate the budget that will be presented to the Citizens' Advisory Committee (CAC) and IA Board in September.

B. FIVE-YEAR PROJECTION OF SALES TAX REVENUE

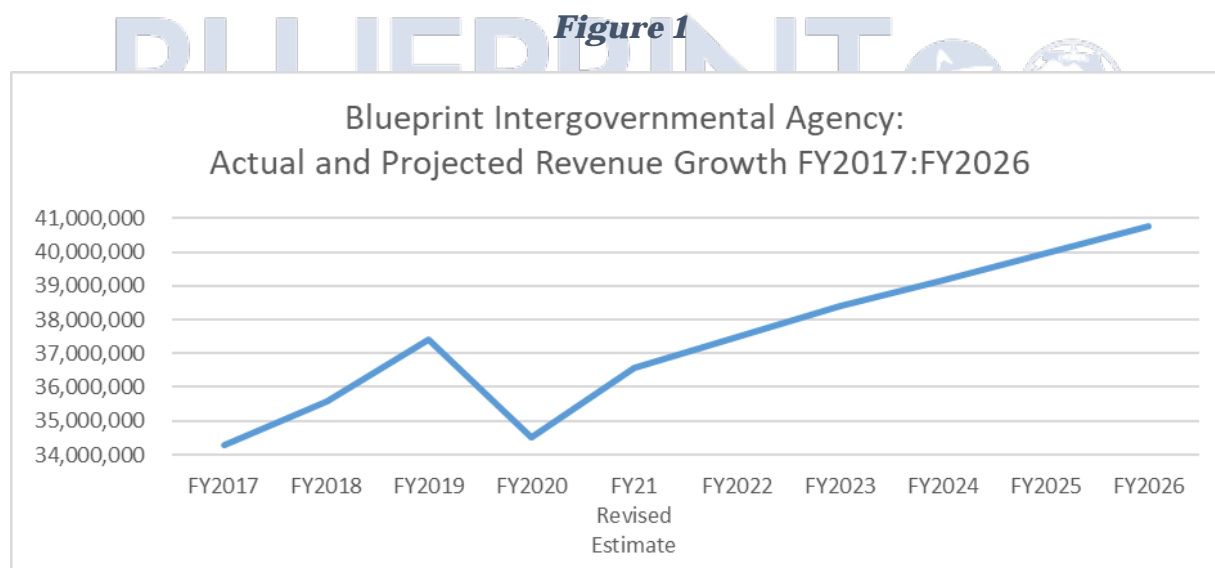
Attachment #1, the Agency's five-year projection of sales tax revenue with a summary of other revenues and expenses presents the short-term financial condition of the Agency, including the amount of revenue expected to be collected over the FY 2022 – 2026 planning horizon. The five-year projection also includes the Agency's significant expense categories including projected operating costs, projected debt service payments, and the remaining amount is used to fund Infrastructure and Economic Development projects. The current five-year projection of sales tax revenue reflects a dramatic improvement over revenue collected during FY 2020, which is also matched by an improvement in the local unemployment rate.

As the economy was experiencing a freefall during the initial stages of the pandemic last year, the IA Board stepped in immediately to fill a necessary role providing temporary shelter to local businesses and nonprofit organizations that applied for state and federal economic assistance grant and loan programs with the COVID-19 Economic Disaster Relief (CEDR) grant program and the Local Emergency Assistance for Non Profits (LEAN) grant program. The grants were meant to serve as a bridge for organizations until federal or state assistance could be disbursed. This assistance from the IA Board proved essential to many local businesses and community organizations in remaining afloat through the early pandemic contraction period, and provided a lifeline to members of the local workforce who could have been further impacted by job losses.

Table 8, in section II.A on page 25, presents the revenues projected during the prior year budget workshop compared to the current five-year revenue projection. The Agency-wide

increase in revenue over the period is approximately \$9.3 million, with \$7.9 million in additional revenue projected for Blueprint Infrastructure and \$1.4 million in additional revenue projected for the Office of Economic Vitality. While this projection is a positive development for the Agency in implementing projects that have been prioritized by the IA Board, a corresponding uptick in inflation has led to increasing interest rates, which will increase total interest costs for bond funding that has been contemplated since the Implementation Plan was first adopted in 2018. A detailed discussion of bond funding is included in Section E, below on page 13.

Figure 1, below, presents the actual sales tax dollars collected for fiscal years 2017 through 2020, the revised sales tax estimate for fiscal year 2021 (revised from the initial budget projection presented during the September 17, 2020 budget hearing), and the forward-looking sales tax revenue growth as presented in the five-year projection of sales tax revenue. Sales tax revenue expected to be received in FY 2022 is comparable to the amount of sales tax revenue received during FY 2019. A reasonable growth rate is projected for the four fiscal years thereafter, which are included in the CIP as presented.



The five-year economic outlook presented herein takes a decidedly optimistic outlook and projects that local economic growth as measured by taxable sales will increase at an annualized 8% growth rate during FY 2022 as compared to the actual growth experienced during FY 2021 thus far. Annualized growth in taxable sales is conservatively projected to be 2.5% in both FY 2023 and 2024, while the growth rate in FY 2025 and 2026 is projected to be 2.0%. Thereafter, the Agency's long-term actual growth rate of 1.5% is presented in the twenty-year projection of sources and uses of funds, which is standard budgeting procedure for Agency staff.

While increasing optimism exists surrounding the community's climb out of the previous year's economic contraction, the growth rates discussed in the preceding paragraph are at least partially based on increasing inflation in the cost of goods and services. Price inflation, just like interest rate increases, will erode the Agency's buying power over time

and if the trend continues, project cost updates will be necessary for planning future allocations to capital projects.

C. TWENTY-YEAR PROJECTION OF SOURCES AND USES OF FUNDS

Attachment #2, the Agency's twenty-year projection of sources of funds and uses of funds, provides an estimate of sales tax revenue and other sources of funds including bond issues, State Infrastructure Bank Loans, TRIP funding, and other state and local government funding over the life of the sales tax, which will end on December 31, 2039. Short- to intermediate-term sales tax revenue estimates through FY 2026 are based on consultations with Leon County and City of Tallahassee budget staff and a review of financial expectations currently available through governmental sources including the State Revenue Estimating Conference, the Bureau of Labor Statistics, and the Federal Reserve.

Table 2, below, presents the Agency's projected sources and uses of funds for the first year of the budget cycle (FY 2022), the first through fifth years of the budget cycle and corresponding Capital Improvement Plan (FY 2022 – 2026), and through the expiration of the local option sales tax in December of FY 2040. A detailed analysis of the twenty-year projection of sources and uses of funds is included in Section II.B on page 28.

Table 2

| BLUEPRINT INTERGOVERNMENTAL AGENCY Summary of Projected Sources and Uses of Funds First Year, Five Years, and All Years | | | | | | |
|---|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| | FY2022 | Total | FY2026 | Total | FY2040 | Total |
| Sources of Funds, Infrastructure | | | | | | |
| Sales Tax Revenue | 30,160,706 | 31.69% | 158,052,139 | 47.39% | 644,601,098 | 78.60% |
| Bond Funding | 65,000,000 | 68.31% | 145,000,000 | 43.47% | 145,000,000 | 17.68% |
| Loan Funding | - | 0.00% | 25,500,000 | 7.65% | 25,500,000 | 3.11% |
| Other Funding | - | 0.00% | 4,986,000 | 1.49% | 4,986,000 | 0.61% |
| Total, Sources of Funds, Infrastructure | 95,160,706 | 100.00% | 333,538,139 | 100.00% | 820,087,098 | 100.00% |
| Sources of Funds, OEV | | | | | | |
| Sales Tax Revenue | 5,483,765 | 19.89% | 28,736,752 | 53.67% | 117,200,198 | 77.02% |
| MWSBE City/County Funding | 592,484 | 2.15% | 3,104,813 | 5.80% | 13,260,976 | 8.72% |
| Bond Funding | 21,500,000 | 77.97% | 21,500,000 | 40.16% | 21,500,000 | 14.13% |
| Loan Funding | - | 0.00% | - | 0.00% | - | 0.00% |
| Other Funding | - | 0.00% | 200,000 | 0.37% | 200,000 | 0.13% |
| Total, Sources of Funds, OEV | 27,576,249 | 100.00% | 53,541,565 | 100.00% | 152,161,174 | 100.00% |
| Total, Sources of Funds, Blueprint IA | 122,736,955 | | 387,079,704 | | 972,248,272 | |
| Uses of Funds, Infrastructure | | | | | | |
| Debt Service | - | 0.00% | 30,298,717 | 9.08% | 222,127,090 | 27.09% |
| Operating Expenses | 3,607,376 | 3.79% | 18,903,849 | 5.67% | 77,097,605 | 9.40% |
| Capital Projects & Reserve | 91,553,330 | 96.21% | 284,335,573 | 85.25% | 520,862,403 | 63.51% |
| Total, Uses of Funds, Infrastructure | 95,160,706 | 100.00% | 333,538,139 | 100.00% | 820,087,098 | 100.00% |
| Uses of Funds, OEV | | | | | | |
| Debt Service | 1,141,732 | 4.14% | 11,721,448 | 21.89% | 39,912,744 | 26.23% |
| Operating Expenses | 2,271,418 | 8.24% | 11,902,984 | 22.23% | 48,545,217 | 31.90% |
| Capital Projects & Reserve | 24,163,099 | 87.62% | 29,917,133 | 55.88% | 63,703,213 | 41.87% |
| Total, Uses of Funds, OEV | 27,576,249 | 100.00% | 53,541,565 | 100.00% | 152,161,174 | 100.00% |
| Total, Uses of Funds, Blueprint IA | 122,736,955 | | 387,079,704 | | 972,248,272 | |

D. FY 2021 BUDGET AMENDMENTS FOR CONSIDERATION

This item recommends four FY 2021 budget amendments: A) CAFR allocation resulting from FY 2020 operations, B) Allocation of CARES Act funding received from Leon County, C) Allocation of ARPA funding to be received from Leon County and the City of Tallahassee, and D) Increasing estimated sales tax collections based on actual results thus far in FY 2021 and allocating the additional revenue to projects.

Allocation of CAFR Funding (Page 30)

The Consolidated Annual Financial Report (CAFR) for the Agency is presented in Item #3 on the Consent Agenda for the regular meeting immediately following this workshop. The CAFR presents the results of operations of the Agency for Fiscal Year 2020. The Blueprint Intergovernmental Agency FY 2020 CAFR was completed in April 2021, covering the operating results of the Agency between October 1, 2019 and September 30, 2020. Detailed information regarding the FY 2020 CAFR will be found in Item #3 of the regular meeting agenda scheduled for May 27, 2021, and the actual CAFR document is included as Attachment #1 of that item.

The remaining fund balance for the Blueprint 2000 operating fund for FY 2020 is \$1,066,571. Agency staff recommend allocating the remaining fund balance to the Magnolia Drive Trail project, which is one of the original Blueprint 2000 projects that is not yet complete. This FY 2020 operating fund allocation is the last allocation of Blueprint 2000 sales tax revenues, however, the Blueprint 2020 program will repay the advance funded amount from FY 2017 to FY 2019 to Blueprint 2000 projects over the five year CIP. There are three remaining Blueprint 2000 projects in the design or construction phase: Capital Cascades Trail Segment 3, Capital Cascades Trail Segment 4, and the Magnolia Drive Trail. The remaining balance for the Blueprint 2020 operating fund for FY 2020 is \$2,687,832. Agency staff recommend allocating the remaining fund balance to the Northeast Corridor Connector: Bannerman Road project, which is a Blueprint 2020 project that is currently under design. It is anticipated that the additional funds will be required due to a change in scope for this project.

Recommendation #1 (Page 31): 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.

Allocation of CARES Act Revenue (Page 31)

The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) is a \$2.2 trillion economic stimulus bill passed by Congress and signed into law on March 27, 2020 in response to the economic disruption caused by the COVID-19 pandemic. This legislation was the largest economic stimulus package in U.S. history, amounting to 10% of total U.S. gross domestic product. The bill included direct payments to individuals, an increase in

unemployment benefits provided to states for their citizens, funding for businesses to maintain payroll during the early months of the pandemic, loans to corporations, and \$339.8 billion to state and local governments.

The IA Board allocated \$2,150,500 in funds for two economic recovery grant programs: COVID-19 Economic Disaster Relief Grant Program (CEDR), with \$1,150,500 allocated to local businesses, and the Local Emergency Assistance for Non-Profits Grant Program (LEAN), with \$1,000,000 allocated to local not for profit organizations. Of the allocated funds, the full \$1,150,500 was expended for CEDR grants and \$595,000 was expended for LEAN grants. This total, \$1,745,500, was reimbursed to OEV by Leon County under the provisions of the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Recommendation #2 in this Workshop Item would program \$1,000,000 of the CARES Act reimbursement to repay Leon County and the City of Tallahassee for their advance funding of BRIF. Recommendation #3 would program the remaining \$150,500 to the Strategic Marketing and Communication Program (\$140,500) and to Industry Academies and B2B Outreach (\$10,000). Recommendation #4 would combine the remaining 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, the original funding source for the LEAN grant program.

Recommendation #2 (Page 32): 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 (Page 32): 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 (Page 33): 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.

Allocation of American Rescue Plan Act (ARPA) Funding (Page 33)

The local government funding allocation provides \$350 billion in emergency funding for state, local, territorial, and tribal governments to remedy the mismatch between rising costs, discussed previously, and falling revenues. The stated allocation for Leon County under ARPA funding guidelines is \$57,024,862 and the stated allocation for the City of Tallahassee is \$46,468,128. The City and County have agreed to provide \$8,920,047 to the Agency, with the County providing \$4,923,866 and the City providing \$3,996,181. The amount will be allocated between Infrastructure and OEV according to the proportions

set forth in the Interlocal Agreement, with Infrastructure receiving \$7,547,732 and OEV receiving \$1,372,315.

Staff recommend programming the expected FY 2021 ARPA funding, which is expected to be received prior to the end of FY 2021, into one infrastructure project, the Northeast Corridor Connector: Bannerman Road and into one Office of Economic Vitality project, the proposed athletic facility enhancements for Tallahassee Community College (TCC), should the IA Board chose to move forward with that project. The amount projected to be available for Blueprint Infrastructure is \$7,547,732, and if the IA Board chooses to move forward with this recommendation, the amount of the FY 2024 bond can be reduced by the same amount, saving \$594,000 in total debt service per year through FY 2039 and total interest expense of \$2.8 million over that fifteen-year time span. Other large Gateway and Regional Mobility projects that will soon be under construction are projected to be fully funded through the end of the FY 2022 – 2026 CIP. By saving on interest costs, the remaining projects that are primarily funded by sales tax allocations can move forward into earlier years.

Recommendation#5 (Page 35): 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 enhancements project if the IA Board chooses to move forward with that project at the May 27 meeting immediately after this workshop. Program OEV's remaining \$372,315 into the Future Opportunity Leveraging Fund.

FY 2021 Budget Amendment Based on Revenue Collections (Page 35)

Sales tax revenue has been stronger than expected due to increased federal spending in the form of direct payments to individuals as well as positive consumer sentiment and a rebound in employment. The Agency proposes a budget amendment to capture this additional revenue in the current fiscal year and allocate the funds to capital projects, rather than allocating the funds during the next fiscal year with the Consolidated Annual Financial Report (CAFR) allocation, which will be presented in May, 2022, coinciding with the FY 2023 budget workshop.

Based on the actual revenues collected through the end of April 2021, which cover sales taxes paid by consumers during the months of September through December 2020 and January and February of 2021, as well as a projected growth rate over the prior year revenues collected ranging from 3-6% per month, it is expected that total sales tax revenue for FY 2021 will equal approximately \$36,500,000. Because the Agency is required to budget at 95% of expected sales tax revenue, the reduced amount is \$34,675,000. After subtracting the \$33,004,140 of sales tax revenue originally budgeted for FY 2021, the remainder is \$1,670,860. This budget amendment item proposes utilizing \$1,560,000 of the \$1,670,860 surplus described above to program additional dollars into Blueprint Infrastructure and Office of Economic Vitality Projects during FY

2021, rather than waiting until the Consolidated Annual Financial Report is presented during the May 2022 Budget Workshop.

Recommendation #6 (Page 38): 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.

E. PROPOSED BOND FUNDING AND CURRENT MARKET FORECAST

Bond funding has always been a component of the Blueprint 2020 work program, along with the desire to seek funding through the State Infrastructure Bank (SIB) Loan program, since the IA Board approved the Implementation Plan (Attachment #6) in June 2018, prior to the commencement of the Blueprint 2020 sales tax. Over the course of the prior year, the IA Board has provided direction to advance two projects into the current CIP (Northeast Park and Fairgrounds Beautification and Improvements) that were originally scheduled for funding in FY 2030 and beyond. Infrastructure project costs have also increased based on prior IA Board direction for the Northeast Corridor Connector: Bannerman Road project, the Northeast Gateway project and for the Magnolia Drive Trail. The IA Board also instructed OEV to fund the Bragg Stadium Improvements project during FY 2021 and to provide \$10 million of additional funding for the convention center project. The increased bond and loan funding, combined with higher interest rates that are likely to continue to increase over the next several years, will lead to tradeoffs in the work programs of both Blueprint Infrastructure and OEV. This section presents background on recent changes in interest rates and inflation in the cost of construction materials, as well as leveraging opportunities.

Background

The Blueprint Infrastructure Approved Implementation Plan, adopted by the IA Board at the June 2018 meeting, called for \$100 million in bond funding to be issued during FY 2022. Due to project timing and the IRS arbitrage rules requirement that tax exempt bond proceeds be spent within three years of bond issuance, the IA Board approved dividing this financing into multiple issues.

The Approved Implementation Plan also called for State Infrastructure Bank (SIB) Loan funding, secured through the Florida Department of Transportation (FDOT), to fund the construction of the Northeast Gateway: Welaunee Boulevard project. The SIB Loan program functions as a reimbursement program rather than providing up-front financing for local infrastructure projects. Only 50% of a project's cost may be reimbursed with a SIB Loan, and the 50% that could be financed with the loan must be paid in advance with

another financing source. Because the Blueprint 2020 program is in its second year of operation at this time, sufficient cash is not available from sales tax revenues to cover the initial costs of the project, therefore bond funding is the best option to finance the project until SIB Loan funds become available.

During the March 12, 2020 IA Board meeting, the Office of Economic Vitality (OEV) was directed to move forward with an Memorandum of Understanding and bond financing in the amount of \$40 million to fund the convention center project with Florida State University. This project, originally committed at \$20 million in the Interlocal Agreement, was increased to \$40 million after FSU presented a feasibility study to the IA Board. As part of the FY 2021 budget, the \$40 million project total was reduced to \$30 million after Florida Agricultural and Mechanical University (FAMU) presented a request to the IA Board to fund repairs at the Bragg Stadium. The IA Board directed staff to obtain bank financing in the amount of \$10 million in order to secure the repairs for Bragg Stadium. Presently, bond funding for the convention center is scheduled for \$20 million in FY 2022. There is not an agreement with FSU regarding the convention center project in place at this time. A status report regarding the convention center project and agreement seeking further IA Board direction is on the May 27, 2021 General Business agenda.

Proposed Bond Funding

The proposed FY 2022 operating budget and CIP presents two bond issues scheduled for FY 2022 and FY 2024 totaling \$86.5 million and \$80 million respectively. The FY 2022 bond issue provides \$65 million to various infrastructure projects including the Airport Gateway, Northeast Corridor Connector: Bannerman Road, Northeast Gateway: Welaunee Boulevard, the Northeast Park, Market District Placemaking, Midtown Placemaking, and Monroe-Adams Corridor Placemaking. Bond funding may be utilized for any or all of the aforementioned projects as needed. The FY 2022 bond issue also provides \$21.5 million in funding to finance the second installment of the LCRDA Incubator project (\$1.5 million) and \$20 million for the convention center project.

The FY 2024 bond issue provides \$80 million to Blueprint Infrastructure projects, and the primary recipients of this bond funding will be the Airport Gateway, Northeast Corridor Connector: Bannerman Road, the Fairgrounds Beautification and Improvements project, and the Northeast Gateway: Welaunee Boulevard project to provide the up-front financing for the SIB Loan.

Economic Forecast and Trends

While the Agency and other local governments have successfully weathered the economic downturn with only mild effects on infrastructure project timelines thus far, inflation is becoming a significant concern for raw materials and for labor in some instances. Table 3, on the following page, provides the five-year producer price index comparison from 2016 to 2021 for certain commodity products most often required for infrastructure projects.

Table 3

| Producer Price Index Comparison for 2016 to 2021 for Commodity Groupings | | | |
|--|--------|--------|------------|
| Product | Dec-16 | Mar-21 | Change (%) |
| Gasoline | 154.9 | 203.3 | 31.2% |
| No 2 Diesel Fuel | 157.3 | 304.6 | 93.6% |
| Asphalt | 134.0 | 209.0 | 56.0% |
| Tires | 143.5 | 151.1 | 5.3% |
| Steel Mill Products | 174.0 | 264.3 | 51.9% |
| Fabricated Structural Metal Products | 216.5 | 261.3 | 20.7% |
| Cement | 234.8 | 265.7 | 13.2% |
| Concrete Products | 249.2 | 283.3 | 13.7% |
| Construction Sand, Gravel and Crushed Stone | 316.0 | 374.1 | 18.4% |

Blueprint Infrastructure projects, as well as the contemplated OEV convention center project, will necessarily utilize all of the materials on the list above. When project expense estimates were developed for Infrastructure projects during the development of the Blueprint 2020 sales tax proposal, the prices of some key materials components were significantly lower than prices today. A trip to the local hardware store or lumber yard will also provide an example of materials price inflation, particularly in the cost of lumber and concrete. Table 4, below, provides additional data regarding materials price inflation that will affect Infrastructure projects if prices continue to increase.

Table 4

| Producer Price Index Comparison for 2016 to 2021 for Selected Industries & Products | | | |
|---|--------|--------|------------|
| Product | Dec-16 | Mar-21 | Change (%) |
| Crushed and Broken Limestone Mining | 292.9 | 343.7 | 17.3% |
| Construction Sand & Gravel Mining | 335.9 | 411.0 | 22.4% |
| Hardwood Lumber, Made in Sawmill | 115.1 | 127.1 | 10.4% |
| Softwood Lumber, Made in Sawmill | 109.5 | 246.5 | 125.1% |
| Emulsified Asphalt Manufacturing | 192.4 | 205.6 | 6.9% |
| Plastic Pipe and Fitting Manufacturing | 245.5 | 318.4 | 29.7% |
| Ready-Mix Concrete Manufacturing, South Region | 120.8 | 131.6 | 8.9% |
| Concrete Storm Pipe Manufacturing | 184.0 | 215.0 | 16.8% |
| Precast Concrete Product Manufacturing | 267.4 | 335.0 | 25.3% |
| Ductile Iron Pressure Pipe and Fittings, Foundry | 301.3 | 348.1 | 15.5% |

All Infrastructure projects, however, will be subject to price inflation in the cost of materials and some labor costs as our local governments compete with other local, state, and the federal government in implementing infrastructure projects that may materialize under the proposed \$2 trillion federal infrastructure spending plan.

Inflation is not only tied to materials and labor costs for projects, it also has a significant impact on debt financing for projects. The US Treasury's 10-year Treasury note is the most-often used benchmark for measuring increases or decreases in interest rates throughout the economy. The yield, or interest rate earned, on the 10-year Treasury note was 0.64% on April 30, 2020 and the yield on April 30, 2021 was 1.65%, an increase of 158% in the last year, albeit interest rates were exceptionally low during the initial stages of the pandemic as investors flocked to investments that are considered more safe than stocks or low-grade corporate bonds.

Leveraging

All of the Blueprint projects are essential infrastructure projects, and as opportunities to implement various projects arise, the IA Board will be provided with the best information to date and options for initiation. Changing market conditions, leveraging, geographic distribution of public investments, and community priorities and safety, will affect the implementation of the prioritized list. In particular, Blueprint will maintain its strategy of leveraging funds to complete all infrastructure projects, particularly those projects located along state-owned roadways. Since 2004, Blueprint has successfully leveraged over \$250 million in outside funding, primarily as a result of leveraging projects along state-owned roadways. Opportunities to advance components of the various projects may be presented that change the prioritization and flexibility is maintained for the IA Board to act upon any new leveraging opportunities that may arise.

A number of leveraging opportunities are presented in the proposed budget, including \$3 million from FSU for the Airport Gateway project, \$1.5 million in TRIP funding from FDOT for the NE Gateway project, and \$486,000 in Significant Benefit District funding for the beginning of the Northwest Connector: Tharp Street project, and additional leveraging opportunities will be pursued for each project under development, particularly through opportunities with FDOT to obtain leveraging for state road projects and through the Florida Department of Environmental Protection (FDEP) for road, stormwater, and recreational facility funding.

Application to the Blueprint 2020 Program

After considering all of the factors above, from the increase in the scheduled amounts borrowed to fund projects, to the increase in project costs due to IA Board approved scope modifications and inflation in the price of construction materials and labor, to the projected increase in interest rates and shortened term for each of the bond issues to 15 years, total debt service on the then- \$183.35 million in financing has increased from \$214.17 million with \$30.82 million paid in interest over the life of the program, as presented at the September 17, 2020 budget hearing, to \$203 million financed with \$262.0 million in total debt service, of which \$59.0 million is paid in interest over the life of the program that is presented in this agenda item.

During the development of the Blueprint 2020 sales tax program, the Sales Tax Committee understood that sufficient funds would not be available to cover the costs of all projects on the list due to the amount of revenues projected, the costs of the adopted projects, the expectation of inflation, and the need to finance some of the larger infrastructure projects with debt. The acceleration of the Fairgrounds Beautification and Improvements and Northeast Park projects as well as rising project costs for materials and increased scopes for the infrastructure projects already underway will reduce the amount of funding available to projects scheduled for later years because of the increased interest costs associated with debt financing. Funding for the projects with the lowest prioritization score, may not be available in the later years of the program depending on

sales tax revenue growth, project cost inflation for all preceding projects, and actual interest costs for debt financing.

As discussed in full in Section IV.B.4 on page 52, the Blueprint Infrastructure Capital Improvement Plan includes a recommendation for the long-term implementation of all projects within the program to address falling sales tax revenues from COVID impacts and rising project and debt costs. Namely, and as reflected as Scenario B, without substantial project scope reductions or reprioritization, the following would occur: no funding for College Avenue Placemaking, Alternative Sewer Solutions, Florida A&M Entry Points, and Tallahassee-Leon County Animal Service Center and partial funding for Midtown Placemaking. In addition, Scenario B does not complete the funding for North Monroe Gateway until FY 2035 and Lake Lafayette and St. Marks Regional Linear Park until 2036 and Tharpe Street is not fully funded until 2039. Scenario B fully funds 22 of the 27 Blueprint 2020 infrastructure projects. This long-term implementation scenario, reflected as Scenario B in the workshop item, is effectively the outcome barring reprioritization as presented as the staff recommendation for Scenario A.

F. PROPOSED OPERATING BUDGET FOR BLUEPRINT INFRASTRUCTURE

The current FY 2021 budget provides for \$3.26 million in operating expenses, while the FY 2022 budget includes \$3.61 million for operating expenses. This is a proposed operating expense increase of \$346,000. The most significant increases proposed in the FY 2022 operating budget are the addition of the final Senior Project Manager position, which was approved during the FY 2019 budget preparation period and planned for FY 2022, and cost of living adjustments for Agency staff.

Agency staff did not receive cost of living adjustments during FY 2021 as a result of the reduction in sales tax dollars budgeted for the year in order to conserve funds for active projects. Staff members may choose to receive benefits through either Leon County, which utilizes the State of Florida Retirement System for post-employment benefits, or through the City of Tallahassee, which maintains its own post-employment benefit programs. Leon County employees received a 2.5% cost of living adjustment during FY 2021, while City of Tallahassee employees did not receive a cost of living adjustment, and Agency employees also did not receive a cost of living adjustment. The budgeted amount for Personnel Expenses for the current FY 2021 period is \$2.51 million and the proposed FY 2022 budget for Personnel Expenses is \$2.89 million.

Other operating expenses are budgeted at \$634,270 for FY 2021 and the FY 2022 budget increases the amount to \$661,028, an increase of \$26,758 which is primarily attributable to increased contract services expenses and an increase in rent expense for the long-term office lease with Leon County. Capital outlay costs have been reduced from the budgeted \$75,000 in FY 2021 to \$35,000 in FY 2022. The amounts attributed to allocated costs for services provided by the City of Tallahassee are presented in the same amounts as FY 2021 as the City has not provided the Agency with an updated estimate of those costs at this time. It is expected that updated costs estimates will be available as the City works through its budget process over the course of the summer.

The amount remaining after operating expenses are subtracted from total sources of funds is the capital projects transfer line item of \$91,553,330. This amount is the funding available to transfer into capital projects for the year, and the allocation to each project is specified in the proposed Five-Year CIP, below.

G. PROPOSED FIVE-YEAR CIP FOR BLUEPRINT INFRASTRUCTURE

The draft Five-Year Capital Improvement Plan (CIP) for the Blueprint Infrastructure Program (Attachment #5) builds upon the prioritization and implementation processes approved previously by the IA Board, including the Project Prioritization Plan, Blueprint 2020 Infrastructure Implementation Plan (Attachment #6), and all prior IA Board direction. All Blueprint 2020 funding strategies approved by the IA Board to date assume significant leveraging of external resources to fund the state road projects included within the Blueprint 2020 project list. During the development of the Blueprint 2020 sales tax program, the Sales Tax Committee understood that sufficient funds would not be available to cover the costs of all projects on the list due to the amount of revenues projected, the costs of the adopted projects, the expectation of inflation, and the need to finance some of the larger infrastructure projects with debt.

The IA Board-approved Implementation Plan from 2018 fully funded all major regional infrastructure projects on local roads, except Tharpe Street, and highest-ranked CCQ projects in the first five years. Funding for lower-ranked CCQ projects was provided after 2030 with very limited local funding for state roads in the last years of the program, excepting North Monroe Gateway, which was fully funded by 2030. Since 2004, Blueprint has successfully leveraged over \$250 million in outside funding, primarily as a result of leveraging projects along state-owned roadways. In developing the draft FY 2022 – 2026 CIP, Blueprint evaluated opportunities to advance key Blueprint projects, including project components, with short lead times for construction and a complimentary, modified bonding strategy to increase funding for construction –ready projects in the near-term to assist in local economic recovery from the COVID-19 pandemic.

Project Prioritization Through FY 2040

A critical discussion item for Blueprint Infrastructure during the FY 2022 budget cycle is the extension of project prioritization through FY 2040. The previous IA Board approved implementation plan, which extended through FY 2024, is included as Attachment #6, with the complimentary, preliminary project funding schedule for the twenty-year program on page 2 of the attachment. The Blueprint Infrastructure Capital Improvement Plan section in this workshop item includes two scenarios, A (Attachment #11) and B (Attachment #12), for funding the Blueprint 2020 program over the long-term, twenty-year outlook independent of the five-year CIP presented herein.

As discussed in full in Section IV.B.4 on page 52, the Blueprint Infrastructure Capital Improvement Plan includes a recommendation for the long-term implementation of all projects within the program to address falling sales tax revenues from COVID impacts and rising project and debt costs, as discussed on page 13, which clearly details the challenges herein. Namely, and as reflected as Scenario B, without substantial project

scope reductions or reprioritization, the following would occur: no funding for College Avenue Placemaking, Alternative Sewer Solutions, Florida A&M Entry Points, and Tallahassee-Leon County Animal Service Center and partial funding for Midtown Placemaking. In addition, Scenario B does not complete the funding for North Monroe Gateway and Lake Lafayette and St. Marks Regional Linear Park until 2036 and Tharpe Street is not fully funded until 2039. This long-term implementation scenario, reflected as Scenario B in the workshop item, fully funds 22 of the 27 Blueprint 2020 infrastructure projects and is effectively the outcome barring reprioritization as presented as the staff recommendation for Scenario A.

To resolve this issue within the current IA Board direction for prioritization and implementation, and to fund all projects within the 20 year Blueprint 2020 program, this workshop item recommends Scenario A. Scenario A reflects IA Board direction provided over the past five years regarding the prioritization and implementation of projects over the 20 year program, including the approved Project Prioritization Plan (2017), the CCQ Prioritized Project List (2017), Blueprint 2020 Infrastructure Implementation Plan (2018). Recognizing the funding gap for capacity projects on State roads and on Tharpe Street, Scenario A best positions the Agency to receive federal and state funds over the next several years for shovel-ready projects through the various infrastructure programs that are currently being debated in Congress.

Scenario A provides full funding for: all projects initiated by the IA Board to date including all those listed above otherwise partially or unfunded in Scenario B, including the North Monroe Gateway project, and all CCQ projects. Scenario A fully funds 26 of the 27 Blueprint 2020 infrastructure projects. At the same time Scenario A positions the Tharpe Street project, the last Regional Mobility Project in the Blueprint 2020 project list to be initiated, to receive leveraged external funding for construction by fully funding design by FY 2027 and identifying over 45% of the construction costs after 2030. Conversely to Scenario B, Scenario A completes the funding for North Monroe Gateway by 2031, Lake Lafayette and St. Marks Regional Linear Park in 2033. Scenario A funds and moves forward a series of otherwise unfunded projects. However, it does move the last ranked Regional Mobility project, Tharpe Street, to partial funding from sales tax revenues with leveraged funding sought from outside resources. Regarding leveraging, it is more likely that a major infrastructure project of regional significance, like the Tharpe Street project, will have a greater probability of success in obtaining federal or state project funding than would local quality of life projects, or CCQ projects.

Recommendation #9 (Page 55): Direct staff to incorporate Scenario A as the long-term implementation strategy for Blueprint 2020 Infrastructure, projecting full funding for all Regional Mobility and Gateway Projects (expect those on state roads consistent prior IA Board direction), all CCQ projects, and partial funding for Tharpe Street.

Project Allocations Through FY 2026

Capital project allocations totaling \$91.6 million for FY 2022 implement the construction-ready strategy described above while maintaining project progress consistent with prior IA Board direction and project prioritization. The draft FY 2022-2026 CIP includes two bond issues to best align with project implementation and construction schedules – the first bond issuance provides Blueprint Infrastructure with \$65 million and is planned for FY 2022, with the second bond issuance of \$80 million planned for FY 2024. It is anticipated this strategy will assist with the local economic recovery from the COVID-19 pandemic by continuing to move key infrastructure projects forward which in turn creates or maintains professional and construction jobs as well as the purchase of materials. A State Infrastructure Bank (SIB) Loan is proposed for FY 2023 and 2024 in the amount of \$25.5 million, and Agency staff have been coordinating with staff of the Florida Department of Transportation throughout the year to best position the Agency to receive this funding.

Projects that are assigned to the City or County, such as stormwater improvements, sidewalk repairs, operating costs for parks, and StarMetro improvements, will receive an allocation annually to be paid in full each year. These annual allocations are in addition to the 10% funding received by both Leon County and the City of Tallahassee and the 2% L.I.F.E. funding received by Leon County. Of the \$9.9 million in annual allocations, \$1.54 million is retained by Blueprint to fund the Greenways Master Plan and Bike Route System projects.

Recommendation #7 (Page 48): Approve the Proposed FY 2022 Implementing the Greenways Master Plan Work Program

Recommendation #8 (Page 48): Approve the proposed projects for implementation under the FY 2022 Bike Route System Work Plan

Over the course of the proposed five-year CIP, \$49.5 million will be allocated to Leon County and City of Tallahassee projects described above. The full list of annual allocations is detailed below in Table 5

Table 5

| BLUEPRINT INFRASTRUCTURE | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|-------------------|
| Detail of Annual Allocations to Capital Projects | | | | | | |
| Annual Allocations | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Total |
| Blueprint: Greenways Master Plan | 760,000 | 790,000 | 790,000 | 790,000 | 790,000 | 3,920,000 |
| Blueprint: Bike Route System | 780,000 | 750,000 | 750,000 | 750,000 | 750,000 | 3,780,000 |
| City of Tallahassee: StarMetro Enhancements | 612,500 | 612,500 | 612,500 | 612,500 | 612,500 | 3,062,500 |
| City of Tallahassee: Water Quality and Stormwater Improvements | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 |
| City of Tallahassee: Sidewalks Improvements | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 |
| City of Tallahassee: Operating Costs of Blueprint Funded Parks | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 |
| Leon County: Water Quality and Stormwater Improvements | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 |
| Leon County: Sidewalks Improvements | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 |
| Leon County: Operating Costs of Blueprint Funded Parks | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 |
| Total, Annual Allocations to Capital Projects | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 49,512,500 |

The remaining \$81.65 million available after the annual allocations is programmed for the Agency's activated Blueprint 2020 projects including the Airport Gateway, Northeast Corridor Connector: Bannerman Road, Northeast Gateway: Welaunee Boulevard, the

Fairgrounds Beautification and Improvements, the Northeast Park, and completes the remaining amount required to fund the Magnolia Drive Trail Blueprint 2000 project. The list of Blueprint 2020 projects funding in the proposed CIP is detailed in Table 6, below.

Table 6

| BLUEPRINT INFRASTRUCTURE Detail of Infrastructure Project Transfers | | | | | | |
|--|-------------------|-------------------|--------------------|-------------------|-------------------|--------------------|
| Blueprint 2000 Projects | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Total |
| Capital Cascades Trail Segment 4 | - | - | 6,030,730 | 1,526,453 | - | 7,557,183 |
| LPA Group Engineering Services | (387,860) | - | - | - | - | (387,860) |
| Magnolia Drive Trail and Subprojects | 9,500,000 | - | - | - | - | 9,500,000 |
| Annual Allocations from Prior Table | | | | | | |
| Annual Allocations to Listed Projects | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 49,512,500 |
| Blueprint 2020 Mobility & Gateway Projects | | | | | | |
| Capital Circle Southwest Orange to Crawfordville | - | - | 2,500,000 | 2,500,000 | - | 5,000,000 |
| Airport Gateway | 20,000,000 | 3,034,512 | 25,000,000 | 5,199,521 | 3,956,847 | 57,190,880 |
| Northwest Connector: Tharpe Street | - | - | 486,000 | 514,000 | - | 1,000,000 |
| Northeast Corridor Connector: Bannerman Road | 16,545,000 | 1,744,914 | 21,060,743 | - | - | 39,350,657 |
| Northeast Gateway: Welaunee Boulevard | 11,800,000 | 23,163,869 | 34,000,000 | - | - | 68,963,869 |
| North Monroe Gateway | - | - | - | - | - | - |
| Blueprint 2020 CCQ Projects | | | | | | |
| Orange Avenue/Meridian Placemaking | 750,000 | - | - | - | - | 750,000 |
| Market District Placemaking | 5,000,000 | 1,478,335 | - | - | - | 6,478,335 |
| Lake Lafayette and St. Marks Regional Park | 2,500,000 | 1,356,782 | - | - | - | 3,856,782 |
| Monroe-Adams Corridor Placemaking | 943,690 | 1,477,322 | 1,328,927 | 311,992 | 517,882 | 4,579,813 |
| Midtown Placemaking | 4,000,000 | 321,550 | 228,121 | - | - | 4,549,671 |
| Fairgrounds Beautification and Improvement | - | - | 12,000,000 | - | - | 12,000,000 |
| Northeast Park | 10,000,000 | - | 2,433,743 | - | - | 12,433,743 |
| Additions To or Reductions From Reserve Funds | | | | | | |
| Reserve Fund, Blueprint Infrastructure | 1,000,000 | 500,000 | 500,000 | - | - | 2,000,000 |
| Total, Infrastructure Transfers | 91,553,330 | 42,979,784 | 115,470,764 | 19,954,466 | 14,377,229 | 284,335,573 |

The full analysis of the FY 2022-2026 CIP will be found in Section IV.B on page 42.

H. PROPOSED OPERATING BUDGET FOR THE OFFICE OF ECONOMIC VITALITY

The proposed operating budget for the Office of Economic Vitality totals \$2.27 million, which is a \$279,000 increase from the FY 2021 operating budget of \$1.99 million. This increase is due primarily to the proposed employee cost of living adjustment mentioned above in the Blueprint Infrastructure operating budget section as well as the consideration of an additional staff member for the MWSBE department for contract and compliance monitoring increased costs for advertising and computer software expense related to monitoring p-cards for contract compliance, and cost increases for several operating expense line items, such as MWSBE marketing and communications efforts, related to efforts to boost the local economic recovery.

As part of the FY 2022 budget, staff is recommending that an MWSBE Analyst position with the primary responsibility for contract compliance monitoring be considered by the IA Board. Currently, OEV is working with the Disparity Study consultants, MGT of America, to determine staffing level needs of the MWSBE Division in order to increase organizational efficiency. It is anticipated that the results of this analysis will determine that an additional analyst position should be added with the primary responsibility for contract monitoring and compliance for City, County, and Blueprint contracts that have an MWBE aspirational target.

Recommendation #10 (Page 59): Approve the addition of a MWSBE Analyst position for contract monitoring and compliance.

Operating and Other Expenses have a proposed increase of \$112,575, or 20.02% primarily due to increases in advertising, part of which was previously captured in the strategic communication line item of OEV's CIP. Other advertising expenses are related to MWSBE outreach efforts to boost local businesses and support entrepreneurs as well as promotional expenses for OEV's annual campaigns like the Love Your Local campaign focused on encouraging the community and visitors to explore and experience local stores, especially on Small Business Saturday. Software expenses include retail analytics software to provide business intelligence to both local firms and to businesses who are seeking to expand to the Tallahassee area, as well as for site selection software, economic modeling software, and for the MWSBE contract compliance software.

Allocated Costs are funded at the same level as FY 2021 for this workshop item, as the City of Tallahassee has not finalized the amounts to be allocated for the FY 2022 budget at this time. These costs are not expected to increase by more than 10%. The administrative allocations reflect OEV's share of administrative personnel services initially paid for by Blueprint Infrastructure, including in-house legal, accounting, and administrative services. OEV's share of these costs is approximately 15% of the total costs for these personnel and their related expenses.

Interfund transfers for OEV include a debt service transfer of \$1,141,732 to cover the first full-year principal and interest payment for the FAMU Bragg Stadium Repairs loan, the first interest payment on the convention center and LCRDA Bond, and a \$24.2 million transfer to fund capital projects, as discussed in the proposed five-year CIP for the Office of Economic Vitality, on the following page.

I. PROPOSED FIVE-YEAR CIP FOR THE OFFICE OF ECONOMIC VITALITY

The draft Five-Year Capital Improvement Plan for the Office of Economic Vitality builds on the Strategic Plan and prior IA Board direction. The most significant component of OEV's FY 2022 – 2026 CIP is a \$20 million allocation for the convention center project in conjunction with Florida State University (FSU) that is funded with bond proceeds. Agency staff have been coordinating with FSU staff to develop a memorandum of understanding regarding this project, however no agreement has been finalized at this time. Staff have recommended an alternative scenario to fund the convention center project at the original \$20 million commitment in order to preserve OEV's ability to fund future economic vitality programs.

If the convention center project were to continue under current direction at \$30 million, the revenue reduction related to COVID-19, combined with the interest rate increases forecast in Section D, above, and in Attachment #3, OEV would be unable to fund any programming other than current legal obligations over the course of the Blueprint 2020 program. Additional IA Board direction is requested regarding the timing of funding for this project as well as for the overall funding level for the project, which will be addressed as part of the May 27, 2021 IA Board agenda.

The draft CIP also includes \$1.5 million in allocations for the Leon County Research and Development Authority (LCRDA) Business Incubator project, which the IA Board committed to funding during 2018. Another funding commitment to LCRDA for \$805,000 was pledged as a component of Project Juggernaut, and that funding is provided in two allocations.

The Tallahassee International Airport receives an annual allocation of \$705,000, with a total of \$14.1 million in funding over the life of the sales tax, as specified in the Interlocal Agreement. The remaining balance for capital projects is spread through the ten remaining projects that vary from local business incentives, workforce development programs, MWSBE business outreach programs, sponsorships for local entrepreneurial development, and programs that attempt to recruit high-wage industries to the area. The full analysis of the Office of Economic Vitality's FY 2022-2026 CIP will be found in Section V.B on page 60.

Table 7, below, provides the full detail of project allocations over the five-year CIP, which allocates \$20 million for the convention center project.

Table 7

| OFFICE OF ECONOMIC VITALITY | | | | | | |
|---|-------------------|------------------|------------------|------------------|------------------|-------------------|
| Detail of Annual Allocations, Capital Projects, & Economic Vitality Programs | | | | | | |
| Annual Allocations | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total |
| Tallahassee International Airport | 705,000 | 705,000 | 705,000 | 705,000 | 705,000 | 3,525,000 |
| Capital Projects | | | | | | |
| Convention Center | 20,000,000 | (771,326) | - | - | - | 19,228,674 |
| LCRDA Incubator: \$2.5 million Pledge | 1,500,000 | - | - | - | - | 1,500,000 |
| 1) Economic Vitality Programs | | | | | | |
| Incentives, Grants and Programs | | | | | | |
| Target Business Program | 1,042,180 | 521,362 | 504,962 | 480,362 | 455,762 | 3,004,628 |
| ARPC EDA Revolving Loan Fund for Small Businesses | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 125,000 |
| Business Development: Attraction/Expansion | 110,000 | 110,000 | 110,000 | 110,000 | 110,000 | 550,000 |
| LCRDA Cooperative Pledge | 536,700 | - | - | - | - | 536,700 |
| Future Opportunity Leveraging Fund | 39,219 | 406,661 | (249,080) | (191,325) | (283,344) | (277,869) |
| Competitive Project Fund | - | - | - | - | - | - |
| Business2Business Engagement Actions | | | | | | |
| Local Business and Workforce Development | 100,000 | 150,000 | 150,000 | 100,000 | 100,000 | 600,000 |
| Industry Academies and B2B Outreach | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 |
| Strategic Marketing and Communication | 65,000 | 65,000 | 65,000 | 65,000 | 65,000 | 325,000 |
| Economic Vitality Sponsorships | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 150,000 |
| Economic Vitality Studies | | | | | | |
| MWSBE Disparity Study | - | - | - | - | 400,000 | 400,000 |
| Target Industry Study | - | - | - | 100,000 | - | 100,000 |
| Strategic Plan | - | - | - | - | 100,000 | 100,000 |
| Total, OEVP CPEVP Budget | 24,163,099 | 1,251,697 | 1,350,882 | 1,434,037 | 1,717,418 | 29,917,133 |

II. FIVE-YEAR FORWARD SALES TAX REVENUE ESTIMATE AND TWENTY-YEAR PROJECTION OF SOURCES AND USES OF FUNDS

The following sections present the Five-Year Sales Tax Revenue Projection (Attachment #1) and the Twenty-Year Projection of Sources and Uses of Funds (Attachment #2). These intermediate- and long-term forecasts are used to develop all of the planning scenarios that informed the development of each division's operating budget and five-year CIP. The twenty-year format is also used to develop the Blueprint Infrastructure Scenarios "A" & "B" presented in Section IV.B. on page 42. While the IA Board approves a five-year CIP each year as part of the budget development process, long-term direction is sought every three or four years in order to prioritize projects for long-term planning. The last long-term update was received from the IA Board with the Approved Implementation Plan (Attachment #6) in 2018, as well as recent modifications made thereto.

A. FIVE-YEAR SALES TAX REVENUE PROJECTION

The global economy experienced a significant destabilizing event in early 2020 with the spread of the COVID-19 pandemic around the world. Unemployment on a local, state, national and international scale reached a level not seen since the Great Depression of the 1930s. The United States Congress passed a number of economic stimulus measures which have been signed into law over the last fourteen months, and those measures have been highly effective in reducing unemployment levels and providing cash for individuals and families, businesses, and local governments.

Though the local economy appears to be improving dramatically as compared to the same time last year, significant risks still exist on the horizon including the prospect of rapid inflation and a corresponding increase in interest rates which could affect the amount the Agency must pay to finance projects over the life of the program, financial asset bubbles which may lead to the rapid reduction in global asset values and a corresponding decline in the willingness of investors to lend funds or to expand through purchases of property, plant and equipment within the local community, and the potential of mutated strains of the Coronavirus that are resistant to current treatments to become more widespread, causing another economic contraction as consumers respond to public health orders.

As discussed in Section I.E. on page 13, the most significant change affecting the Agency's sources and uses of funds as compared to the prior year FY 2021 budget is the direction received from the IA Board during the final months of 2020 to accelerate the Fairgrounds Beautification and Improvements and Northeast Park projects, to fund the FAMU Bragg Stadium Repairs project at \$10 million over 15 years, and going further back to March 2020, to fund the convention center project in conjunction with FSU at a remaining funding level of \$30 million, with project allocations scheduled for FY 2022 and FY 2024. The acceleration of these projects and IA Board increases in infrastructure project scopes, coupled with an increased estimate for borrowing costs of 2.25% projected for FY 2022 as compared to 1.85% as presented in September 2020, will cost approximately \$30.5

million in interest expense over the life of the Blueprint 2020 program as compared to the budget presented in September 2020.

The five-year economic outlook presented herein takes a decidedly optimistic outlook and projects that local economic growth as measured by taxable sales will increase at an annualized 8% growth rate during FY 2022 as compared to the actual growth experienced during FY 2021 thus far. Annualized growth in taxable sales is conservatively projected to be 2.5% in both FY 2023 and 2024, while the growth rate in FY 2025 and 2026 is projected to be 2.0%. Thereafter, the Agency's long-term actual growth rate of 1.5% is presented in the twenty-year projection of sources and uses of funds, which is standard budgeting procedure for Agency staff.

While increasing optimism exists surrounding the community's climb out of the previous year's economic contraction, the growth rates discussed in the preceding paragraph are at least partially based on increasing inflation in the cost of goods and services. Price inflation, just like interest rate increases, will erode the Agency's buying power over time and if the trend continues, project cost updates will be necessary for planning future allocations to capital projects.

Table 8, below, provides the sales tax revenue projection as presented at the September 7, 2020 IA Board meeting during which the annual budget was adopted (Initial Projection) and compares that estimate with the projected improvement experienced over the last nine months and projected forward through FY 2026. The projected revenue increase between the two estimates is approximately \$9.3 million dollars over five years, Agency-wide. This information is presented in Attachment #1 and Attachment #2.

Table 8

| Revenues Projected for Prior Year Budget Workshop Compared to Current Projection | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Sales Tax Revenue | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Total |
| Prior Projection | 33,829,244 | 34,674,975 | 35,541,850 | 36,430,396 | 36,976,851 | 177,453,316 |
| Current Projection | 35,644,471 | 36,535,583 | 37,448,973 | 38,197,952 | 38,961,912 | 186,788,891 |
| Projected Revenue Change | 1,815,227 | 1,860,608 | 1,907,123 | 1,767,556 | 1,985,061 | 9,335,575 |
| Blueprint Infrastructure | | | | | | |
| Prior Projection | 28,624,745 | 29,340,363 | 30,073,873 | 30,825,720 | 31,288,105 | 150,152,806 |
| Current Projection | 30,160,706 | 30,914,724 | 31,687,593 | 32,321,344 | 32,967,772 | 158,052,139 |
| Projected Revenue Change | 1,535,961 | 1,574,361 | 1,613,720 | 1,495,624 | 1,679,667 | 7,899,333 |
| Office of Economic Vitality | | | | | | |
| Prior Projection | 5,204,499 | 5,334,612 | 5,467,977 | 5,604,676 | 5,688,746 | 27,300,510 |
| Current Projection | 5,483,765 | 5,620,859 | 5,761,380 | 5,876,608 | 5,994,140 | 28,736,752 |
| Projected Revenue Change | 279,266 | 286,247 | 293,403 | 271,932 | 305,394 | 1,436,242 |

The \$9.3 million increase in projected sales tax revenues over the five-year planning horizon detailed in Table 3, above, provides a substantial increase in the amount of sales tax available for both Infrastructure and OEV projects as presented in the FY 2022 – 2026 proposed CIP for the Agency. This increase, coupled with increased bond funding, will allow the agency to continue to fund projects that are already underway and to plan for the acceleration of two Infrastructure projects as discussed previously.

Attachment #1, the Agency's five-year sales tax revenue projection, provides an estimate of sales tax revenue for Fiscal Years 2022 through 2026. Table 9, below, includes a FY 2022 – 2026 high-level budget summary for the Agency based on estimated sales tax revenues, other sources of funds, and uses of funds. Of the \$388 million of sources of funds projected to be available over the planning horizon, \$186.8 million is projected sales tax revenue, \$185 million is bond and loan funding, \$13.3 million is governmental revenue in the form of capital and operating grants, and \$3 million is funding anticipated to be provided by FSU for the Airport Gateway project.

Table 9

| Summary of Projected Sources and Uses of Funds | | | | | | |
|--|--------------------|-------------------|--------------------|-------------------|-------------------|--------------------|
| Sources of Funds | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Total |
| Sales Tax Revenue | 35,644,471 | 36,535,583 | 37,448,973 | 38,197,952 | 38,961,912 | 186,788,891 |
| Bond Funding | 86,500,000 | - | 80,000,000 | - | - | 166,500,000 |
| Loan Funding | - | 12,750,000 | 12,750,000 | - | - | 25,500,000 |
| Governmental Revenue | 592,484 | 2,107,296 | 1,108,478 | 634,928 | 847,627 | 5,290,813 |
| Other Revenue | - | 3,000,000 | - | - | - | 3,000,000 |
| Total, Sources of Funds | 122,736,955 | 54,392,879 | 131,307,451 | 38,832,880 | 39,809,539 | 387,079,704 |
| Uses of Funds | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Total |
| Debt Service | 1,141,732 | 4,135,635 | 8,309,398 | 11,144,442 | 17,288,958 | 42,020,165 |
| Operating Expenses | 5,878,794 | 6,025,763 | 6,176,407 | 6,299,935 | 6,425,934 | 30,806,833 |
| Infrastructure Projects | 91,553,330 | 42,979,784 | 115,470,764 | 19,954,466 | 14,377,229 | 284,335,573 |
| OEI Projects | 24,163,099 | 1,251,697 | 1,350,882 | 1,434,037 | 1,717,418 | 29,917,133 |
| Total, Uses of Funds | 122,736,955 | 54,392,879 | 131,307,451 | 38,832,880 | 39,809,539 | 387,079,704 |

Sales Tax Revenue

- Available revenues for budgeting purposes are calculated at 95% of expected total revenues. The Blueprint 2020 sales tax, which began in January 2020, allocates 66% of revenue to Blueprint Infrastructure, 12% to the Office of Economic Vitality, 10% each to the City and County, and 2% to the County for Livable Infrastructure for Everyone (L.I.F.E.) programs.

Bond and Loan Funding

- Blueprint Infrastructure and OEI have planned to receive funds from two bond issues based on prior direction from the IA Board. At the June 21, 2018 IA Board meeting, the IA Board adopted the Blueprint Infrastructure Implementation Plan, which called for \$100 million of bond funding to be issued in FY 2022. Based on project schedules and funding availability, it is recommended to separate the bond funding into multiple issues to ensure the full amount is spent within the applicable three-year arbitrage period. Additionally, the Fairgrounds Beautification and Improvements and Northeast Park projects were accelerated by the IA Board during 2020, and funding for these projects must come from financing, as sufficient sales tax revenues have not yet been collected to fund the projects. Finally, the Agency was directed to pursue funding through the State Infrastructure Bank (SIB) program at the June 21, 2018 IA Board meeting to fund construction of the Northeast Gateway: Welaunee Boulevard project (discussed below). SIB funding is now provided on a reimbursement basis, therefore project

expenses must first be financed through another source and then be reimbursed by FDOT SIB funds. Bond financing is the primary available source to fund the project at this time.

- State Infrastructure Bank Loan funding is anticipated to fund \$25,500,000 associated with the Northeast Gateway: Welaunee Boulevard project. Rather than being a traditional Loan with project financing provided in advance, this SIB Loan is offered as a reimbursement of project expenses to be repaid over time. To claim the \$25.5 million in funding, the agency must spend approximately twice the value of the loan funds, and funding must be provided in advance. The advance funding would be provided through bonding, as detailed above. Agency staff have been coordinating with FDOT staff to advance the SIB Loan application process, and the Agency's application for the program is expected to be submitted in May 2021 for FDOT consideration.
- At the September 20, 2018 OEV Workshop, the IA Board authorized staff to commence the bond financing process for the issuance of up to \$20,000,000 toward the convention center as early as FY 2021, subject to the IA Board's final approval of the scope, size, and operations plan for the hotel and convention center. Florida State University declined to proceed with additional funds for the project and the IA Board approved an additional study to determine the feasibility of constructing a \$40 million Convention Center and directed the Agency to plan for financing the convention center project within the next five-year planning horizon. Subsequently, the IA Board directed \$10 million of the convention center funding toward the FAMU Bragg Stadium project, reducing the convention center funding to \$30 million. A single bond allocation is proposed for the construction of the Convention Center project, \$20 million in FY 2022, in order to preserve OEV's ability to fund other economic development projects over the next 20 years. Further IA Board direction is requested on the convention center project with regard to timing of the financing, as there is currently no agreement in place with FSU regarding the convention center. The feasibility study for the convention center has not been completed at this time, therefore \$20 million will not likely be necessary in FY 2022.

Grant Funding

- Blueprint Infrastructure anticipates \$4,986,000 million in the grant funding category over the five-year Capital Improvement Plan beginning in FY 2023. It is likely that Blueprint Infrastructure will receive additional grants or other funding from state or federal sources during fiscal years 2022-2039. However, those sources and leveraging opportunities are not known at this time. This funding category also includes TRIP funds from the Florida Department of Transportation and the \$3,000,000 partnership with FSU for the Airport Gateway.

MWSBE Funding

- OEV presents a budget that shares the costs of the MWSBE division between OEV, City, and County. MWSBE's procurement services and programs benefit all three

local governments, therefore the budget presents sharing costs of the program among the governments. MWSBE expenses during the twenty-year projection period total \$19.5 million, with the City and County contributing \$13 million and OEV absorbing \$6.5 million. Expenses for the program are expected to grow at 1.5% percent annually.

Transfer from Reserve Account

- Blueprint Infrastructure utilized funds set aside in the Infrastructure Reserve Account to offset the FY 2020 and 2021 reduction in sales tax revenue in order to maintain momentum on projects that are currently under way. The entire \$4,685,797 balance of the reserve fund is programmed for the FY 2021 Capital Improvement Plan budget. Of this amount, \$2 million was set aside early in the Blueprint Infrastructure program to serve as a source of funding in the event of an economic downturn or project cost overruns. Additionally, \$2,685,797 was allocated to the fund as presented in the CAFR item at the May 26, 2020 IA Board meeting and the amount is the result of revenues that were higher than expected and actual expenses for the year that were less than budgeted during FY 2019. The draft FY 2022-2026 CIP includes allocations to restore the Blueprint reserve account to a \$2 million balance by FY 2024.

B. TWENTY-YEAR PROJECTION OF SOURCES AND USES OF FUNDS

Attachment #2, the Agency's twenty-year projection of sources of funds and uses of funds, provides an estimate of sales tax revenue and other sources of funds including bond issues, State Infrastructure Bank Loans, TRIP funding, and other state and local government funding over the life of the sales tax. Short- to intermediate-term sales tax revenue estimates through FY 2026 are based on consultations with Leon County and City of Tallahassee budget staff and a review of financial expectations currently available through governmental sources including the State Revenue Estimating Conference, the Bureau of Labor Statistics, and the Federal Reserve.

Table 10, on the following page, provides the Agency's total sources and uses of funds, with the related percentages, for the proposed FY 2022 budget, the FY2022-FY2026 five-year revenue projection and CIP, and then for the life of the program through FY 2040. Projections for years beyond FY 2026 include a revenue and operating expense growth rate of 1.5% annually. While this may be considered relatively conservative, 1.5% is actually the long-term annual growth rate over the life of the Blueprint 2000 sales tax. It is anticipated that additional grant funding will be available in future years, however the funding is not identified at this time. Agency staff will take every opportunity to leverage Blueprint sales tax dollars to maximize the value to the community.

Table 10

| BLUEPRINT INTERGOVERNMENTAL AGENCY Summary of Projected Sources and Uses of Funds First Year, Five Years, and All Years | | | | | | |
|---|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| | FY2022 | Total | FY2026 | Total | FY2040 | Total |
| Sources of Funds, Infrastructure | | | | | | |
| Sales Tax Revenue | 30,160,706 | 31.69% | 158,052,139 | 47.39% | 644,601,098 | 78.60% |
| Bond Funding | 65,000,000 | 68.31% | 145,000,000 | 43.47% | 145,000,000 | 17.68% |
| Loan Funding | - | 0.00% | 25,500,000 | 7.65% | 25,500,000 | 3.11% |
| Other Funding | - | 0.00% | 4,986,000 | 1.49% | 4,986,000 | 0.61% |
| Total, Sources of Funds, Infrastructure | 95,160,706 | 100.00% | 333,538,139 | 100.00% | 820,087,098 | 100.00% |
| Sources of Funds, OEV | | | | | | |
| Sales Tax Revenue | 5,483,765 | 19.89% | 28,736,752 | 53.67% | 117,200,198 | 77.02% |
| MWSBE City/County Funding | 592,484 | 2.15% | 3,104,813 | 5.80% | 13,260,976 | 8.72% |
| Bond Funding | 21,500,000 | 77.97% | 21,500,000 | 40.16% | 21,500,000 | 14.13% |
| Loan Funding | - | 0.00% | - | 0.00% | - | 0.00% |
| Other Funding | - | 0.00% | 200,000 | 0.37% | 200,000 | 0.13% |
| Total, Sources of Funds, OEV | 27,576,249 | 100.00% | 53,541,565 | 100.00% | 152,161,174 | 100.00% |
| Total, Sources of Funds, Blueprint IA | 122,736,955 | | 387,079,704 | | 972,248,272 | |
| Uses of Funds, Infrastructure | | | | | | |
| Debt Service | - | 0.00% | 30,298,717 | 9.08% | 222,127,090 | 27.09% |
| Operating Expenses | 3,607,376 | 3.79% | 18,903,849 | 5.67% | 77,097,605 | 9.40% |
| Capital Projects & Reserve | 91,553,330 | 96.21% | 284,335,573 | 85.25% | 520,862,403 | 63.51% |
| Total, Uses of Funds, Infrastructure | 95,160,706 | 100.00% | 333,538,139 | 100.00% | 820,087,098 | 100.00% |
| Uses of Funds, OEV | | | | | | |
| Debt Service | 1,141,732 | 4.14% | 11,721,448 | 21.89% | 39,912,744 | 26.23% |
| Operating Expenses | 2,271,418 | 8.24% | 11,902,984 | 22.23% | 48,545,217 | 31.90% |
| Capital Projects & Reserve | 24,163,099 | 87.62% | 29,917,133 | 55.88% | 63,703,213 | 41.87% |
| Total, Uses of Funds, OEV | 27,576,249 | 100.00% | 53,541,565 | 100.00% | 152,161,174 | 100.00% |
| Total, Uses of Funds, Blueprint IA | 122,736,955 | | 387,079,704 | | 972,248,272 | |

III. PROPOSED BUDGET AMENDMENTS

A. ALLOCATION OF CAFR FUNDING

The Consolidated Annual Financial Report (CAFR) for the Agency is presented in Item #3 on the Consent Agenda for the regular meeting immediately following this workshop. The CAFR presents the results of operations of the Agency for Fiscal Year 2020. The Blueprint Intergovernmental Agency FY 2020 CAFR was completed in April 2021, covering the operating results of the Agency between October 1, 2019 and September 30, 2020. Detailed information regarding the FY 2020 CAFR will be found in Item #3 of the regular meeting agenda scheduled for May 27, 2021, and the actual CAFR document is included as Attachment #1 of that item.

1. SUMMARY OF CAFR INFORMATION

After completion of all accounting entries required prior to the issuance of the CAFR, the remaining balance in the Agency's Blueprint 2000 Infrastructure Operating Fund as a result of FY 2020 operations is \$1,066,571.42. Additionally, the remaining balance in the Agency's Blueprint 2020 Infrastructure Operating Fund as a result of FY 2020 operations is \$2,687,832.15. The Blueprint 2000 sales tax expired on December 31, 2019 and the Blueprint 2020 sales tax commenced on January 1, 2020. The Agency's fiscal year 2020 began on October 1, 2019 and ended on September 30, 2020.

2. BLUEPRINT INFRASTRUCTURE ALLOCATION OF CAFR FUNDS

The remaining fund balance for the Blueprint 2000 operating fund for FY 2020 is \$1,066,571. Agency staff recommend allocating the remaining fund balance to the Magnolia Drive Trail project, which is one of the original Blueprint 2000 projects that is not yet complete. There are three remaining Blueprint 2000 projects in the design or construction phase: Capital Cascades Trail Segment 3, Capital Cascades Trail Segment 4, and the Magnolia Drive Trail. The FY 2020 fund balance transfer is the last allocation of Blueprint 2000 dollars.

The remaining balance for the Blueprint 2020 operating fund for FY 2020 is \$2,687,832. Agency staff recommend allocating the remaining fund balance to the Northeast Corridor Connector: Bannerman Road project, which is a Blueprint 2020 project that is currently under design. It is anticipated that the additional funds will be required due to a change in scope for this project.

3. OFFICE OF ECONOMIC VITALITY ALLOCATION OF CAFR FUNDS

The Office of Economic Vitality was created in 2016 and has been funded primarily by loans and grants from Leon County and the City of Tallahassee. OEV began receiving a portion of the new Blueprint 2020 sales tax, which began on January 1, 2020. OEV's Blueprint 2020 operating fund has a negative balance for FY 2020 as a result of lower than expected tax revenues and a shortened collection period (nine months of the fiscal year instead of twelve) in addition to increased expenses associated with the COVID-19 pandemic and related economic programming conducted by the Agency. It is expected

that the fund balance will become positive during FY 2021 and a fund balance allocation may be possible during FY 2022.

4. FY 2020 CAFR BUDGET AMENDMENT

Table 11, below, presents the budgetary revenues, expenditures, and transfers for the three sales tax operating funds during FY 2020 as well as the remaining balance for each fund.

Table 11

| Fiscal Year 2020 Fund Balance Available for Allocation in Fiscal Year 2021 | | | | | |
|--|------------|--------------------|--------------|------------------|-------------------|
| | Revenue | Operating Expenses | Debt Service | Capital Projects | Remaining Balance |
| Blueprint 2000 Infrastructure | 10,309,118 | 835,383 | 2,183,977 | 6,223,187 | 1,066,571 |
| Blueprint 2020 Infrastructure | 22,771,163 | 2,223,193 | - | 17,860,138 | 2,687,832 |
| Total, Blueprint Infrastructure | 33,080,281 | 3,058,576 | 2,183,977 | 24,083,325 | 3,754,404 |
| Blueprint 2020 Office of Economic Vitality | 4,275,973 | 1,309,496 | - | 3,360,981 | (394,504) |

The remaining balance of \$1,066,571 in the Blueprint 2000 Infrastructure operating fund is recommended for transfer to the Magnolia Drive Trail project, which has encountered increased expenses due to an enhanced scope of the original project involving undergrounding of utilities as well as cost increases related to construction price increases and higher right of way costs than originally estimated.

The remaining balance of \$2,687,832 in the Blueprint 2020 Infrastructure operating fund is recommended for transfer to the Northeast Corridor Connector: Bannerman Road project, which has encountered increased expenses due to an enhanced scope of the original project involving and extension of the improvements by approximately one mile, as well as cost increases related to inflationary pressures on the costs of materials and labor to construct the project.

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.

B. ALLOCATION OF CARES ACT REVENUE

The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) is a \$2.2 trillion economic stimulus bill passed by Congress and signed into law on March 27, 2020 in response to the economic disruption caused by the COVID-19 pandemic. This legislation was the largest economic stimulus package in U.S. history, amounting to 10% of total U.S. gross domestic product. The bill included direct payments to individuals, an increase in unemployment benefits provided to states for their citizens, funding for businesses to maintain payroll during the early months of the pandemic, loans to corporations, and \$339.8 billion to state and local governments.

The IA Board allocated \$2,150,500 in funds for the COVID-19 Economic Disaster Relief Grant Program (CEDR), with \$1,150,500 allocated to local businesses, and the Local Emergency Assistance for Non-Profits Grant Program (LEAN), with \$1,000,000 allocated to local not for profit organizations. Of the allocated funds, the full \$1,150,500 was expended for CEDR grants and \$595,000 was expended for LEAN grants. This total, \$1,745,500, was reimbursed to OEV by Leon County under the provisions of the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

1. ALLOCATION OF CARES ACT FUNDS FOR CEDR GRANTS

The funding for the CEDR grant program was initially intended to be used to repay Leon County and the City of Tallahassee for an advance to fund the Business Recruitment and Incentive Fund (BRIF). Each local government advanced the Office of Economic Vitality \$500,000 during FY 2016, and the FY 2020 budget programmed repayment for this advance funding. Additionally, \$150,500 was reprogrammed from other economic development projects due to the overwhelming demand for CEDR grants from local businesses.

Recommendation #2 in this Workshop Item would program \$1,000,000 of the CARES Act reimbursement to repay Leon County and the City of Tallahassee for their advance funding of BRIF. Recommendation #3 would program the remaining \$150,500 to the Strategic Marketing and Communication Program (\$140,500) and to Industry Academies and B2B Outreach (\$10,000). Strategic Marketing and Communication encompasses a broad range of outreach mechanisms to provided assistance to local businesses and to reach out to firms to market Leon County as a potential new location for operations. Industry Academies and B2B Outreach programs are a function of the MWSBE department and facilitate existing women- and minority-owned businesses with developing partnerships with other businesses to compete for larger-scale contracts.

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.

2. ALLOCATION OF CARES ACT FUNDS FOR LEAN GRANTS

At the April 15, 2020 meeting, the IA Board approved transfer of \$500,000 from Lake Lafayette & St. Marks Regional Park and \$500,000 from Monroe-Adams Corridor Placemaking, Blueprint Infrastructure projects, in order to fund the LEAN grant program. At the July 9, 2020 IA Board Budget Workshop, the IA Board adopted a budget amendment that utilized \$200,000 of the LEAN grant funding to offset the expected sales

tax revenue shortfall to the Office of Economic Vitality, thereby preserving funding for many of the other economic development programs.

Of the \$1,000,000 originally available for LEAN grants, only \$595,000 was claimed by eligible nonprofits during the application period. After subtracting \$200,000 due to the budget amendment discussed in the preceding paragraph, the project balance is \$205,000. Recommendation #4 a would combine the remaining 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, the original funding source for the LEAN grant program.

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.

C. ALLOCATION OF AMERICAN RESCUE PLAN ACT (ARPA) FUNDING

The American Rescue Plan Act (ARPA) was passed by Congress in March 2021 and signed into law by the President to provide funding to assist with economic recovery after the COVID-19 crisis. According to the U.S. Treasury, “The current public health crisis and resulting economic crisis have devastated the health and economic wellbeing of millions of Americans. From big cities to small towns, Americans – particularly people of color, immigrants, and low-wage workers – are facing a deep economic crisis. More than 9.5 million workers have lost their jobs in the wake of the pandemic, with 4 million out of work for half a year or longer. The American Rescue Plan will change the course of the pandemic and deliver immediate and direct relief to families and workers impacted by the COVID-19 crisis through no fault of their own. This law is one of the most progressive pieces of legislation in history, and will build a bridge to an equitable economic recovery.”

1. AGENCY’S PROJECTED SHARE OF ARPA FUNDS

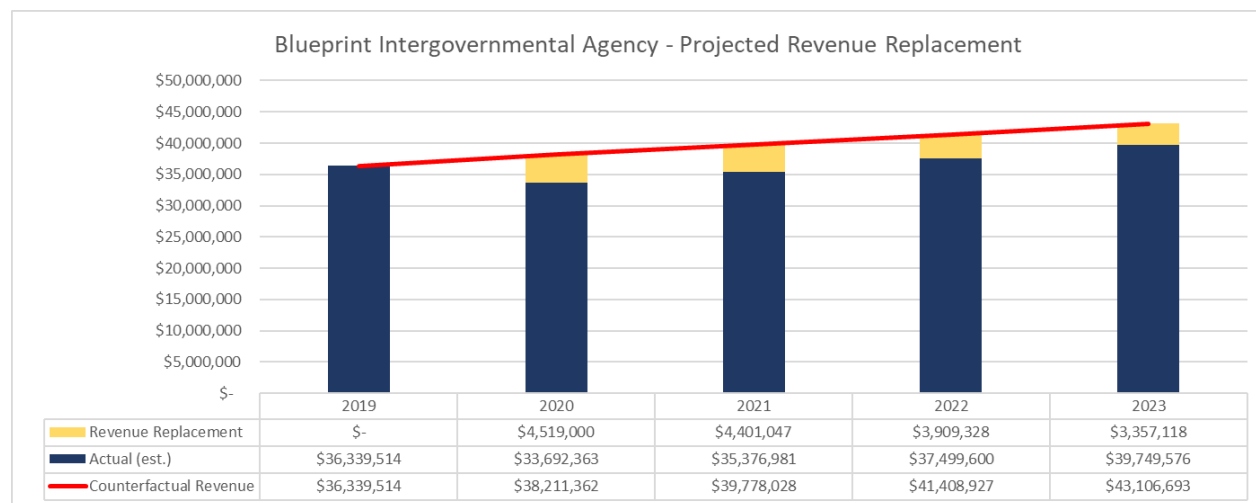
The Act provides for direct economic impact payments to individuals ranging from \$1,400 for single people to \$2,800 for married couples with \$1,400 payments for each dependent. It also provides for expansion of the Child Tax Credit, provides a homeowner assistance fund along with emergency rental assistance, provides assistance for small businesses, and provides assistance for state and local governments. The local government funding allocation provides \$350 billion in emergency funding for state, local, territorial, and tribal governments to remedy the mismatch between rising costs, discussed previously, and falling revenues. The stated allocation for Leon County under ARPA funding guidelines is \$57,024,862 and the stated allocation for the City of Tallahassee is \$46,468,128. The City and County have agreed to provide \$8,920,047 to the Agency, with the County providing \$4,923,866 and the City providing \$3,996,181. The amount will be allocated between Infrastructure and OEV according to the proportions set forth in the Interlocal Agreement, with Infrastructure receiving \$7,547,732 and OEV receiving \$1,372,315.

Using the formula established in the U.S. Treasury guidance that was issued on May 10, 2021, the Leon County Office of Financial Stewardship prepared a calculation of the revenue loss forecast for Blueprint Intergovernmental Agency, with funding to be provided by both the City and County from their allocations under the Act. The calculation is based on the actual general revenues received in FY 2019, provides a growth rate for revenues that were expected prior to the pandemic based on actual historic revenues for the government or a base rate of 4.1% (whichever is higher), and then projects the revenue replacement forward through fiscal year 2023. The Agency's share of funding under this calculation is \$4,519,000 for the revenue lost during FY 2020 and \$4,401,047 for revenue lost during FY 2021, for a total of \$8,920,047.

2. AGENCY'S PROJECTED FY2021 PAYMENT OF ARPA FUNDS

The FY 2021 share of ARPA funding will be available from the U.S. Treasury in the coming months, and this section provides a recommendation for programming the revenue based on the needs of each of the divisions of the Agency. Figure 2, below, provides a graphic of the revenue replacement expected to become available to the Agency. Of the amount of revenue available, the proportions assigned to each division would mirror their portion of sales taxes that would have been collected had the pandemic and economic contractions not occurred. Those proportions are 66% of the total sales tax for Blueprint Infrastructure and 12% of the total tax for the Office of Economic Vitality. The remaining 22% of the sales tax is remitted to Leon County and the City of Tallahassee according to the percentages specified in the Interlocal Agreement, referenced in Table 1 on page 5.

Figure 2



Staff recommend programming the expected FY 2021 ARPA funding, which is expected to be received prior to the end of FY 2021, into one infrastructure project, the Northeast Corridor Connector: Bannerman Road and into one Office of Economic Vitality project, the proposed athletic facility enhancements for Tallahassee Community College (TCC),

should the IA Board chose to move forward with that project. The amount projected to be available for Blueprint Infrastructure is \$7,547,732, and if the IA Board chooses to move forward with this recommendation, the amount of the FY 2024 bond can be reduced by the same amount, saving \$594,000 in total debt service per year through FY 2039 and total interest expense of \$2.8 million over that fifteen-year time span. Other large Gateway and Regional Mobility projects that will soon be under construction are projected to be fully funded through the end of the FY 2022 – 2026 CIP. By saving on interest costs, the CCQ projects that are primarily funded by sales tax allocations can move forward more quickly and there is also potential for additional leveraging for the large road construction projects to be provided in upcoming federal infrastructure spending legislation for construction-ready projects.

While there are other sales tax funds available to be programmed into the Tallahassee Community College athletic facilities project, there must be a tradeoff between funding economic development projects if that course of action is chosen. The IA Board requested an item during the February 2021 meeting to analyze the TCC request, and that item is being presented at the regular meeting immediately after this workshop. The amount of ARPA funds available to OEV during FY 2021 is expected to be \$1,372,315, and if the IA Board chooses to fund the TCC facility enhancements as a new economic development project, staff recommend using the ARPA funds.

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 if the IA Board chooses to move forward with that project at the May 27 meeting immediately after this workshop. Program OEV's remaining \$372,315 into the Future Opportunity Leveraging Fund (FOLF).

D. FY 2021 BUDGET AMENDMENT BASED ON REVENUE COLLECTIONS

Sales tax revenue has been stronger than expected due to increased federal spending in the form of direct payments to individuals as well as positive consumer sentiment and a rebound in employment. The Agency proposes a budget amendment to capture this additional revenue in the current fiscal year and allocate the funds to capital projects, rather than allocating the funds during the next fiscal year with the Consolidated Annual Financial Report (CAFR) allocation, which will be presented in May, 2022, coinciding with the FY 2023 budget workshop.

1. INITIAL SALES TAX REVENUE ESTIMATE

The original sales tax revenue estimate that was adopted in conjunction with the FY 2021 budget for the Agency during the September 17, 2020 IA Board meeting provided a total of \$33,004,140 in sales tax revenue for the Agency, with \$27,926,580 allocated to Blueprint Infrastructure and \$5,077,560 allocated to the Office of Economic Vitality. This estimate was reduced to a more conservative amount compared to the budget presented

in September 2019 due to the effects of the COVID-19 pandemic, which impacted FY 2020 revenues and led to a global economic contraction.

The Agency's budgeted five-year sales tax revenue estimate, as compared to the prior projection presented in September 2019 is presented in Table 12, below. This table is sourced from the September 17, 2020 budget final hearing item. The rows labeled "Initial Projection" include the revenue projection from September 2019 and the rows labeled "Current Projection" include the revenue projection from the September 2020 budget final hearing.

Table 12

| Revenues Projected in FY2020 Compared to Current Projection | | | | | | |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Sales Tax Revenue | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
| Initial Projection | 36,452,704 | 37,181,759 | 37,925,394 | 38,683,901 | 39,264,160 | 189,507,918 |
| Current Projection | 33,004,140 | 33,829,244 | 34,674,975 | 35,541,850 | 36,430,396 | 173,480,605 |
| Projected Revenue Loss | (3,448,564) | (3,352,515) | (3,250,419) | (3,142,051) | (2,833,764) | (16,027,313) |
| Blueprint Infrastructure | | | | | | |
| Initial Projection | 30,844,596 | 31,461,488 | 32,090,718 | 32,732,532 | 33,223,520 | 160,352,854 |
| Current Projection | 27,926,580 | 28,624,745 | 29,340,363 | 30,073,873 | 30,825,720 | 146,791,281 |
| Projected Revenue Loss | (2,918,016) | (2,836,743) | (2,750,355) | (2,658,659) | (2,397,800) | (13,561,573) |
| Office of Economic Vitality | | | | | | |
| Initial Projection | 5,608,108 | 5,720,271 | 5,834,676 | 5,951,369 | 6,040,640 | 29,155,064 |
| Current Projection | 5,077,560 | 5,204,499 | 5,334,612 | 5,467,977 | 5,604,676 | 26,689,324 |
| Projected Revenue Loss | (530,548) | (515,772) | (500,064) | (483,392) | (435,964) | (2,465,740) |

The September 2019 projection for sales tax revenue for the Agency, made prior to the onset of the COVID-19 pandemic, was \$36,452,704. This was reduced by \$3,448,564 to \$33,004,140 as there was a great deal of uncertainty regarding how quickly the economy would improve, whether a vaccine would be developed quickly, and whether the federal government would provide additional stimulus to individuals and businesses.

The revenue estimate was based on 95% of expected revenues, as required by Blueprint Budget Policy, with revenues being reduced by 4.84% under the FY 2019 actual revenue collected. The expected growth rate for FY 2021 sales tax revenue over the then-projected FY 2020 revenue was 10.44%. Revenues were projected to grow at 2.5% thereafter for Fiscal Years 2021 – 2025, with the standard, long-term growth rate of 1.5% budgeted thereafter.

The updated sales tax revenue estimate is described on the following pages. This additional revenue, pending approval of Recommendation #6, can be programmed into Blueprint Infrastructure and Office of Economic Vitality capital projects. The alternative would be to wait one year pending release of the FY 2021 Consolidated Annual Financial Report.

2. SALES TAX REVENUE ESTIMATE UPDATE

The current sales tax revenue estimate presented in the May 27, 2021 budget workshop item incorporates the most recent collections data as well as information regarding future expectations for the local economy from numerous local, state, federal, and private sector

sources including the Office of Economic Vitality's Business Intelligence office, the Florida Revenue Estimating Conference, the Florida Department of Economic Opportunity, the Federal Bureau of Labor Statistics, the Federal Reserve, the Conference Board, and the ADP Research Institute, among others. The current sales tax revenue estimate for FY 2022 – 2026, as presented in the Budget Workshop Item, is included below in Table 13.

Table 13

| Revenues Projected for Prior Year Budget Workshop Compared to Current Projection | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Sales Tax Revenue | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total |
| Prior Projection | 33,829,244 | 34,674,975 | 35,541,850 | 36,430,396 | 36,976,851 | 177,453,316 |
| Current Projection | 35,644,471 | 36,535,583 | 37,448,973 | 38,197,952 | 38,961,912 | 186,788,891 |
| Projected Revenue Change | 1,815,227 | 1,860,608 | 1,907,123 | 1,767,556 | 1,985,061 | 9,335,575 |
| Blueprint Infrastructure | | | | | | |
| Prior Projection | 28,624,745 | 29,340,363 | 30,073,873 | 30,825,720 | 31,288,105 | 150,152,806 |
| Current Projection | 30,160,706 | 30,914,724 | 31,687,593 | 32,321,344 | 32,967,772 | 158,052,139 |
| Projected Revenue Change | 1,535,961 | 1,574,361 | 1,613,720 | 1,495,624 | 1,679,667 | 7,899,333 |
| Office of Economic Vitality | | | | | | |
| Prior Projection | 5,204,499 | 5,334,612 | 5,467,977 | 5,604,676 | 5,688,746 | 27,300,510 |
| Current Projection | 5,483,765 | 5,620,859 | 5,761,380 | 5,876,608 | 5,994,140 | 28,736,752 |
| Projected Revenue Change | 279,266 | 286,247 | 293,403 | 271,932 | 305,394 | 1,436,242 |

The revised revenue estimate provides an additional \$9,335,575 to the Agency over the five-year planning horizon as compared to the estimate presented during the September 2020 budget hearing, with \$7,899,333 allocated to the Blueprint Infrastructure program and \$1,436,242 allocated to the Office of Economic Vitality in accordance with the percentage splits required by the Interlocal Agreement. Of the total one percent discretionary sales tax collected in Leon County, sixty-six percent is allocated to Blueprint Infrastructure, twelve percent is allocated to the Office of Economic Vitality, ten percent is allocated to the City of Tallahassee, and twelve percent is allocated to Leon County.

3. ALLOCATION OF FUNDS TO BLUEPRINT INFRASTRUCTURE AND OFFICE OF ECONOMIC VITALITY CAPITAL PROJECTS

Based on the actual revenues collected through the end of April 2021, which cover sales taxes paid by consumers during the months of September through December 2020 and January and February of 2021, as well as a projected growth rate over the prior year revenues collected ranging from 3-6% per month, it is expected that total sales tax revenue for FY 2021 will equal approximately \$36,500,000. Because the Agency is required to budget at 95% of expected sales tax revenue, the reduced amount is \$34,675,000. After subtracting the \$33,004,140 of sales tax revenue originally budgeted for FY 2021, the remainder is \$1,670,860. This budget amendment item proposes utilizing \$1,560,000 of the \$1,670,860 surplus described above to program additional dollars into Blueprint Infrastructure and Office of Economic Vitality Projects during FY 2021, rather than waiting until the Consolidated Annual Financial Report is presented during the May 2022 Budget Workshop. Programming the additional revenue and project allocations earlier will allow the Agency greater latitude in planning for near-term project

expenditures that have been planned and communicated to the IA Board over the preceding two years.

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.

IV. BLUEPRINT INFRASTRUCTURE PROGRAM FY2022

A. BLUEPRINT INFRASTRUCTURE PROPOSED OPERATING BUDGET

At the June 21, 2018 IA Board meeting, the IA Board approved a FY 2019-2024 Implementation Plan (Attachment #6). The Fiscal Year 2022 Proposed Operating Budget for the Blueprint Infrastructure Program (Attachment #4) results from an analysis of project and programmatic needs to implement the approved plan. The FY 2022 Proposed Operating Budget total of \$3.53 million for the Blueprint Infrastructure program reflects not only the growth in the number of projects managed compared to prior years, but also the additional staff required to implement those projects. While the program's internal staffing costs have increased over the prior two years, the General Engineering Consultant contract was eliminated during FY 2019, thus providing significant savings to the program.

Throughout FY 2022, the Blueprint Infrastructure Program will continue to implement projects consistent with the approved FY 2019-2024 Implementation Plan and FY 2021-2025 CIP, approved September 17, 2020. This entails advancing the remaining Blueprint 2000 program projects (Capital Cascades Trail Segments 3 & 4 and Magnolia Drive Trail) and implementation of Blueprint 2020 projects including the Northeast Gateway: Welaunee Boulevard, Airport Gateway, Northeast Connector Corridor: Bannerman Road, Orange/Meridian Placemaking, Market District, Lake Lafayette & St. Marks Linear Regional Park, Monroe-Adams Placemaking, Midtown Placemaking, and two greenways projects.

Table 14, on the following page, presents the FY 2021 Proposed Operating Budget (Attachment #4) for Blueprint Infrastructure with comparative information presented from the actual results of FY 2020 and the approved operating budget for FY 2021. Descriptions of the individual line items can be found in Sections 1 through 6 on the following pages.

Table 14

| BLUEPRINT INFRASTRUCTURE | | | | |
|---|--------------------------|----------------------------|----------------------------|-----------------|
| Proposed General Fund Operating Budget | | | | |
| Sources of Funds | FY2020 Actual | FY2021 Approved | FY2022 Proposed | % Change |
| Sales Tax Revenue | 30,438,202 | 27,926,580 | 30,160,706 | 8.00% |
| Bond & Loan Funding | - | - | 65,000,000 | |
| City/County Funding | 1,280,000 | - | - | 100.00% |
| Transfers from Other Funds | - | 4,685,797 | - | -100.00% |
| Miscellaneous Revenue | 1,362,079 | - | - | 100.00% |
| Total, Sources of Funds | 33,080,281 | 32,612,377 | 95,160,706 | |
| Uses of Funds | | | | |
| Debt Service | 2,183,977 | - | - | 100.00% |
| Personnel Services | 2,267,724 | 2,510,825 | 2,894,741 | 15.29% |
| Operating Expenses | 545,871 | 634,270 | 661,028 | 4.22% |
| Other Services/Charges | 44,717 | 50,000 | 50,000 | 0.00% |
| Capital Outlay | 168,463 | 75,000 | 35,000 | -53.33% |
| Allocated Costs | 154,177 | 141,678 | 141,678 | 0.00% |
| Administrative Allocations | (122,376) | (149,940) | (175,071) | 16.76% |
| Capital Projects Transfer | 24,083,325 | 29,350,544 | 91,553,330 | 211.93% |
| Total, Uses of Funds | 29,325,878 | 32,612,377 | 95,160,706 | |
| Sources Less Uses of Funds | 3,754,403 | - | - | |

1. BLUEPRINT INFRASTRUCTURE PERSONNEL SERVICES

The personnel services budget category encompasses all internal Infrastructure staffing costs, including salaries and temporary wages, employee benefit programs, and the employer share of taxes withheld and paid on behalf of the Agency. A 15.29% increase over the FY 2021 budget is included in the FY 2022 budget. This increase is in part due to budgeting for the final project manager position that was included in the work plan presented to the Intergovernmental Management Committee and the IA Board during the initial planning stages for the Blueprint 2020 program during FY 2018. Agency staff did not receive an adjustment during FY 2021 due to uncertainty surrounding the COVID-19 pandemic and related economic downturn. Table 15, on the following page, presents the Infrastructure staffing level detail for FY 2020 – FY 2022.

Table 15

| BLUEPRINT INFRASTRUCTURE | | | | | |
|---------------------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|-----------------------------|
| Summary of Staffing Levels | | | | | |
| Infrastructure Full-Time Staff | FY 2020 Approved | FY 2021 Approved | FY 2022 Proposed | Increase/ (Decrease) | Vacant Positions |
| Director, Blueprint Infrastructure | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Design & Construction Manager | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Planning Manager | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Principal Planner | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Planner I | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Project Manager | 6.0 | 6.0 | 6.0 | 0.0 | 2.0 |
| Right of Way Manager | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Right of Way Support | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Public Information Officer | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Executive Assistant | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Total, Infrastructure Staff | 15.0 | 15.0 | 15.0 | 0.0 | 2.0 |
| Shared Administrative Staff | | | | | |
| Blueprint Attorney | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Assistant Blueprint Attorney | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Legal Secretary | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Administrative Supervisor | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Senior Accountant | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Total, Shared Admin Staff | 5.0 | 5.0 | 5.0 | 0.0 | 0.0 |
| Temporary/OPS Staff | | | | | |
| IT Manager | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 |
| Web Support | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 |
| Administrative Support | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 |
| Communications Intern | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 |
| Planning Intern | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 |
| Certified Legal Extern | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 |
| Total, Temporary/OPS Staff | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 |
| Total, Infrastructure Staff | 24.0 | 24.0 | 24.0 | 0.0 | 2.0 |

In FY 2018 the IA Board discontinued the long-standing contract for general design and engineering services in favor of moving those functions to full-time Agency employees to achieve long-term cost savings. Several project manager and right of way positions were approved in prior budgets as a result of this move. Most of these positions have been filled at this time, and there are currently only two vacant positions. It is anticipated these vacancies will be filled in FY 2021 to ensure adequate staffing to advance all projects proposed in the draft FY 2022 – 2026 CIP.

2. Blueprint Infrastructure Operating Expenses, Other Services & Charges

Operating expenses for FY 2022 are projected to increase by 3.91% after an increase of 15.9% in the FY 2021 budget, while Other Services & Charges, which is composed entirely of Infrastructure's liability and workers' compensation insurance, is projected to remain constant. The increase in operating expenses is due primarily to increased budgeting for Unclassified Contractual Services related to contingency planning for the initial stages of several new projects.

3. Blueprint Infrastructure Capital Outlay

Capital Outlay for FY 2022 has a reduction of 53.33% as compared to FY 2021. The reduction is related to the vehicle equipment line, which has been reduced by \$40,000 after the purchase of a new vehicle. \$35,000 remains budgeted for computer equipment to set up new employees with computers and office equipment and to replace aging equipment on an as-needed basis.

4. Blueprint Infrastructure Allocated Costs

The City of Tallahassee provides several services to Blueprint including Technology, Human Resources, City Auditor, Records Management, and Purchasing. Blueprint provides a payment to the City of Tallahassee based on the services provided from each department, as determined by City of Tallahassee budget staff. Allocated costs remain at the FY 2021 level at this time as updated cost estimates have not been received from the City. This information is expected to be received over the summer prior to the September budget hearing, and costs are not expected to increase by more than 10%.

5. Blueprint Infrastructure Administrative Allocations

The shared administrative costs of the agency are pooled into an administrative services department. These costs include the personnel expenses for legal, accounting, and administrative supervision staff members and their related operating expenses. Expenses related to outside contracts that benefit both Infrastructure and OEV, such as the external audit and outside general counsel contracts, are also included in the administrative department. All of the administrative expenses are pooled and then charged to Infrastructure and OEV at the end of the fiscal year. The method for allocation is based on each division's share of the Blueprint 2020 sales tax: Infrastructure receives $66/78=84.62\%$ while OEV receives $12/78=15.38\%$ of the costs.

6. Blueprint Infrastructure Internal Transfers

The proposed allocations to Blueprint Infrastructure capital projects total \$91.6 million from the following sources:

- **Sales Tax Revenue:** The amount available for Capital Projects equals estimated sales tax revenues collected less the expenses associated with priority uses. Priority uses include debt service and operating expenses. Other priority uses, which include required expenditures for the satisfaction of grant revenue, are included within individual project budgets. The total sales tax revenue available for projects is estimated to be \$26.6 million for FY 2022.
- **FY 2022 Bond Proceeds:** A total of \$65 million in bond funding is planned for FY 2022 and will be used to finance the Airport Gateway, the Northeast Corridor Connector: Bannerman Road, the Northeast Gateway: Welaunee Boulevard, and the Northeast Park.

B. BLUEPRINT INFRASTRUCTURE PROPOSED FIVE-YEAR (FY 2022 – FY 2026) CIP AND FY 2027 – FY 2039 FUNDING SCENARIOS

The draft Five-Year Capital Improvement Plan (CIP) (Attachment #5) for the Blueprint Infrastructure Program builds upon the prioritization and implementation processes approved previously by the IA Board, including the Project Prioritization Plan, Blueprint 2020 Infrastructure Implementation Plan, and all prior IA Board direction. During the development of the Blueprint 2020 sales tax program, the Sales Tax Committee understood that sufficient funds would not be available to cover the costs of all projects on the list due to the amount of revenues projected, the costs of the adopted projects, the expectation of inflation, and the need to finance some of the larger infrastructure projects with debt. The IA Board-approved Implementation Plan from 2018 (Attachment #6) funded major regional infrastructure projects on local roads and highest-ranked CCQ projects in the first five years. Funding for lower-ranked CCQ projects was provided after 2030 with very limited local funding for state roads in the last years of the program, excepting North Monroe Gateway, which was fully funded by 2030. All Blueprint 2020 funding strategies approved by the IA Board to date assume significant leveraging of external resources to fund the state road projects included within the Blueprint 2020 project list. Since 2004, Blueprint has successfully leveraged over \$250 million in outside funding, primarily as a result of leveraging projects along state-owned roadways.

In developing the draft FY 2022 – 2026 CIP, Blueprint evaluated opportunities to advance key Blueprint projects, including project components, with short lead times for construction and a complimentary, modified bonding strategy to increase funding for construction –ready projects in the near-term to assist in local economic recovery from the COVID-19 pandemic. Capital project allocations totaling \$91.6 million for FY 2022 implement the construction-ready strategy described above while maintaining project progress consistent with prior IA Board direction and project prioritization. Consistent with IA Board direction to date, the draft FY 2022-2026 CIP maintains \$100 million in bond funding to support implementation of Blueprint projects including the Airport Gateway project, the Northeast Corridor Connector: Bannerman Road project, and the Northeast Gateway: Welaunee Boulevard project. Additionally, per IA Board direction received over the previous year, the bond issues planned for FY 2022 and 2024 include funding for the Beautification and Improvements to the Fairground project as well as the Northeast Park.

The draft FY 2022-2026 CIP includes two bond issues to best align with project implementation and construction schedules – the first bond issuance provides Blueprint Infrastructure with \$65 million and is planned for FY 2022, with the second bond issuance of \$80 million planned for FY 2024. It is anticipated this strategy will assist with the local economic recovery from the COVID-19 pandemic. A State Infrastructure Bank (SIB) Loan is proposed for FY 2023 and 2024 in the amount of \$25.5 million, and Agency staff have been coordinating with staff of the Florida Department of Transportation throughout the year to best position the Agency to receive this funding.

There are three remaining Blueprint 2000 projects: the Magnolia Drive Trail, Capital Cascades Trail Segment 3 (FAMU Way and subprojects), and Capital Cascades Trail Segment 4. Of those projects, only Segment 3 is fully funded at this time. The FY 2022 – 2026 CIP allocates \$9.2 million of funding to the Magnolia Drive Trail in FY 2022 while deallocating the remaining balance of the LPA Group Engineering Services project, which was finalized in FY 2021. Allocations in the remaining years of the CIP total \$7.6 million to Capital Cascades Trail Segment 4, which connects the stormwater improvements flowing through Segment 3 with Lake Henrietta.

The annual allocations to City and County projects paid by the Infrastructure share of the Blueprint 2020 sales tax are listed in Section IV.B.2, below, and funding for these projects are in addition to the 10% of the surtax received by the City and 12% of the surtax received by the County. Two projects, the Greenways Master Plan and Bike Route System are maintained by Blueprint Infrastructure.

All other project allocations are presented in Section IV.B.4 on page 44. These are classified as either Regional Mobility and Gateway Projects, which are planned to receive \$171.5 million over the next five years, or Community Enhancement, Connectivity, and Quality of Life (CCQ) Projects, which are funded at \$45.3 million in the five-year CIP. The reserve fund, which was utilized in FY 2021 to prevent project shortfalls, will be replenished to its prior \$2 million level by FY 2024.

1. *Blueprint Infrastructure Accounting Summary*

The Accounting Summary is included as Attachment #10 and provides current (as of April 30, 2021) information regarding funding sources, IA Board allocations to date, Agency encumbrances and expenditures for all Infrastructure projects, and remaining project balances.

2. *Blueprint Infrastructure Annual Allocations of City and County Project Funding*

At the April 1, 2015 IA Board meeting, the Board directed the City of Tallahassee and Leon County to complete a number of sales tax funded projects and directed that Blueprint provide the projects' funding through an annual allocation from Blueprint to each government. The annual allocations are presented in Table 16, below:

Table 16

| BLUEPRINT INFRASTRUCTURE | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|-------------------|
| Detail of Annual Allocations to Capital Projects | | | | | | |
| Annual Allocations | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Total |
| Blueprint: Greenways Master Plan | 760,000 | 790,000 | 790,000 | 790,000 | 790,000 | 3,920,000 |
| Blueprint: Bike Route System | 780,000 | 750,000 | 750,000 | 750,000 | 750,000 | 3,780,000 |
| City of Tallahassee: StarMetro Enhancements | 612,500 | 612,500 | 612,500 | 612,500 | 612,500 | 3,062,500 |
| City of Tallahassee: Water Quality and Stormwater Improvements | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 |
| City of Tallahassee: Sidewalks Improvements | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 |
| City of Tallahassee: Operating Costs of Blueprint Funded Parks | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 |
| Leon County: Water Quality and Stormwater Improvements | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 |
| Leon County: Sidewalks Improvements | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 |
| Leon County: Operating Costs of Blueprint Funded Parks | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 |
| Total, Annual Allocations to Capital Projects | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 49,512,500 |

These allocations receive priority over the allocations included in Table 17 on page 46 due to the fact that they are included with annual funding amounts in the Interlocal Agreement over the life of the program. When adjustments are made to the budgeted annual Capital Projects Transfer those adjustments must come from the Regional Mobility and Gateway or CCQ projects rather than from these annual allocations.

3. Blueprint Infrastructure Proposed Five-Year CIP Detail, Including Project Descriptions

The draft Five-Year Capital Improvement Plan (CIP) for the Blueprint Infrastructure Program builds upon the prioritization and implementation processes approved previously by the IA Board, including the Project Prioritization Plan, Blueprint 2020 Infrastructure Implementation Plan, and all prior IA Board direction. In developing the draft FY 2022 – 2026 CIP, Blueprint evaluated opportunities to advance key Blueprint projects, including project components, with short lead times for construction and a complimentary, modified bonding strategy to increase funding for construction-ready projects in the near-term to assist in local economic recovery from the COVID-19 pandemic. The bonding strategy maintains the \$100 million total bond amount directed by the IA Board to support implementation of key Blueprint projects and additional bond funding is planned for the Fairgrounds Beautification and Improvements and Northeast Park projects. The bond funding is proposed to be split between FY 2022 and FY 2024 to best align with current project schedules as updated since the approval of the bonding strategy by the IA Board at the June 21, 2018 meeting. As noted in the Draft FY 2022-2026 CIP, the first bond issuance totaling \$65 million is planned for FY 2022.

A significant point of discussion for this workshop item is the increased costs for projects related to timeline acceleration, project scope changes over the previous years, inflation in the price of building materials, and increasing interest rates for bond financing. The IA Board made the decision to accelerate two projects during FY 2021 that were originally planned for commencement in the mid-2030s. The IA Board directed the agency to plan project commencement and related financing for the Fairgrounds Beautification and Improvements project as well as the Northeast Park. Funding for these projects must be provided by increasing the bond issues in FY 2022 and FY 2024 because insufficient sales tax revenue will be generated by these times. Previously, those projects were scheduled to be funded with sales tax allocations on a pay as you go basis. The FDOT SIB Loan program, which has been the planned funding source for the Northeast Gateway: Welaunee Boulevard project since the Implementation Plan was adopted in 2018, operates on a reimbursement basis at 50% of project expenditures. Bond funding must be utilized to fund a substantial amount of project costs before the SIB Loan program will reimburse those expenditures to complete the Northeast Gateway project.

Inflation in the cost of materials and labor has increased the cost of several projects, however, several projects have incurred significant revisions to their total estimated cost due to an increased or modified scope as directed by the IA Board. For example, adding the additional vehicular capacity on the Northeast Connector Corridor: Bannerman Road

Project, adding the roundabouts to the Northeast Gateway: Welaunee Boulevard project, and the undergrounding of utilities and purchasing additional right of way for the Magnolia Drive Trail project. Information on all projects is provided in the project descriptions in the following pages.

After considering all of the factors above, from the increase in the scheduled amounts borrowed to fund projects, to the increase in project costs due to IA Board modifications and inflation in the price of construction materials and labor, to the projected increase in interest rates and shortened term for each of the bond issues to 15 years, total debt service for the Infrastructure program has increased from \$164.4 million with \$23.6 million paid in interest over the life of the program, as presented at the September 17, 2020 budget hearing, to \$222.1 million with \$51.6 million paid in interest over the life of the program that is presented in this agenda item. The bond increase finances an additional \$45 million of project expenses with debt financing and the increase in interest costs is approximately \$28 million through FY 2040.

Inflation in the cost of materials and labor has increased the cost of several projects, however, several projects have incurred significant revisions to their total estimated cost due to an increased or modified scope as directed by the IA Board. For example, adding the additional vehicular capacity on the Northeast Connector Corridor: Bannerman Road Project, adding the roundabouts to the Northeast Gateway: Welaunee Boulevard project, and the undergrounding of utilities and purchasing additional right of way for the Magnolia Drive Trail project. Information on all projects is provided in the project descriptions in the following pages.

The five-year CIP presented in the item includes project funding and timing that is based on prior IA Board direction and captures expected cost increases for inflation as well as cost increases associated with project scope modifications, consistent with prior budgeting processes. The following pages present this five year CIP. The following section presents two funding scenarios for IA Board consideration that includes an adjustment to the timing of the implementation projects beyond the five-year period.

Capital project allocations totaling \$91.6 million for FY 2022 implement the construction-ready strategy described above while maintaining project progress consistent with prior IA Board direction and project prioritization. Attachment #5 presents the detailed FY 2022 – 2026 proposed Capital Improvement Plan for Blueprint Infrastructure and Table 17, on the following page, shows the draft capital funding allocations/deallocations for the Blueprint Infrastructure capital projects in FY 2022 and through FY 2026:

Table 17

| BLUEPRINT INFRASTRUCTURE Detail of Infrastructure Project Transfers | | | | | | |
|--|-------------------|-------------------|--------------------|-------------------|-------------------|--------------------|
| Blueprint 2000 Projects | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Total |
| Capital Cascades Trail Segment 4 | - | - | 6,030,730 | 1,526,453 | - | 7,557,183 |
| LPA Group Engineering Services | (387,860) | - | - | - | - | (387,860) |
| Magnolia Drive Trail and Subprojects | 9,500,000 | - | - | - | - | 9,500,000 |
| Annual Allocations from Prior Table | | | | | | |
| Annual Allocations to Listed Projects | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 49,512,500 |
| Blueprint 2020 Mobility & Gateway Projects | | | | | | |
| Capital Circle Southwest Orange to Crawfordville | - | - | 2,500,000 | 2,500,000 | - | 5,000,000 |
| Airport Gateway | 20,000,000 | 3,034,512 | 25,000,000 | 5,199,521 | 3,956,847 | 57,190,880 |
| Northwest Connector: Tharpe Street | - | - | 486,000 | 514,000 | - | 1,000,000 |
| Northeast Corridor Connector: Bannerman Road | 16,545,000 | 1,744,914 | 21,060,743 | - | - | 39,350,657 |
| Northeast Gateway: Welaunee Boulevard | 11,800,000 | 23,163,869 | 34,000,000 | - | - | 68,963,869 |
| North Monroe Gateway | - | - | - | - | - | - |
| Blueprint 2020 CCQ Projects | | | | | | |
| Orange Avenue/Meridian Placemaking | 750,000 | - | - | - | - | 750,000 |
| Market District Placemaking | 5,000,000 | 1,478,335 | - | - | - | 6,478,335 |
| Lake Lafayette and St. Marks Regional Park | 2,500,000 | 1,356,782 | - | - | - | 3,856,782 |
| Monroe-Adams Corridor Placemaking | 943,690 | 1,477,322 | 1,328,927 | 311,992 | 517,882 | 4,579,813 |
| Midtown Placemaking | 4,000,000 | 321,550 | 228,121 | - | - | 4,549,671 |
| Fairgrounds Beautification and Improvement | - | - | 12,000,000 | - | - | 12,000,000 |
| Northeast Park | 10,000,000 | - | 2,433,743 | - | - | 12,433,743 |
| Additions To or Reductions From Reserve Funds | | | | | | |
| Reserve Fund, Blueprint Infrastructure | 1,000,000 | 500,000 | 500,000 | - | - | 2,000,000 |
| Total, Infrastructure Transfers | 91,553,330 | 42,979,784 | 115,470,764 | 19,954,466 | 14,377,229 | 284,335,573 |

Proposed FY 2022 Deallocation:

The following Blueprint 2000 project account is proposed for close-out and the remaining funds reallocated to the Magnolia Drive Trail project to provide funding to construct Phase I Retrofit and Phase IV from Pontiac Drive to Monroe Street, including the cost of undergrounding utilities. This transfer of Blueprint 2000 funds to an active Blueprint 2000 project is the most appropriate use of these dollars which are no longer needed to complete their respective projects:

- **LPA Group Engineering Services** – This project provided the funding source for the General Engineering Consultant (GEC) program, which ended at the end of FY 2019. The remaining balance of \$387,860 is proposed for deallocation to the Magnolia Drive Trail.

Proposed FY 2022 Allocations:

Blueprint 2000 Projects:

- **Magnolia Drive Trail** – Consistent with IA Board direction this project will construct a new shared-use trail from Apalachee Parkway to S. Adams Street, and underground electric utilities from S. Monroe Street to Chowkeebin Nene. At the December 5, 2017 meeting, the IA Board approved a design modification for the Magnolia Drive Trail and directed staff to evaluate opportunities to underground utilities throughout the corridor. Per the approval of the IA Board at the March 1, 2018 meeting, Blueprint is coordinating with Leon County and City Electric Utilities to integrate undergrounding electric utility lines from Chowkeebin Nene to Monroe Street. The proposed FY 2022 allocation of \$9.5 million will address the funding shortfall consistent with current estimates for the construction of the remaining four phases (Phase 1 Retrofit, Phase 2, Phase 3, and Phase 4) from S. Monroe Street to Apalachee Parkway. Costs for right-of way, construction,

utility impacts, and undergrounding electric utilities for all phases of the Magnolia Drive Trail have increased since receiving IA Board direction in March 2018. This funding is anticipated to cover the projected project shortfall to complete the project consistent with IA Board direction to underground utilities from Chowkeebine Nene to Monroe Street. Blueprint has continued to advance the project consistent with previous IA Board direction. Phase 4 (S. Monroe to S. Meridian) and Phase 1 Retrofit (S. Meridian to Pontiac) have been bid for construction, and M, Inc. chosen as the low bid. Design is 90% complete for Phase 2 (Pontiac to Diamond), and all but two right-of-way acquisitions have been completed. Design is 90% complete for Phase 3 (Diamond to Apalachee).

To date, approximately \$2,850,000 in Blueprint funding has been expended or encumbered on the Magnolia Drive Trail. Current cost estimates for completing the Magnolia Drive Trail Project consistent with IA Board direction are \$20,410,000. When combined with previous expenditures, would make the total cost to Blueprint to construct the Trail project \$23,260,000. Blueprint is continuing to move forward with the project consistent with IA Board direction and is proposing to include the full funding for this project in the planned FY 2022 bond.

In April 2021, Blueprint submitted a funding request of \$5,000,000 to United States Senator Al Lawson for inclusion in forthcoming Surface Transportation Reauthorization legislation for the Magnolia Drive Trail. At the time of preparing these workshop materials, Blueprint was alerted their request had been selected for inclusion in this program, but do not know if the project will be funded at this time. These leveraging funds, if included in the legislation and identified in time, will be incorporated into the final proposed FY 2022 Budget presented to the IA Board at their September 2022 Budget Public Hearing.

Blueprint 2020 Projects:

- Water Quality and Stormwater Improvements (City and County) - The Blueprint 2020 program includes an \$85,000,000 project to be used for stormwater, sewer and/or water quality retrofit, to be split 50/50 between County and City, and distributed in annual allocations. The total FY 2022 allocation of \$4,250,000 is split, with \$2,125,000 to both the City and County
- County/City Sidewalk Projects (City and County) - The Blueprint 2020 program includes a \$50,000,000 project to be used for sidewalks to be split 50/50 between County and City, and distributed in annual allocations. The total FY 2022 allocation of \$2,500,000 is split, with \$1,250,000 to both the City and County.
- Operating Costs for Parks Built with Surtax Funds (City and County) - The Blueprint 2020 program includes a \$20,000,000 project for the operation and maintenance of parks split 50/50 between County and City, and distributed in annual allocations. The total FY 2022 allocation of \$1,000,000 is split, with \$500,000 to both the City and County.
- StarMetro (City) - The Blueprint 2020 program includes a \$12,250,000 project to be used to provide bus stop amenities (including bench, shelter, or other structure), as well as make bus stops ADA compliant and enhance service for customers at major transfer

points. At the April 1, 2015 meeting, the IA Board directed the City to implement this project and provided for its funding through an annual allocation. The programmed annual allocation for this project is \$612,500.

- **Implement Greenways Master Plan** - The Blueprint 2020 program includes a \$15,800,000 project to continue the implementation of the Greenways Master Plan. At the April 1, 2015 meeting, the IA Board directed Blueprint to implement this project and provided for its funding through an annual allocation. The FY 2022 allocation for this project is \$760,000, which will contribute towards design and construction of the greenways components of the Lake Jackson Greenways, and construction of portions of the Southwood Trail, a leveraging opportunity with the City of Tallahassee authorized by the IA Board at the June 27, 2019 meeting. Included in Attachment #12 is the FY 2022 Proposed Greenways Master Plan Work Program.

Recommendation #7: Approve the Proposed FY 2022 Implementing the Greenways Master Plan Work Program

- **Build the Bike Route System** – The Blueprint 2020 program includes a \$15,000,000 project to build the bike route system and implement projects from the Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP). At the April 1, 2015 meeting, the IA Board directed Blueprint to implement this project and provided for its funding through an annual allocation. The FY 2022 allocation for this project is 780,000, which will contribute towards design of the Thomasville Road Trail (the highest scoring BPMP project), design and construction costs of bicycle facilities for the Lake Jackson Greenway, and feasibility studies for three Tier 1 projects from the BPMP on Blairstone Road, Ridge Road, and a neighborhood network project that would also potentially connect Debbie Lightsey Nature Park with the Tallahassee Museum, FSU Southwest RecPlex, and future University Greenway. Included at Attachment #14 is the proposed FY 2022 Bike Route System Work Program.

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

- **Airport Gateway** - The proposed FY 2022 allocation of \$20 million funds final design and permitting for Phase 1 of the project which includes the improvements to Springhill Road, Stuckey Avenue, the new proposed roadway through Innovation Park and neighborhood enhancements. In addition, the FY 2022 allocation includes funding for right of way acquisition along Phase 1 and funds the construction of the new roadway through Innovation Park. Funding for the planning and preliminary design services for all the phases of the Airport Gateway project was allocated in previous years. Once completed, the Airport Gateway project creates a network of interconnected roadways with enhancements, including pedestrian and bicycle facilities, landscaping, and other aesthetic improvements, throughout the seven-mile project area in southwest Tallahassee-Leon County.
- **Northeast Connector Corridor: Bannerman Road** – The project is comprised of numerous greenway, trail, and multimodal improvements, as well capacity improvements to Bannerman Road between Thomasville and Meridian Road. At the September 17, 2020 meeting the IA Board considered the results of the Bannerman Road Traffic Feasibility Analysis, which evaluated current and existing traffic along the

corridor. Based on these findings of the Feasibility Analysis, which found existing safety and projected capacity issues along Bannerman Road, the IA Board directed Blueprint to expand the project to include widening Bannerman Road from Quail Commons Drive to Preservation Road, and add a raised median along the entire corridor. The expanded scope of project improvements increased the estimated project cost from \$39 million to \$62 million. Included in this cost are neighborhood sidewalk improvements and construction of the Meridian Greenway, which would cost an additional approximately \$9.2 million. The FY 2022 allocation for this project is \$16.55 million and will contribute to fully funding the project.

Since receiving this direction in September, Blueprint has held numerous public engagement sessions and continued technical analyses to refine the Bannerman Road corridor improvements. The analyses have focused on refining the vehicular improvements as well as identifying and evaluating opportunities for multimodal facilities along the corridor.

To mitigate future traffic congestion, improve safety, and increase multimodal accessibility, a holistic typical section that includes multimodal facilities to support expanded opportunities to walk, bicycle, and travel via alternative modes along the Bannerman Road corridor is being evaluated. This includes four vehicular lanes from Quail Commons Drive to Preservation Road and adding a median and turn lanes to the two-lane roadway from Preservation Road to Meridian Road. A multi-use/multi-modal trail on the north and south sides of Bannerman road is also under evaluation along the length of Bannerman Road from Quail Commons Drive to Preservation Road. Multimodal improvements include a combined multi-use trail and micromobility lane on each side of the roadway that can safely accommodate low speed electric vehicles as well as pedestrians. Consistent with the public feedback on the segment between Meridian Road and Preservation Road, a sidewalk is being evaluated on the north complemented by a multi-use trail on the south side of Bannerman Road.

Northeast Gateway: Welaunee Boulevard – This project includes the planning, design, and construction of Welaunee Boulevard north from Fleischmann Road to Roberts Road and the Shamrock Street extension intersection with Centerville Road, as well as the Welaunee Greenway. The proposed allocation of \$11.8 million will be used to fund the design and be put towards the right of way and construction. Consistent with IA Board direction at the February 28, 2019 meeting the FY 2022 allocation will also fund the repayment to the City of Tallahassee for costs associated with the cost of portions of Welaunee Boulevard within the Canopy development. The design and permitting for the Northeast Gateway project including the greenway and the roadway is estimated at \$6,500,000 (10% of the project cost). The construction of the road is estimated at \$54,000,000 and the greenway is \$9,000,000.

The PD&E is currently underway and scheduled for completion in summer 2021, an agenda item with the draft PD&E is included in the May 27, 2021 IA Board meeting agenda. The design will include the roadway from the eastern edge of the Canopy Development area north to an intersection in the vicinity of Roberts Road, the proposed Shamrock Street extension ending at Centerville Road, and the Welaunee Greenway. Blueprint anticipates that design will complete in 2023. Consistent with IA Board direction at the September 12, 2016 meeting, during FY 2021 Blueprint will also submit

an application to the FDOT State Infrastructure Bank (SIB) Loan program with a request for 50% of total project costs.

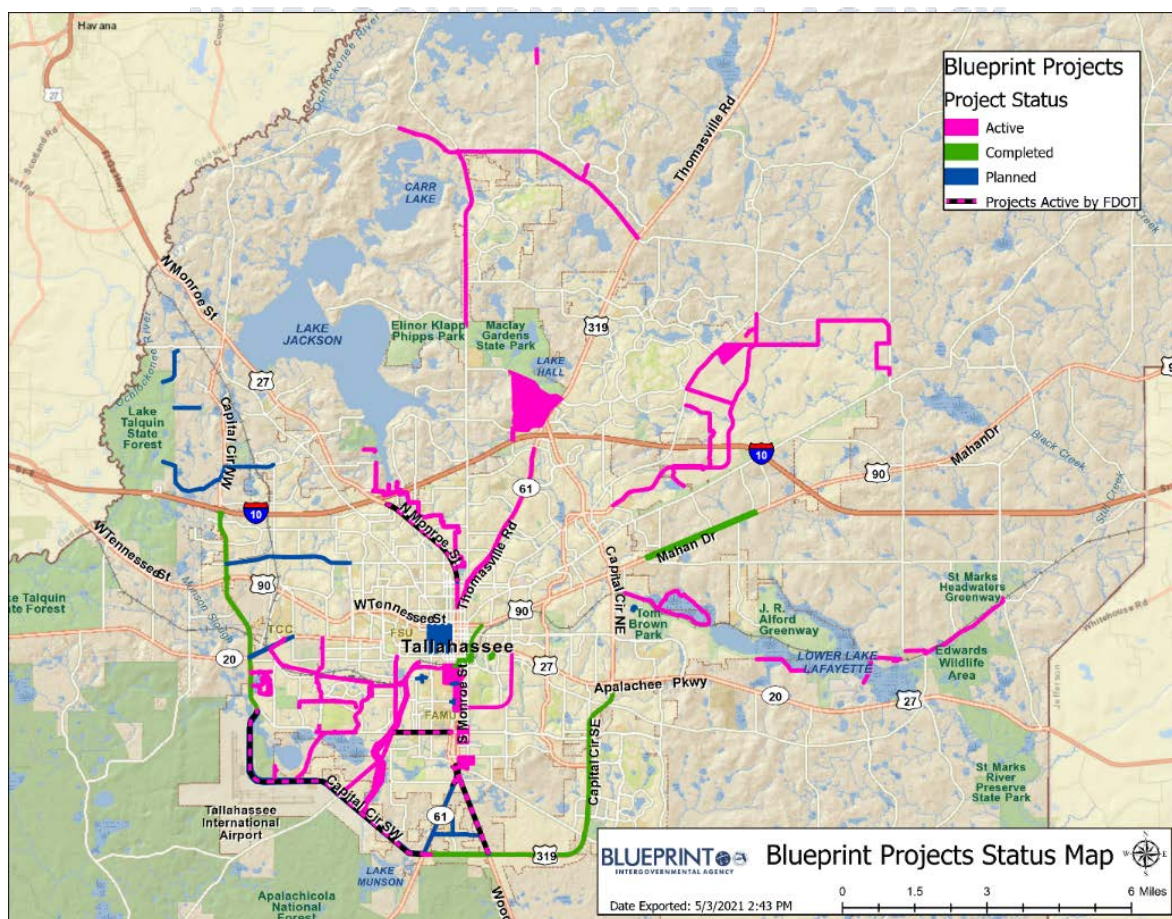
- Orange Avenue/Meridian Road Placemaking – This project is a top priority project for the Blueprint 2020 program (tied for #1 priority Community Enhancement, Connectivity, and Quality of Life project as ranked by the IA Board at the September 19, 2017 meeting). The proposed FY 2022 allocation of \$750,000 will continue to fully fund this project, including the construction of the East Drainage Ditch improvements and Orange Avenue stormwater facility amenities. Public engagement to gather input from the community was performed in spring 2021 and the development of the park concept is ongoing as well as the stormwater modeling for the east ditch improvements. The design work will be completed by the end of 2021. Construction is anticipated to start in early 2022 and take approximately 18 months to complete.
- Market District – The Market District project is also a top priority project for the Blueprint 2020 program (tied for #1 priority Community Enhancement, Connectivity, and Quality of Life project as ranked by the IA Board at the September 19, 2017 meeting). The proposed FY 2022 allocation of \$5,000,000 will fund final design and construction of the Market District Park, provided the IA Board accepts the final concept presented at the May 27, 2021 regular meeting. Blueprint is currently coordinating with the City regarding this component of this placemaking project to align the design and construction activities with the completion of the City's Market District Multipurpose Stormwater project. Planning for the future phase of this project that will provide pedestrian safety and streetscaping, and trail and connectivity improvements will begin in Fall 2021.
- Lake Lafayette and St. Marks Regional Park – This project will connect 7,200 acres of public recreation lands east of Capital Circle Southeast, as well as provides ecosystem restoration and flooding analysis. Consistent with these project objectives, the proposed FY 2022 allocation of \$2.5 million will fund initial environmental studies for this project. The initiation of this project was moved from FY 2020 to FY 2021 by the IA Board at the at the April 15, 2020 meeting.
- Monroe-Adams Corridor Placemaking – This placemaking project will create safe, comfortable streets for pedestrians, transit users, and cyclists along the Monroe-Adams corridor. The initiation of this project was moved from FY 2020 to FY 2021 by the IA Board at the at the April 15, 2020 meeting. The proposed FY 2022 allocation of \$1.3 million will fund preliminary engineering for five streets that run between S. Monroe and S. Adams Street, and will contribute to final design and construction services for one of the five cross-streets connecting Monroe Street and Adams Street consistent with improvements identified in the Monroe-Adams Placemaking plan. Blueprint will coordinate with the public and private sector partners, including Florida A&M University, members of the Monroe-Adams Placemaking citizens group, FDOT, the City of Tallahassee, Leon County, and area businesses to develop the implementation plan for this project.
- Midtown Placemaking– This placemaking project will create safe, comfortable streets for pedestrians, transit users, and cyclists along the Thomasville Road and Monroe Street corridors. In FY 2020, the Capital Region Transportation Planning Agency

concluded Phase 2 of the Midtown Transportation Study. Over the past three years, the CRTPA has conducted numerous traffic studies and developed proposed concepts for streetscaping and safety improvements along the Thomasville Road and Monroe Street corridors. The CRTPA has undertaken significant public engagement activities to obtain feedback from FDOT, Leon County residents, Midtown businesses owners, and neighborhoods regarding the proposed improvements. The FY 2022 allocation to this project is \$4 million.

- **Northeast Park** – Pursuant to IA Board Direction at the December 17, 2020 IA Board meeting, the Northeast Park project was accelerated from an initial planned implementation horizon of the mid-2030s to an immediate implementation due to increasing growth and demand for recreational opportunities in the Northeast area of the community. The FY 2022 allocation to the Northeast Park is \$10 million.

In addition to those Blueprint projects that are active (under planning, design, or construction), there are additional projects in the Blueprint 2020 program. Figure 2, below, provides a map of all completed, active, and planned Blueprint projects; a larger version is included in Attachment #15. Attachment #16 provides the Blueprint Project Status Quarterly Report, Q1 2021, which includes project snapshots for all active and planned Blueprint projects, project maps, anticipated project timelines, contact information, and project highlights.

Figure 3: Location of Blueprint Projects



4. Blueprint Infrastructure FY 2022 – FY 2039 Funding Scenarios

For IA Board consideration, the following subsection presents two scenarios, A and B, for funding the Blueprint 2020 program of work over the long-term, twenty-year outlook independent of the five-year CIP presented herein. This subsection includes an analysis of the long-term implementation of all projects within the program to address falling sales tax revenues from COVID impacts and rising project and debt costs, as discussed on page 13 and earlier in the five year CIP section. Namely, and as reflected as Scenario B, without substantial project scope reductions or reprioritization, the following would occur: no funding for College Avenue Placemaking, Alternative Sewer Solutions, Florida A&M Entry Points, and Tallahassee-Leon County Animal Service Center and partial funding for Midtown Placemaking. In addition, Scenario B does not complete the funding for North Monroe Gateway and Lake Lafayette and St. Marks Regional Linear Park until 2036 and Tharpe Street is not fully funded until 2039. This long-term implementation scenario, reflected as Scenario B in the workshop item, fully funds 22 of the 27 Blueprint 2020 infrastructure projects.

To resolve this issue within the current IA Board direction for prioritization and implementation, and to fund all projects within the 20 year Blueprint 2020 program, this workshop item recommends Scenario A. Scenario A reflects IA Board direction provided over the past five years regarding the prioritization and implementation of projects over the 20 year program, including the approved Project Prioritization Plan (2017), the CCQ Prioritized Project List (2017), Blueprint 2020 Infrastructure Implementation Plan (2018). Recognizing the funding gap for capacity projects on State roads and on Tharpe Street, Scenario A best positions the Agency to receive federal and state funds over the next several years for shovel-ready projects through the various infrastructure programs that are currently being debated in Congress.

Scenario A provides full funding for: all projects initiated by the IA Board to date including all those listed above otherwise partially or unfunded in Scenario B, including the North Monroe Gateway project, and all CCQ projects. Scenario A fully funds 26 of the 27 Blueprint 2020 infrastructure projects. At the same time Scenario A positions the Tharpe Street project, the last Regional Mobility Project in the Blueprint 2020 project list to be initiated, to receive leveraged external funding for construction by fully funding design by FY 2027 and identifying over 45% of the construction costs after 2030. Conversely to Scenario B, Scenario A completes the funding for North Monroe Gateway by 2031, Lake Lafayette and St. Marks Regional Linear Park in 2033. Scenario A funds and moves forward a series of otherwise unfunded projects. However, it does move the last ranked Regional Mobility project, Tharpe Street, to partial funding from sales tax revenues with leveraged funding sought from outside resources. Regarding leveraging, it is more likely that a major infrastructure project of regional significance, like the Tharpe Street project, will have a greater probability of success in obtaining federal or state project funding than would local quality of life projects, or CCQ projects.

During the development of the Blueprint 2020 sales tax program, the Sales Tax Committee understood that sufficient funds would not be available to cover the costs of all projects on the list due to the amount of revenues projected, the costs of the adopted projects, the expectation of inflation, and the need to finance some of the larger infrastructure projects with debt. As a result, all Blueprint 2020 funding strategies approved by the IA Board to date assume significant leveraging of external resources to fund the state road projects included within the Blueprint 2020 project list and prioritization of sales tax revenues on local road projects and the CCQ projects. Since 2004, Blueprint has successfully leveraged over \$250 million in outside funding, primarily as a result of leveraging projects along state-owned roadways. To ensure these important partnerships continue and maximum leveraging opportunities are achieved, the IA Board directed staff to include all state roadway projects on the CRTPA Regional Mobility Plan (RMP) and elevate all which are capacity projects to a top tier priority within the RMP. An example of this strategy's success is the inclusion of \$58.2 million for construction of Capital Circle Southwest (from Orange Avenue to Springhill Road) FDOT in the FDOT FY 2022 Work Plan.

As shown in Table 18, below, excepting partnerships on the Southside Gateway and Capital Circle Southwest for landscape, lighting or trail enhancements, there are no Blueprint funds programmed on any of the state road capacity projects, consistent with the IA Board approved Project Prioritization Plan from 2017. Regarding non-state road capacity projects, over the last five years, the IA Board has provided direction to implement the Northeast Connector Corridor, the Airport Gateway, and Northeast Gateway. The remaining non-state road capacity project yet to be initiated by the IA Board is the Northwest Connector Corridor: Widening of Tharpe Street.

Table 18

| Funding of Regional Mobility and Gateway Projects | | |
|--|---|---------------------------------------|
| Project Name | Funded Through Prior IA Board Direction* | State Roadway Capacity Project |
| Regional Mobility | | |
| Capital Circle Southwest | X | X |
| Northeast Corridor Connector: Bannerman Road | X | |
| Northwest Corridor Connector: Tharpe Street | X | |
| Orange Avenue: Adams to Springhill | | X |
| Gateways | | |
| Airport Gateway | X | |
| North Monroe Gateway (not a capacity project) | | |
| Northeast Gateway: Welaunee Boulevard | X | |
| Southside Gateway: Woodville Highway | X | X |
| Westside Student Gateway | | X |
| *Funding may be full to complete project or partial to provide match for leveraging opportunities and is identified in adopted Blueprint Five Year Capital Improvement Plan. | | |

Each year since the IA Board approved the Implementation Plan for the Blueprint 2020 program in 2018, the IA Board has provided direction on the five year CIP. Most recently, in September 2020 and February 2021 the IA Board advanced the Beautification of the Fairgrounds and the Northeast Park projects, respectively, into the five year CIP and directed these projects to be funded through the bond issuances, acknowledging that some projects, such as projects not yet in progress including the lowest ranked CCQ projects (Tallahassee-Leon County Animal Service Center, Florida A&M Entry Points, and Alternative Sewer Solutions Study) may be implemented at a later date.

The following two scenarios maintain progress on projects where the IA Board has provided direction through the proposed FY 2022 – 2026 CIP and acknowledge the need for continued collaboration with FDOT to leverage outside dollars to complete the Blueprint 2020 Infrastructure Projects. However, this workshop item presents and recommends Scenario A, which provides full funding for all projects initiated by the IA Board to date, all CCQ projects, and the North Monroe Gateway project while at the same time positioning the Tharpe Street project to receive outside funding for construction by fully funding design by FY 2027 and identifying over 45% of the construction costs as match dollars after 2030 recognizing that this project of regional transportation significance is the best situated to receive outside funding.

The first scenario, labeled Scenario A (Attachment #11) provides full funding for 26 of the 27 Blueprint 2020 infrastructure projects, and incorporates the following for FY 2027-2039:

- Full funding for:
 - All projects initiated by the IA Board to date including Airport Gateway, Northeast Corridor Connector (Bannerman Road), Northeast Gateway, Orange-Meridian Placemaking, Market District Placemaking, Lake Lafayette and St. Marks Regional Linear Park, Monroe-Adams Placemaking, Midtown Placemaking, Fairgrounds Beautification, and Northeast Park.
 - All CCQ projects not yet initiated by the IA Board including College Avenue Placemaking, Alternative Sewer Solutions, Florida A&M Entry Points, and Tallahassee-Leon County Animal Service Center
 - North Monroe Gateway, the final non-State road Gateway project to be initiated by the IA Board
- Partial funding for Tharpe Street, the final non-State road Regional Mobility project to be initiated by the IA Board, positioning it to receive leveraged external funding for construction by fully funding design by FY 2027 and identifying over 45% of the construction costs after 2030

The strategy for Scenario A is that it is expected federal and state funds will be available over the next several years for shovel-ready projects through the various infrastructure programs that are currently being debated in Congress. It is more likely that a major infrastructure project of regional significance, like the Airport Gateway, NE Gateway, and

Tharpe Street projects, will have a greater probability of success in obtaining federal or state project funding than would local quality of life projects, or CCQ projects. As noted earlier, Capital Circle Southeast brought in above 50% of the project cost from State resources.

Scenario A provides \$3 million in funding to update the PD&E study and begin design for Tharpe Street but does not begin to fund the construction with sales tax dollars until after 2030. By funding the PD&E and design phases with sales tax revenues for Tharpe Street, the project would be shovel ready and primed to receive outside funding. In addition, while subject to future IA Board direction, as other projects bring in outside funding, the same amount could be transferred to the Tharpe Street project, essentially leveraging the other Blueprint projects to fund Tharpe Street.

Scenario A completes the funding for North Monroe Gateway by 2031, Lake Lafayette and St. Marks Regional Linear Park in 2033, and moves forward a series of otherwise unfunded projects, in contrast to Scenario B discussed below. Scenario A also distributes the infrastructure investments across the Tallahassee-Leon County community by fully funding the CCQ projects, while still providing over 45% of the project funding needs for construction of Tharpe Street and therefore providing a match for any potential grants. Partial funding also provides the ability to complete a portion of the project such as the segment between Capital Circle Northwest and Mission Road, which already has the needed right of way and stormwater capacity for the road widening. To best position the Agency to receive outside funding and fully fund North Monroe Gateway and all CCQ projects as well as provide initial funding for Tharpe Street, this item recommends Scenario A.

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

The second scenario, labeled Scenario B (Attachment #12), provides the long-term implementation of the projects within the program given the prior IA Board direction to fund the capacity projects local roads and implement the CCQ projects in the priority order. As reflected in Scenario B, without substantial project scope reductions or reprioritization, the following would occur: no funding for College Avenue Placemaking, Alternative Sewer Solutions, Florida A&M Entry Points, and Tallahassee-Leon County Animal Service Center and partial funding for Midtown Placemaking. Conversely to Scenario A, Scenario B does not complete the funding for North Monroe Gateway and Lake Lafayette and St. Marks Regional Linear Park until 2036 and Tharpe Street is not fully funded until 2039. This long-term implementation scenario, reflected as Scenario B in the workshop item, is effectively the outcome barring reprioritization as presented as the staff recommendation for Scenario A.

Scenario B provides full funding for 22 of the 27 Blueprint 2020 infrastructure projects, and incorporates the following for FY 2027-2039:

- Full funding for:
 - Most projects initiated by the IA Board to date including Airport Gateway, Northeast Corridor Connector (Bannerman Road), Northeast Gateway, Orange-Meridian Placemaking, Market District Placemaking, Lake Lafayette and St. Marks Regional Linear Park, Monroe-Adams Placemaking, Fairgrounds Beautification, and Northeast Park.
 - North Monroe Gateway, the final non-State road Gateway project to be initiated by the IA Board
 - Tharpe Street, the final non-State road Regional Mobility project to be initiated by the IA Board
- Partial funding for: Midtown Placemaking
- No funding for: College Avenue Placemaking, Alternative Sewer Solutions, Florida A&M Entry Points, and Tallahassee-Leon County Animal Service Center

The strategy for Scenario #2 is to bring in outside funding for the active major infrastructure projects of regional significance, like the NE Gateway and Airport Gateway projects, and, subject to future IA Board direction, as these projects bring in outside funding, the same amount could be transferred to the remaining unfunded CCQ projects. This scenario provides full funding for the Tharpe Street improvements focusing 61% of the available sales tax revenues from 2027 to 2039 on this project alone.

These scenarios are not incorporated into the proposed FY 2022 budget and five-year CIP presented in this item, they are presented to seek direction from the IA Board regarding long-term planning for the allocation of future sales tax revenues. Table 19, on the following page, presents both scenarios and the related funding reductions for each project, as well as the projects that would benefit in order of priority on the Project Prioritization Schedule developed by the IA Board in 2017.

Table 19

| Analysis of Cost Savings and Other Project Funding for Each Scenario | | |
|---|------------------------------------|--------------------------|
| Scenario A | | |
| Projects Receiving Less Funding: | | Savings Amount |
| Northwest Connector: Tharpe Street | Partially funded | 38,814,334 |
| Projects Receiving Additional Dollars: | Level of Additional Funding | Additional Amount |
| Midtown Placemaking | Fully Funded | 16,239,631 |
| College Avenue Placemaking | Fully Funded | 8,877,692 |
| Florida A&M Entry Points | Fully Funded | 1,902,363 |
| Alternative Sewer Solutions | Fully Funded | 2,916,956 |
| Tallahassee-Leon County Animal Service Center | Fully Funded | 8,877,692 |
| Total Additional Funding, Scenario #1 | | 38,814,334 |
| Scenario B | | |
| Projects Receiving Less Funding: | | Savings Amount |
| Midtown Placemaking | Partially Funded | 16,239,631 |
| College Avenue Placemaking | Zero Funded | 8,877,692 |
| Florida A&M Entry Points | Zero Funded | 1,902,363 |
| Alternative Sewer Solutions | Zero Funded | 2,916,956 |
| Tallahassee-Leon County Animal Service Center | Zero Funded | 8,877,692 |
| Total Savings, Scenario #2 | | 38,814,334 |
| Projects Receiving Additional Dollars: | Level of Additional Funding | Additional Amount |
| Northwest Connector: Tharpe Street | Fully Funded | 38,814,334 |
| Total Additional Funding, Scenario #2 | | 38,814,334 |

V. OFFICE OF ECONOMIC VITALITY

A. OFFICE OF ECONOMIC VITALITY PROPOSED OPERATING BUDGET

OEV remains committed to the success and vitality of our local business community, and seeks to maintain a fiscally responsible and equitable role in utilizing sale tax revenues. With the advent of COVID-19, it has become readily apparent that support for our local business is paramount, to which OEV continually leverages staff and resources to provide effective, rapid, and meaningful assistance to our business community. To that effect, OEV will prioritize local business and workforce developments effort, while providing a balanced budget and sustaining the high-level of service our community deserves.

The proposed OEV FY 2022 operating budget (Attachment #8) is \$2.27 million, which is a 14.0% increase over the approved FY 2021 operating budget. The increase is primarily the result of an increase in personnel services to add an MWSBE Analyst position and to fund staff cost of living adjustments. There were no COLAs budgeted in FY 2021 due to uncertainty surrounding the COVID-19 pandemic. Personnel expenses have been budgeted with a 12.36% or \$146,520 increase as compared to the FY 2021 budgeted amount. As mentioned previously, this increase results from the recommendation to add an MWSBE analyst position with the primary responsibility of contract compliance monitoring based on the final results of the Disparity Study Update, as well as a proposed increase for staff cost of living adjustments. Operating expenses have a budgeted increase of 20.02% due to increased costs for advertising to promote MWSBE programs and OEV

annual promotions including the Love Your Local campaign. Computer software increases are related to new and existing programs to facilitate the Business Intelligence Office's communication with existing employers within the community and with prospective new businesses wishing to explore the options for growth in Leon County as well as for the MWSBE contract compliance software for the additional p-card monitoring module.

Table 20

| OFFICE OF ECONOMIC VITALITY | | | | |
|---|---------------------------|----------------------------|-----------------------------|----------|
| Proposed FY 2021 General Fund Operating Budget | | | | |
| Sources of Funds | FY 2020 Actual | FY 2021 Adopted | FY 2022 Proposed | |
| Sales Tax Revenue | 3,817,299 | 5,077,560 | 5,483,765 | 8.00% |
| Bond & Loan Funding | - | 10,055,000 | 21,500,000 | |
| City/County Funding | 556,984 | 310,475 | 592,484 | 90.83% |
| Miscellaneous Revenue | 160,359 | - | - | 100.00% |
| Total, Sources of Funds | 4,534,642 | 15,443,035 | 27,576,249 | |
| Uses of Funds | | | | |
| Debt Service | - | 52,203 | 1,141,732 | 2087.10% |
| Personnel Services | 1,127,065 | 1,185,609 | 1,332,130 | 12.36% |
| Operating Expenses | 287,716 | 522,235 | 634,810 | 21.56% |
| Other Services/Charges | 16,131 | 40,000 | 40,000 | 0.00% |
| Capital Outlay | 158,465 | 50,000 | 45,000 | -10.00% |
| Allocated Costs | 26,162 | 44,407 | 44,407 | 0.00% |
| Administrative Allocations | 122,376 | 149,941 | 175,071 | 16.76% |
| Capital Projects Transfer | 3,360,981 | 13,398,640 | 24,163,099 | 80.34% |
| Total, Uses of Funds | 5,098,896 | 15,443,035 | 27,576,249 | |
| Sources Less Uses of Funds | (564,254) | - | - | |

1. OEV Personnel Services

The FY 2022 Personnel Services budget seeks IA Board approval for a MWSBE Analyst position. As mentioned previously, the proposed MWSBE Analyst position would be primarily responsible for contract compliance monitoring. Currently, OEV is working with the Disparity Study consultants, MGT of America, to determine staffing level needs of the MWSBE Division in order to increase organizational efficiency. It is anticipated that the results of this analysis will determine that an additional analyst position should be added with the primary responsibility for contract compliance. OEV proposes maintaining all other approved positions, and will continue to seek to fill one vacancy, an Administrative Assistant. Personnel Services expenses are projected to increase by 12.36% versus the amounts budgeted for FY 2021 due to one new position and an employee cost of living adjustment.

Table 21, on the following page, presents the proposed Office of Economic Vitality staffing levels for FY 2022. One new position is proposed for the fiscal year and there is currently one vacant position. The vacant Administrative Assistant position is anticipated to be filled this summer.

Recommendation #10: Approve the addition of a MWSBE Analyst position.

Table 21

| OFFICE OF ECONOMIC VITALITY | | | | | |
|---|-----------------------------|-----------------------------|-----------------------------|---------------------------------|-----------------------------|
| Summary of Staffing Levels | | | | | |
| Business Development / MWSBE | FY 2020 Approved | FY 2021 Approved | FY 2022 Proposed | Increase/ (Decrease) | Vacant Positions |
| Deputy Director, Business Development | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Deputy Director, MWSBE | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Business Development Manager | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Business Vitality Manager | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Business Intelligence Manager | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Research Coordinator | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| MWSBE Coordinator | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 |
| MWSBE Analyst | 0.0 | 0.0 | 1.0 | 1.0 | 1.0 |
| Total, Program Staff | 8.0 | 8.0 | 9.0 | 1.0 | 1.0 |
| Shared Administrative Staff | | | | | |
| Director, Office of Economic Vitality | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Marketing & Outreach Coordinator | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Administrative Assistant | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 |
| Total, Shared Admin Staff | 1.0 | 3.0 | 3.0 | 0.0 | 1.0 |
| Temporary/OPS Staff | | | | | |
| Management Intern | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Total, Temporary/OPS Staff | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 |
| Total, Office of Economic Vitality Staff | 10.0 | 12.0 | 13.0 | 1.0 | 2.0 |

2. OEV Operating Expenses, Other Services & Charges

Operating expenses for the Office of Economic Vitality, which include standard office expenses, rent and leases, contract services, and similar charges, are proposed to increase by \$112,575, or 20.02% for FY 2022 over the amount budgeted for FY 2021. The primary increases are in the categories of 1) Computer Software, due to existing software contracts being budgeted under the operating fund rather than the Business Recruitment and Incentive Fund; 2) Advertising, which will be utilized to promote local business and to develop the MWSBE program and entrepreneurship activities; and 3) Increased expenses associated with occupancy for OEV's new office location in the Leon County Annex and for a slight increase in employee travel and training.

The Liability Insurance line item includes both liability and workers' compensation insurance, and it is the only cost budgeted under the Other Services & Charges category. This line item has no budgeted increase for FY 2022.

3. OEV Capital Outlay

The vast majority of capital outlay needs for the Office of Economic Vitality were budgeted for FY 2020 and FY 2021 to set up the new office location. No increase over the FY 2021 level is budgeted for capital outlay in FY 2022.

4. OEV Allocated Costs

Allocated costs are for services that are provided by the City of Tallahassee on behalf of the Office of Economic Vitality. These costs include Human Resources, Purchasing, Information Technology, and Revenue Collection. The costs are budgeted by the City of Tallahassee Resource Management department and then assigned to all other business units that utilize these services based on a defined cost driver. Though the final cost allocations have not been provided by City Resource Management at this time, it is estimated that costs will increase by no more than 10% over FY 2021 levels.

5. OEV Administrative Allocations

The shared administrative costs of the agency are pooled into an administrative services department. These costs include the personnel expenses for legal, accounting, and administrative supervision staff members and their related operating expenses. Expenses related to outside contracts that benefit both Infrastructure and OEV, such as the external audit and outside general counsel contracts, are also included in the administrative department. All of the administrative expenses are pooled and then charged to Infrastructure and OEV at the end of the fiscal year. The method proposed for allocation is based on each division's share of the Blueprint 2020 sales tax: Infrastructure receives $66/78=84.62\%$ while OEV receives $12/78=15.38\%$ of the administrative costs.

6. OEV Internal Transfers

The amount available for Capital Projects equals estimated sales tax revenues collected less the expenses associated with priority uses. Priority uses include debt service and operating expenses. Other priority uses, which include required expenditures for the satisfaction of grant revenue, are included within individual project budgets. Debt service for the FAMU Bragg Stadium Repairs project's \$10 million loan will be \$649,752 in FY 2022 and the initial debt service for the convention center is projected to be \$491,980, for a total debt service payment of \$1,141,732. The total available for projects, which is the amount of the capital projects transfer, is estimated to be \$24.16 million for FY 2022. This amount includes OEV's share of the FY 2022 bond, with \$20 million allocated for the convention center project and \$1.5 million allocated for the LCRDA Incubator project.

B. OFFICE OF ECONOMIC VITALITY PROPOSED FIVE-YEAR CIP

The largest proposed project over the life of the Office of Economic Vitality during the Blueprint 2020 sales tax will be the Convention Center. The Interlocal Agreement between the County and City calls for up to \$20 million of dedicated 2020 surtax proceeds to be used to construct a convention center on or near the existing Donald L. Tucker Civic Center site as part of a larger Florida State University (FSU) redevelopment and master planning effort for their Arena District. At the September 20, 2018 meeting, the IA Board authorized staff to commence the bond financing process for the issuance of up to \$20 million toward the convention center as early as October 2020 (FY 2021), subject to the IA's final approval of the scope, size, and operations plan for the hotel and convention center.

FSU commissioned a feasibility study for the convention center during the fall of 2019, and the study indicated that the cost of the convention center would be upwards of \$40 million, doubling the original commitment toward the project. At the March 12, 2020 meeting, the IA Board expressed support for increasing the funding amount for the convention center to \$40 million. Subsequently, Florida Agricultural and Mechanical University (FAMU) requested funding to repair Bragg Stadium so that football games could continue to be held at the stadium. The needed structural repairs had a cost estimate of \$10 million, and the IA Board approved loan funding in December 2020 in support of the Bragg Stadium project.

The IA Board reduced the commitment to the convention center by \$10 million, to an overall funding level of \$30 million. Agency staff have been in communication with FSU staff to develop and execute a memorandum of understanding (MOU) between the Agency and FSU regarding funding and other concerns for the convention center. At this time, the MOU has not been finalized and details of the project are under consideration. A key consideration for OEV's five-year CIP is whether the IA Board wishes to continue supporting the convention center project at a \$30 million level of commitment. Total debt service for a \$20 million bond issue during FY 2022 and a \$10 million bond issue in FY 2024 is estimated to be \$41.7 million, with each bond having a term of 15 years and an estimated interest rate of 2.25%. \$10.2 million of OEV's future sales tax dollars would be utilized for interest payments under current IA Board direction.

The previously mentioned FAMU Bragg Stadium project commenced in December 2020 and the first payment of \$450,000 was provided to FAMU to begin work on stadium repairs. The agreement between FAMU and the Agency states that FAMU will work on a reimbursement basis, meaning that FAMU will pay invoices for work performed and then seek reimbursement from the Agency. Agency staff have reviewed the overall work plan and staff will conduct periodic surveys of the work performed in order to verify that funds are being utilized as directed by the IA Board. Total interest paid for the \$10 million Bragg Stadium loan over the 15-year term at 1.78% interest is \$1.5 million paid from sales tax funds.

As stated in the Interlocal Agreement, up to \$14.1 million for the International Airport Growth and Development Project may help upgrade existing hangar facilities, provide the necessary utility infrastructure to construct additional hangars, and develop 1,000 acres of Airport property for lease. Funding would help to create an international passenger processing facility, support international user fee expenses, and provide additional training to Airport staff in accordance with Tallahassee International Airport's 20-year Growth and Development Plan. The annual funding allocation is \$705,000 for the Airport Growth and Development project.

At the September 20, 2018 IA Board Workshop, Leon County Research and Development Authority (LCRDA) presented an opportunity to receive matching funds from the federal government to build a Business Incubator facility at Innovation Park. The IA Board committed to funding this request at \$2.5 million, with other matching funds provided by

the Economic Development Administration, FSU Research Foundation, and Florida A&M University. The IA Board directed staff to execute a MOU with LCRDA at the February 18, 2021 meeting. Allocations of \$1 million in FY 2021 and \$1.5 million in FY 2022 have been previously directed by the IA Board. Additionally, \$805,000 was pledged to LCRDA at the January 30, 2020 meeting as a component of Project Juggernaut. This funding is to support asset maximization and readiness by creating pad ready sites within the 15 acres of undeveloped land and renovation of the 23,000 square feet of existing space in its buildings and to support the targeted recruitment of five new qualified leads in cooperation with OEV.

1. OEV Accounting Summary

The Accounting Summary is included as Attachment #10 and provides current (as of April 30, 2021) information regarding funding sources, IA Board allocations to date, Agency encumbrances and expenditures for all Office of Economic Vitality projects, and remaining project balances.

2. OEV Annual Allocations of City Project Funding

According to the Interlocal Agreement, OEV has one annual allocation to the City of Tallahassee. The allocation is for \$705,000 to be applied to improvements to the Tallahassee International Airport, for a total contribution of \$14.1 million over the life of the Blueprint 2020 program. The contribution will go toward upgrading existing hangar facilities, providing the necessary utility infrastructure to construct additional hangars, and developing 1,000 acres of Airport property for lease. In addition, funding would help to create an international passenger processing facility, support international user fee expenses, and provide additional training support to Airport staff in accordance with Tallahassee International Airport's 20-year Growth and Development Plan.

3. OEV Projects with Special Emphasis

The most significant project over the life of Blueprint 2020 sales tax for OEV, under current IA Board direction, is the convention center that has been under discussion in conjunction with FSU since 2014. At the September 17, 2020 budget workshop, the IA Board directed staff to reprogram \$10 million of the then- \$40 million project to the FAMU Bragg Stadium Repairs project. At the current projected funding level of \$30 million, as directed by the IA Board, the estimated project cost is \$10 million above the original estimate included in the Interlocal Agreement of "up to \$20 million." Debt service on the two bond components of the convention center project will total \$2.7 million per year with \$10.2 million being paid in interest over the terms of each 15-year bond. Per current IA Board direction, the first \$20 million payment is programmed for FY 2022 even though the Agency and FSU have not executed a memorandum of understanding for this project. With current funding commitments taken into consideration, there are serious concerns as to the long-term financial capacity of OEV to support its strategic goals and organizational purpose as outlined in both the Interlocal Agreement and the Economic Development Strategic Plan. As currently committed, when factoring in the \$30 million Convention Center commitment on top of existing commitments (i.e., FAMU, TLH Airport, LCRDA, ARPC) will require OEV to cut all existing economic development

programs with the exception of those they are legally bound to fund. This entails eliminating all funding for the following programs, except for those commitments previously agreed to, until approximately FY 2037:

- Local Business Support and Workforce Development
- Industry Academies and B2B Outreach
- Strategic Marketing and Communications
- Economic Vitality Community Sponsorships
- MWSBE Disparity Study (legally required every five years)
- Target Industry Study
- Strategic Plan
- Competitive Project Fund
- Future Opportunity Leveraging Fund

Each of these programs contain a long standing scope of work supporting OEV's efforts. Eliminating these programs will result in OEV being unable to provide any financial support of resources towards local businesses, non-profits, workforce partners, recruitment efforts, marketing, and capacity building, as well as any capacity for future projects. To compound matters, OEV will also have no capacity for future projects of any nature, whether they be local business support or the expansion and recruitment of competitive projects. There will be zero additional capacity for any of these efforts. This is particularly alarming, considering that OEV is presently engaged with over 12 companies with whom there is a strong possibility of locating in Tallahassee-Leon County. But for these economic development programs, our community would have lost previous expansion projects, and will likely be at risk of losing over 1,889 jobs and \$347,550,000 in capital investment as a result. It is imperative to understand that by continuing to fund the convention center project at \$30 million will result in the complete shuttering of all current and future economic development programs for OEV.

As a result, staff have run an alternative scenario for the IA Board to consider with respect to funding the convention center. Of note, at least one of OEV's projects is nearing the final stages of negotiation, which has led staff to incorporate future capacity to support this project into future budget scenarios. This scenario is the only alternative that provides sufficient funding for OEV to fund existing programs, incorporate pending project requests, while also preserving capacity for future projects.

- Scenario: Reducing the Bond Commitment for FSU Convention Center to \$20 million.
 - This scenario recommends the reduction of the Bond Commitment from the current \$30 million pledge to the original commitment of \$20 million in order to preserve OEV's capacity to fund economic development programs in the future.
 - Incorporates the potential commitment of \$1 million to support the proposed upgrade of TCC Athletic facility enhancement, pending approval by the IA Board. This request is not yet approved, but capacity has been identified within this budget scenario as part of the FY 2022 budget. Staff anticipates the bringing the completed analysis to the IA Board for consideration at the July 15, 2021 meeting.

- Provides capacity for a pending competitive recruitment project, which is eligible for a \$2 million Targeted Business Program (TBP) incentive spread over seven (7) years. Additional details regarding this project will be provided imminently.
- OEV will be able to fund all existing economic development programs, and allow future funding capacity for new projects in TBP, CPF, and FOLF.
- The only reduction will be via the Competitive Project Fund (CPF), wherein the funds will be reallocated to support capacity in the Targeted Business Program (TBP) for future projects.

As illustrated in this scenario, the only funding option that preserves OEV's strategic, organizational, and programmatic capacity is the \$20 million funding option. To be clear, this not only allows for OEV to maintain all existing programs, it preserves capacity for future projects, that based on existing projects alone could bring upwards of 1,889 jobs and \$347,550,000 in capital investment. Furthermore, it will maintain capacity for other future projects that may arise over the next 20 years.

To summarize, if the previous \$30 million funding option is chosen, it will result in the elimination of most, if not all, OEV programs and project capacity for the lifetime of the Blueprint sales tax. The only funding option that maintains the viability of OEV and its mission remains the original \$20 million commitment.

Additional IA Board direction is requested prior to proceeding with the current financing timeline for this project.

4. OEV Proposed Five-Year CIP Detail, Including Project Descriptions

As OEV moves into FY 2022, the key focus will remain on supporting our local business community through targeted programing aligned with the long-term economic development strategic plan as well as identify new emerging business development opportunities. This focus includes the key priority areas approved by the Board during the February 18 workshop: local business support, minority, woman and small business engagement, applied science and manufacturing, creative economy, strategic sites location, technology information industry.

OEV intends to focus on supporting our local business community through targeted programing aligned with the long-term economic development strategic plan as well as identifying new emerging business development opportunities. For example, funding is included to support local businesses for the following activities:

- Funding for industry academies and business to business connections specifically targeted for minority, women, and small businesses
- Funding for local workforce development and business support which includes funding to support the Big Bend Manufacturing Association, partnership agreements for talent recruitment and creative class initiatives such as Choose Tallahassee, Domi Station internet. Funding is also being recommended in the out-years to support the creation of a Simulator Lab at the main library where library patrons can access simulated training for high-demand skilled jobs.

- Funding for economic vitality partner support for targeted business support programming from the local Chambers, entrepreneur focused activities.
- Funding for business retention and expansion support, as well as local commitments for Target Business Programs.

The FY 2022 – 2040 long-term revenue and expense projection also provides for repayment of advance funding from the City of Tallahassee and Leon County. The City and County each contributed \$500,000 to fund OEV's Business Recruitment and Incentive Fund in FY 2017. The repayment of this advance funding is programmed with the budget amendment described in Section III.B on page 31. This amount was programmed to be repaid in the FY 2020 budget, however the IA Board developed the concept of the CEDR grant fund, and the repayment funding was used to provide grants to local small businesses. Table 22, below, summarizes the proposed capital project allocations for FY 2022-2026, which are detailed in Attachment #9:

Table 22

| OFFICE OF ECONOMIC VITALITY | | | | | | |
|--|-------------------|------------------|------------------|------------------|------------------|-------------------|
| Detail of Annual Allocations, Capital Projects, & Economic Vitality Programs | | | | | | |
| Annual Allocations | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total |
| Tallahassee International Airport | 705,000 | 705,000 | 705,000 | 705,000 | 705,000 | 3,525,000 |
| Capital Projects | | | | | | |
| Convention Center | 20,000,000 | (771,326) | - | - | - | 19,228,674 |
| LCRDA Incubator: \$2.5 million Pledge | 1,500,000 | - | - | - | - | 1,500,000 |
| 1) Economic Vitality Programs | | | | | | |
| Incentives, Grants and Programs | | | | | | |
| Target Business Program | 1,042,180 | 521,362 | 504,962 | 480,362 | 455,762 | 3,004,628 |
| ARPC EDA Revolving Loan Fund for Small Businesses | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 125,000 |
| Business Development: Attraction/Expansion | 110,000 | 110,000 | 110,000 | 110,000 | 110,000 | 550,000 |
| LCRDA Cooperative Pledge | 536,700 | - | - | - | - | 536,700 |
| Future Opportunity Leveraging Fund | 39,219 | 406,661 | (249,080) | (191,325) | (283,344) | (277,869) |
| Competitive Project Fund | - | - | - | - | - | - |
| Business2Business Engagement Actions | | | | | | |
| Local Business and Workforce Development | 100,000 | 150,000 | 150,000 | 100,000 | 100,000 | 600,000 |
| Industry Academies and B2B Outreach | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 |
| Strategic Marketing and Communication | 65,000 | 65,000 | 65,000 | 65,000 | 65,000 | 325,000 |
| Economic Vitality Sponsorships | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 150,000 |
| Economic Vitality Studies | | | | | | |
| MWSBE Disparity Study | - | - | - | - | 400,000 | 400,000 |
| Target Industry Study | - | - | - | 100,000 | - | 100,000 |
| Strategic Plan | - | - | - | - | 100,000 | 100,000 |
| Total, OEV CPEVP Budget | 24,163,099 | 1,251,697 | 1,350,882 | 1,434,037 | 1,717,418 | 29,917,133 |

The FY 2022 budget includes funding to seed the Competitive Projects Fund. In similar fashion, FOLF will receive those funds remaining at the end of the fiscal year and do so annually to gradually develop the fund balance until the funds are needed to offset projected revenue shortfalls in the later years of the current CIP. These shortfalls are related to debt service payments after funding the Bragg Stadium project at \$10 million in FY 2021 and the convention center project at \$20 million in FY 2022.

Finally, OEV will continue to work with the Economic Vitality Leadership Council, Magnetic Technologies Taskforce, and Minority Women and Small Business Citizens Advisory Committee to identify fiscally responsible programs that provide the resources and assistance our business community needs. The next step in addressing funding levels for Agency staff will be monitoring economic data from multiple state and federal sources over the following three months prior to development of the September budget item.

Office of Economic Vitality Project Descriptions:

- **Convention Center:** As directed by the IA Board on March 12, 2020 and modified with the funding of the FAMU Bragg Stadium Project, funding is provided to include the \$20 million estimate for bonding and debt service in the development of the FY 2022 budget process. The Agency was directed to collaborate with FSU staff in the development of a memorandum of understanding regarding this project, but there is no agreement in place at this time. As noted previously, a separate agenda item at the May 27 meeting will address the status of this project.
- **Tallahassee International Airport:** As stated in the Interlocal Agreement, up to \$14.1 million for the International Airport Growth and Development Project may help upgrade existing hangar facilities, provide the necessary utility infrastructure to construct additional hangars, and develop 1,000 acres of Airport property for lease. Funding would help to create an international passenger processing facility, support international user fee expenses, and provide additional training to Airport staff in accordance with Tallahassee International Airport's 20-year Growth and Development Plan. The annual funding allocation is \$705,000 for the Airport.
- **Target Business Program (and formerly Qualified Target Industry Tax Refund):** Provide funds for existing commitments to local businesses for expansion and job creation. These incentives are provided to these businesses as the result of a competitive project process and will be reviewed each year to ensure that the job creation and capital investment objectives were met prior to distribution of funds. The QTI program was discontinued in 2020 when the Legislature allowed the program to expire. Prospects seeking these incentives for their projects can submit an RFP with details on their proposed project. Should the project show sufficient capital investment, job creation, and space requirements, the prospect will be asked to submit an application, detailing their project commitment. The application is then reviewed by staff and the Competitive Project Cabinet (CPC). If approved, OEV will enter into negotiations with the prospect and formalize the incentive via a legal contract.
- **ARPC Revolving Loan Fund:** Provides matching funds and administrative costs to establish a \$1 million revolving loan program for small businesses, which will be administered by Apalachee Regional Planning Council (ARPC) application. The \$200,000 OEV matching funds were provided during FY 2020 and the ongoing \$25,000 annual expense is for operating costs to administer the program.
- **Business Development:** Funding is provided for business attraction and expansion activities. Recruitment initiatives are being held virtually, and many of these prospects have indicated a desire to accelerate their plans once restrictions on travel and visitation are relaxed. OEV has extended all existing agreements with current workforce development partners and grant recipients, in light of the delays and restrictions resulting from COVID-19. OEV is doing everything we can to support our local businesses in response to COVID-19, and will maintain a high level of service and support for the community, while remaining fiscally sound and within budget. OEV is actively seeking new avenues to market our local assets, and bring them to prospects in new and innovative ways. OEV continues to receive interest from companies seeking to relocate and expand within our community, and although COVID-19 has impacted in-

person visits and tours, there is still activity, particularly in the field of bio-technology and agriculture.

- Competitive Project Fund: As part of the FY 2021 budget, \$25,000 was allocated to seed the initial fund, with the anticipation that additional funding be provided in future budget cycles to be used to induce business expansion or relocation for competitive projects. Funding may be used to cover land and infrastructure improvements as well as workforce development needs as it relates directly to project needs. However, as noted previously, the current budget scenario reduces funding to Competitive Project Fund, in order to support capacity in the Targeted Business Program (TBP).
- Local Workforce and Business Support: Funding is provided to support local and small businesses, workforce development, talent attraction, and developing a manufacturing association to support our area manufactures. Funding is included for Domi Station internet support, partnership agreements for talent recruitment and creative class initiatives such as Choose Tallahassee and to support the developing manufacturing association. This line was also reduced by \$25,000 as Leon Works Expo received funding as part of the FY 2021 State of Florida Budget. In FY 2023 and FY 2024, staff is recommending the funding allocation of \$50,000 (for a total of \$100,000) to support the creation of a Simulator Lab at the main library where library patrons can access simulated training for high-demand skilled jobs. Currently, staff is coordinating with Tallahassee Community College and Lively Technical College to determine the types of simulators that could be useful to their students as well as local businesses seeking to expedite staff training.
- Industry Academies and B2B Outreach: Funding is provided specifically for industry academies and business to business connections specifically targeted for minority, women, and small businesses offered by the MWSBE Division. Funds will be utilized to create on-line webinars, promote mentor-protégé development, as well as facilitate technical assistance businesses.
- Strategic Marketing and Communications: Funding for enhanced marketing efforts to promote and elevate the profile of local businesses on regional and national level specifically those businesses within the four targeted industries: applied science, manufacturing, professional services/IT, and health. Funding is also included to develop promotional content to MWSBE business champions. As mentioned previously, funding is also being allocated in this current fiscal year to be utilized for multi-year national marketing campaign, support the Love Your Local business marketing, and launch the new MWSBE communications initiatives, which includes a monthly radio spotlight on the minority and women-owned businesses and local resources available to engage, equip, educate and empower. For detailed information on OEV's current marketing and communications efforts see Attachment #17.
- Economic Vitality Sponsorships: Funding for economic vitality partner support for targeted business support programming from the local Chambers, entrepreneur focused activities, Power Forward event, etc.

- **Economic Vitality Studies:** Funding is provided in the out years to conduct updated studies for the foundational documents that support the work of OEV which include: strategic plan, target industries, and disparity studies.
- **Future Opportunity Leveraging Fund:** Funding remaining at the end of the fiscal year, the remaining balance of which shall roll in the FOLF and do so annually to gradually develop the fund balance. It should be noted that due to the cost of debt financing, FOLF has also been utilized to balance the OEV CIP budget in the out years.

VI. CONCLUSION

The COVID-19 pandemic presented unique challenges to the Agency during FY 2020 and the first half of FY 2021. The economy rapidly contracted, but with assistance from the federal government and with proactive steps taken by local governments, our Tallahassee-Leon County economy has begun to rebound and strong growth is projected for the remainder of FY 2021 and into FY 2022.

With that strong growth comes the risk of inflation in the cost of building materials, adding to project costs that have risen due to IA Board direction over the last year. Also increasing the amount requiring financing, two projects, the Northeast Park and the Fairgrounds Beautification and Improvements projects, were accelerated by the IA Board during FY 2021 and FY 2022 and OEV's convention center project was increased from \$20 million to \$30 million, jeopardizing the other economic development programs OEV provides to the community. Interest rates have also increased over the last year, which will increase the total cost of financing the projects in the Approved Implementation Plan, along with the projects that have been accelerated.

Two scenarios have been developed for long-term funding consideration of Infrastructure projects: Scenario A fully funds the local CCQ projects while anticipating funding from state or local leveraging opportunities to fund state roads, notably Tharpe Street. Scenario B fully funds Tharpe Street at the cost of delaying funding for local CCQ projects and not providing funding at all for some of those projects. IA Board direction with regard to planning past the current FY 2022 – 2026 CIP is requested at this time, as the last Implementation Plan was developed in 2018 for the FY 2019 budget period three years ago.

Next Steps:

A number of recommendations have been provided in this workshop item and staff appreciate additional direction from the IA Board to incorporate Board guidance into the operating budget and capital improvement program that will be presented later in the year during the September meetings and public hearings. The next IA Board meeting is on July 15, 2021 and recommendations that are accepted by the IA Board will be incorporated into the ratification item following that meeting. The first public hearing of the Agency's FY 2022 Operating Budget and FY 2022 – 2026 Capital Improvement Program will be held during the Blueprint Intergovernmental Agency's Citizens' Advisory Committee meeting on September 8, 2021. The second and final public hearing is scheduled for the Blueprint Intergovernmental Agency Board meeting on September 23, 2021.

OPTIONS AND RECOMMENDATIONS:

Options:

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 the following recommendations:

Recommendation #1: Allocate the remaining Blueprint 2000 fund balance, \$1,066,571, to the Magnolia Drive Trail project and allocate the remaining Blueprint 2020 fund balance, \$2,687,832, 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 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 if the IA Board chooses to move forward with that 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 Gateway: Welaunee Boulevard project in order to fund the modifications to the design approved by the IA Board at the April 8, 2021 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 (except 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.

Option #2: IA Board direction.

RECOMMENDED OPTIONS:

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 the recommendations.

Attachments:

1. Five-year projection of sales tax, other sources and uses of funds
2. Twenty-year projection of all estimated sources and uses of funds
3. PFM Financial Advisors Market Outlook
4. Proposed operating budget for Blueprint Infrastructure Program
5. Five-Year Capital Improvement Plan for Blueprint Infrastructure
6. Blueprint Infrastructure Approved Implementation Plan and Preliminary 20-Year Project Funding Schedules
7. Estimated FY 2022 – 2026 project expenses
8. Proposed operating budget for the Office of Economic Vitality
9. Five-Year Capital Improvement Plan for OEV
10. Accounting summary for Blueprint Infrastructure and OEV projects
11. Blueprint Infrastructure Funding Scenario A
12. Blueprint Infrastructure Funding Scenario B
13. Proposed FY 2022 Implementing the Greenways Master Plan Work Program
14. Proposed FY 2022 Build the Bike Route System Work Program
15. FY 2022 Blueprint Project Status Update Map
16. Blueprint Infrastructure Q1 2021 Project Status
17. May 18, 2021 Office of Economic Vitality Marketing and Communications Report

| BLUEPRINT INTERGOVERNMENTAL AGENCY Draft Sales Tax Revenue Estimate | | | | | | | | | | | |
|--|------------------|------------------|-----------------|--------------------|--------------------|-------------|------------|-------------|------------|------------|-------------|
| | Actual Result | Actual Result | Final Budget | Budget Variance | Approved Budget | 8.00% | 2.50% | 2.50% | 2.00% | 2.00% | Total |
| | FY2019 | FY2020 | FY2020 | FY2020 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY21-25 |
| Base Year: | | | | | 44,540,000 | 48,103,200 | 49,305,780 | 50,538,425 | 51,549,194 | 52,580,178 | 252,076,777 |
| 95% | | | | | 42,313,000 | 45,698,040 | 46,840,491 | 48,011,504 | 48,971,734 | 49,951,169 | 239,472,938 |
| Subtotal, Infrastructure | 37,443,556 | 30,438,202 | 27,838,409 | 2,599,793 | 27,926,580 | 30,160,706 | 30,914,724 | 31,687,593 | 32,321,344 | 32,967,772 | 158,052,139 |
| OEV | - | 3,817,299 | 3,411,600 | 405,699 | 5,077,560 | 5,483,765 | 5,620,859 | 5,761,380 | 5,876,608 | 5,994,140 | 28,736,752 |
| Subtotal, Blueprint IA | 37,443,556 | 34,255,501 | 31,250,009 | 3,005,492 | 33,004,140 | 35,644,471 | 36,535,583 | 37,448,973 | 38,197,952 | 38,961,912 | 186,788,891 |
| LIFE | - | 878,346 | 801,282 | 77,064 | 846,260 | 913,961 | 936,810 | 960,231 | 979,436 | 999,023 | 4,789,461 |
| County Funds | 4,680,445 | 4,391,731 | 4,006,411 | 385,319 | 4,231,300 | 4,569,804 | 4,684,049 | 4,801,150 | 4,897,173 | 4,995,117 | 23,947,293 |
| City Funds | 4,680,445 | 4,391,731 | 4,006,411 | 385,319 | 4,231,300 | 4,569,804 | 4,684,049 | 4,801,150 | 4,897,173 | 4,995,117 | 23,947,293 |
| Total Sales Tax Funds | 46,804,446 | 43,917,309 | 40,064,114 | 3,853,195 | 42,313,000 | 45,698,040 | 46,840,491 | 48,011,504 | 48,971,734 | 49,951,169 | 239,472,938 |
| Difference | - | - | - | - | - | - | - | - | - | - | - |
| Blueprint Infrastructure | | | | | | | | | | | |
| Blueprint Tax Revenue | 37,443,556 | 30,438,202 | 27,838,409 | 2,599,793 | 27,926,580 | 30,160,706 | 30,914,724 | 31,687,593 | 32,321,344 | 32,967,772 | 158,052,139 |
| Transfers In | 8,699,365 | - | - | - | 4,685,797 | - | - | - | - | - | - |
| Donations/Other | 88,984 | 1,362,079 | 222,812 | 1,139,267 | - | - | 3,000,000 | - | - | - | 3,000,000 |
| Governmental Revenue | - | 1,280,000 | 1,280,000 | - | - | - | 1,500,000 | 486,000 | - | - | 1,986,000 |
| Bonds | - | - | - | - | - | 65,000,000 | - | 80,000,000 | - | - | 145,000,000 |
| SIB Loans | - | - | - | - | - | - | 12,750,000 | 12,750,000 | - | - | 25,500,000 |
| Sources | 46,231,905 | 33,080,281 | 29,341,221 | 3,739,060 | 32,612,377 | 95,160,706 | 48,164,724 | 124,923,593 | 32,321,344 | 32,967,772 | 333,538,139 |
| Operating | 2,499,921 | 3,058,576 | 3,802,497 | (743,921) | 3,261,833 | 3,607,376 | 3,697,560 | 3,789,999 | 3,865,799 | 3,943,115 | 18,903,849 |
| Debt Service | 18,635,585 | 2,183,977 | 2,183,977 | - | - | - | 1,487,380 | 5,662,830 | 8,501,079 | 14,647,428 | 30,298,717 |
| Capital Projects | 22,164,821 | 24,083,325 | 24,083,325 | - | 29,350,544 | 91,553,330 | 42,979,784 | 115,470,764 | 19,954,466 | 14,377,229 | 284,335,573 |
| Priority Uses | 43,300,327 | 29,325,878 | 30,069,799 | (743,921) | 32,612,377 | 95,160,706 | 48,164,724 | 124,923,593 | 32,321,344 | 32,967,772 | 333,538,139 |
| Available for Allocation | 2,931,578 | 3,754,403 | | | | | | | | | |
| Office of Economic Vitality | | | | | | | | | | | |
| OEV Tax Revenue | - | 3,817,299 | 3,411,600 | 405,699 | 5,077,560 | 5,483,765 | 5,620,859 | 5,761,380 | 5,876,608 | 5,994,140 | 28,736,752 |
| Transfers In | - | - | - | - | - | - | - | - | - | - | - |
| Donations/Other | (2,262) | 160,359 | 163,615 | (3,256) | - | - | - | - | - | - | - |
| Governmental Revenue | 689,557 | 556,984 | 852,928 | (295,944) | 310,475 | 592,484 | 607,296 | 622,478 | 634,928 | 847,627 | 3,304,813 |
| Bonds | - | - | - | - | - | 21,500,000 | - | - | - | - | 21,500,000 |
| Loans | - | - | - | - | 10,055,000 | - | - | - | - | - | - |
| Sources | 687,295 | 4,534,642 | 4,428,143 | 106,499 | 15,443,035 | 27,576,249 | 6,228,155 | 6,383,858 | 6,511,536 | 6,841,767 | 53,541,565 |
| Operating | 1,028,593 | 1,737,915 | 2,045,047 | (307,132) | 1,992,192 | 2,271,418 | 2,328,203 | 2,386,408 | 2,434,136 | 2,482,819 | 11,902,984 |
| Debt Service | - | - | - | - | 52,203 | 1,141,732 | 2,648,255 | 2,646,568 | 2,643,363 | 2,641,530 | 11,721,448 |
| Capital Projects | - | 3,360,981 | 3,401,455 | (40,474) | 13,398,640 | 24,163,099 | 1,251,697 | 1,350,882 | 1,434,037 | 1,717,418 | 29,917,133 |
| Priority Uses | 1,028,593 | 5,098,896 | 5,446,502 | (347,606) | 15,443,035 | 27,576,249 | 6,228,155 | 6,383,858 | 6,511,536 | 6,841,767 | 53,541,565 |
| Available for Allocation | (341,298) | (564,254) | | | | | | | | | |
| Total Sources of Funds | 46,919,200 | 37,614,923 | - | - | 48,055,412 | 122,736,955 | 54,392,879 | 131,307,451 | 38,832,880 | 39,809,539 | 387,079,704 |
| Total Uses of Funds | 46,919,200 | 37,614,923 | - | - | 48,055,412 | 122,736,955 | 54,392,879 | 131,307,451 | 38,832,880 | 39,809,539 | 387,079,704 |

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| BLUEPRINT INTERGOVERNMENTAL AGENCY PROPOSED SALES TAX REVENUE PROJECTIONS, OTHER SOURCES OF FUNDS, AND USES OF FUNDS FISCAL YEARS 2020 - 2040 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------------------|--|------------------|----------------------------------|--------------------------------|------------|-------------|-------------|------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------------|--|
| SALES TAX REVENUE PROJECTIONS | 1 | SALES TAX REVENUE PROJECTIONS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | Projected Sales Tax Funds (A) Base Year: 95% | FY2020 Actual | Growth Rate: FY2021 Budget | FY 2021 Updated Estimate | 8.00% | 2.50% | 2.50% | 2.00% | 2.00% | Total | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | 1.50% | FY22-40 Total | |
| | 3 | | | | | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY22-26 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 | FY2035 | FY2036 | FY2037 | FY2038 | FY2039 | FY2040 | | |
| | 4 | | | | | 48,103,200 | 49,305,780 | 50,538,425 | 51,549,194 | 52,580,178 | 252,076,777 | 53,368,881 | 54,169,414 | 54,981,955 | 55,806,684 | 56,643,784 | 57,493,441 | 58,355,843 | 59,231,181 | 60,119,649 | 61,021,444 | 61,936,766 | 62,865,817 | 63,808,804 | 16,191,484 | | |
| | 5 | | | | | 45,698,040 | 46,840,491 | 48,011,504 | 48,971,734 | 49,951,169 | 239,472,938 | 50,700,437 | 51,460,943 | 52,232,857 | 53,016,350 | 53,811,595 | 54,618,769 | 55,438,051 | 56,269,622 | 57,113,667 | 57,970,372 | 58,839,928 | 59,722,526 | 60,618,364 | 15,381,910 | | |
| | 6 | | | | | 913,961 | 936,810 | 960,231 | 979,436 | 999,023 | 4,789,461 | 1,014,009 | 1,029,219 | 1,044,657 | 1,060,327 | 1,076,232 | 1,092,375 | 1,108,761 | 1,125,392 | 1,142,273 | 1,159,407 | 1,176,799 | 1,194,451 | 1,212,367 | 307,638 | | |
| | 7 | | | | | 4,569,804 | 4,684,049 | 4,801,150 | 4,897,173 | 4,995,117 | 23,947,293 | 5,070,044 | 5,146,094 | 5,223,286 | 5,301,635 | 5,381,160 | 5,461,877 | 5,543,805 | 5,626,962 | 5,711,367 | 5,797,037 | 5,883,993 | 5,972,253 | 6,061,836 | 1,538,191 | | |
| | 8 | | | | | 4,569,804 | 4,684,049 | 4,801,150 | 4,897,173 | 4,995,117 | 23,947,293 | 5,070,044 | 5,146,094 | 5,223,286 | 5,301,635 | 5,381,160 | 5,461,877 | 5,543,805 | 5,626,962 | 5,711,367 | 5,797,037 | 5,883,993 | 5,972,253 | 6,061,836 | 1,538,191 | | |
| | 9 | | | | | 30,160,706 | 30,914,724 | 31,687,593 | 32,321,344 | 32,967,772 | 158,052,139 | 33,462,288 | 33,964,222 | 34,473,686 | 34,990,791 | 35,515,653 | 36,048,388 | 36,589,114 | 37,137,951 | 37,695,020 | 38,260,446 | 38,834,352 | 39,416,867 | 40,008,120 | 10,152,061 | | |
| | 13 | | | | | 5,483,765 | 5,620,859 | 5,761,380 | 5,876,608 | 5,994,140 | 28,736,752 | 6,084,052 | 6,175,313 | 6,267,943 | 6,361,962 | 6,457,391 | 6,554,252 | 6,652,566 | 6,752,355 | 6,853,640 | 6,956,445 | 7,060,791 | 7,166,703 | 7,274,204 | 1,845,829 | | |
| | 14 | | | | | 34,675,000 | 35,635,583 | 37,448,973 | 38,197,952 | 38,961,912 | 186,788,891 | 6,084,052 | 6,175,313 | 6,267,943 | 6,361,962 | 6,457,391 | 6,554,252 | 6,652,566 | 6,752,355 | 6,853,640 | 6,956,445 | 7,060,791 | 7,166,703 | 7,274,204 | 1,845,829 | | |
| | 15 | | | | | 44,456,000 | 45,698,040 | 46,840,491 | 48,011,504 | 48,971,734 | 239,472,938 | 50,700,437 | 51,460,942 | 52,232,858 | 53,016,350 | 53,811,596 | 54,618,769 | 55,438,051 | 56,269,622 | 57,113,667 | 57,970,372 | 58,839,928 | 59,722,527 | 60,618,363 | 15,381,910 | | |
| AGENCY-WIDE SOURCES OF FUNDS | 16 | BLUEPRINT INTERGOVERNMENTAL AGENCY, SOURCES OF FUNDS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 17 | Infrastructure Sales Tax Revenue (from Line 12) | 30,438,202 | 27,926,580 | 29,340,000 | 30,160,706 | 30,914,724 | 31,687,593 | 32,321,344 | 32,967,772 | 158,052,139 | 33,462,288 | 33,964,222 | 34,473,686 | 34,990,791 | 35,515,653 | 36,048,388 | 36,589,114 | 37,137,951 | 37,695,020 | 38,260,446 | 38,834,352 | 39,416,867 | 40,008,120 | 10,152,061 | 644,601,098 | |
| | 18 | Known Federal Grants | - | - | 7,547,732 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,500,000 | |
| | 19 | Known State Grants | - | - | - | - | 1,500,000 | - | - | - | 1,500,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 486,000 | |
| | 20 | Known Local Grants | 1,280,000 | - | - | - | - | 486,000 | - | - | 486,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 486,000 | |
| | 21 | Known Other Funding | 1,362,079 | - | - | - | 3,000,000 | - | - | - | 3,000,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3,000,000 | |
| | 22 | Transfers In From Other Funds (H) | - | 4,685,797 | 8,440,201 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 23 | Bond Funding (D) | - | - | - | 65,000,000 | - | 80,000,000 | - | - | 145,000,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 145,000,000 | |
| | 24 | SIB Loan Funding | - | - | - | - | 12,750,000 | 12,750,000 | - | - | 25,500,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25,500,000 | |
| | 25 | Total, Infrastructure, Sources of Funds | 33,080,281 | 32,612,377 | 45,327,933 | 95,160,706 | 48,164,724 | 124,923,593 | 32,321,344 | 32,967,772 | 333,538,139 | 33,462,288 | 33,964,222 | 34,473,686 | 34,990,791 | 35,515,653 | 36,048,388 | 36,589,114 | 37,137,951 | 37,695,020 | 38,260,446 | 38,834,352 | 39,416,867 | 40,008,120 | 10,152,061 | 820,087,098 | |
| | 26 | OEV Sales Tax Revenue (from Line 13) | 3,817,299 | 5,077,560 | 5,335,000 | 5,483,765 | 5,620,859 | 5,761,380 | 5,876,608 | 5,994,140 | 28,736,752 | 6,084,052 | 6,175,313 | 6,267,943 | 6,361,962 | 6,457,391 | 6,554,252 | 6,652,566 | 6,752,355 | 6,853,640 | 6,956,445 | 7,060,791 | 7,166,703 | 7,274,204 | 1,845,829 | 117,200,198 | |
| | 27 | City/County Funding (Operating & MWSBE) (C) | 556,984 | 310,475 | 310,475 | 592,484 | 607,296 | 622,478 | 634,928 | 647,627 | 3,104,813 | 657,341 | 667,201 | 677,209 | 687,367 | 697,678 | 708,143 | 718,765 | 729,546 | 740,489 | 751,596 | 762,870 | 774,313 | 785,928 | 797,717 | 13,260,976 | |
| | 28 | Known Governmental Grants (H) | - | - | 2,317,815 | - | - | - | - | 200,000 | 200,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 200,000 | |
| | 29 | Known Other Funding | 160,359 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 30 | Bond Funding (D) | - | - | - | 21,500,000 | - | - | - | - | 21,500,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 21,500,000 | |
| | 31 | Loan Funding | - | 10,055,000 | 10,055,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 32 | Total, OEV, Sources of Funds | 4,534,642 | 15,443,035 | 18,018,290 | 27,576,249 | 6,228,155 | 6,383,858 | 6,511,536 | 6,841,767 | 53,541,565 | 6,741,393 | 6,842,514 | 6,945,152 | 7,049,329 | 7,155,069 | 7,262,395 | 7,371,331 | 7,481,901 | 7,594,129 | 7,708,041 | 7,823,661 | 7,941,016 | 8,060,132 | 2,643,546 | 152,161,174 | |
| 33 | Total, Agency-Wide Sources of Funds | 37,614,923 | 48,055,412 | 63,346,223 | 122,736,955 | 54,392,879 | 131,307,451 | 38,832,880 | 39,809,539 | 387,079,704 | 40,203,681 | 40,806,736 | 41,418,838 | 42,040,120 | 42,670,722 | 43,310,783 | 43,960,445 | 44,619,852 | 45,289,149 | 45,968,487 | 46,658,013 | 47,357,883 | 48,068,252 | 12,795,607 | 972,248,272 | | |
| AGENCY-WIDE USES OF FUNDS | 34 | BLUEPRINT INTERGOVERNMENTAL AGENCY, USES OF FUNDS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 35 | Infrastructure, Uses of Funds | FY2020 Actual | FY2021 Budget | Updated Estimate | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY22-26 | FY2027 | FY2028 | FY2029 | FY2030 | FY2031 | FY2032 | FY2033 | FY2034 | FY2035 | FY2036 | FY2037 | FY2038 | FY2039 | FY2040 | Total 2022-40 | |
| | 36 | Debt Service, Bonds (D) | - | - | - | - | 1,487,380 | 5,662,830 | 7,490,150 | 12,625,570 | 27,265,930 | 12,617,870 | 12,608,680 | 12,600,180 | 12,591,520 | 12,581,770 | 12,570,970 | 12,560,140 | 12,549,220 | 12,537,110 | 12,524,650 | 12,511,600 | 12,497,700 | 6,894,910 | 6,886,970 | 191,799,220 | |
| | 37 | Debt Service, Loans (E) | 2,183,977 | - | - | - | - | - | 1,010,929 | 2,021,858 | 3,032,787 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 2,021,858 | 1,010,929 | 30,327,870 | | |
| | 38 | Total, Debt Service | 2,183,977 | - | - | - | 1,487,380 | 5,662,830 | 8,501,079 | 14,647,428 | 30,298,717 | 14,639,728 | 14,630,538 | 14,622,038 | 14,613,378 | 14,603,628 | 14,592,828 | 14,581,998 | 14,571,078 | 14,558,968 | 14,546,508 | 14,533,458 | 14,519,558 | 8,916,768 | 7,897,899 | 222,127,090 | |
| | 39 | Operating Expenses (F) | 3,058,576 | 3,261,833 | 3,261,833 | 3,607,376 | 3,697,560 | 3,789,999 | 3,865,799 | 3,943,115 | 18,903,849 | 4,002,262 | 4,062,296 | 4,123,230 | 4,185,078 | 4,247,854 | 4,311,572 | 4,376,246 | 4,441,890 | 4,508,518 | 4,576,146 | 4,644,788 | 4,714,460 | 4,785,177 | 1,214,239 | 77,097,605 | |
| | 40 | Annual Allocations (G) | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 49,512,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 9,902,500 | 2,475,625 | 180,720,625 | | |
| | 41 | Blueprint Infrastructure Projects (H) | 14,180,825 | 19,448,044 | 32,163,600 | 80,650,830 | 32,577,284 | 105,068,264 | 10,051,966 | 4,474,729 | 232,823,073 | 4,917,798 | 5,368,888 | 5,825,918 | 6,289,835 | 6,761,671 | 7,241,488 | 7,728,370 | 8,222,483 | 8,725,034 | 9,235,292 | 9,753,606 | 10,280,349 | 16,403,675 | 564,298 | 340,141,778 | |
| | 42 | Addition to Reserve Fund | - | - | - | 1,000,000 | 500,000 | 500,000 | - | - | 2,000,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | (2,000,000) | - | |
| | 43 | Total, Infrastructure, Uses of Funds | 29,325,878 | 32,612,377 | 45,327,933 | 95,160,706 | 48,164,724 | 124,923,593 | 32,321,344 | 32,967,772 | 333,538,139 | 33,462,288 | 33,964,222 | 34,473,686 | 34,990,791 | 35,515,653 | 36,048,388 | 36,589,114 | 37,137,951 | 37,695,020 | 38,260,446 | 38,834,352 | 39,416,867 | 40,008,120 | 10,152,061 | 820,087,098 | |
| | 44 | Economic Development, Uses of Funds | FY2020Actual | FY2021Budget | - | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | FY22-26</ | | | | | | | | | | | | | | | | |

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Blueprint Intergovernmental Agency

April 2021 Market Update

April 28, 2021

PFM Financial Advisors LLC

300 S. Orange Avenue
Suite 1170
Orlando, FL 32801

pfm.com
407.648.2208



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- I. Market Update
- II. Preliminary Financing Plan



I. Market Update



Tax-Exempt Interest Rates

Market Yields: April 2011 to April 2021

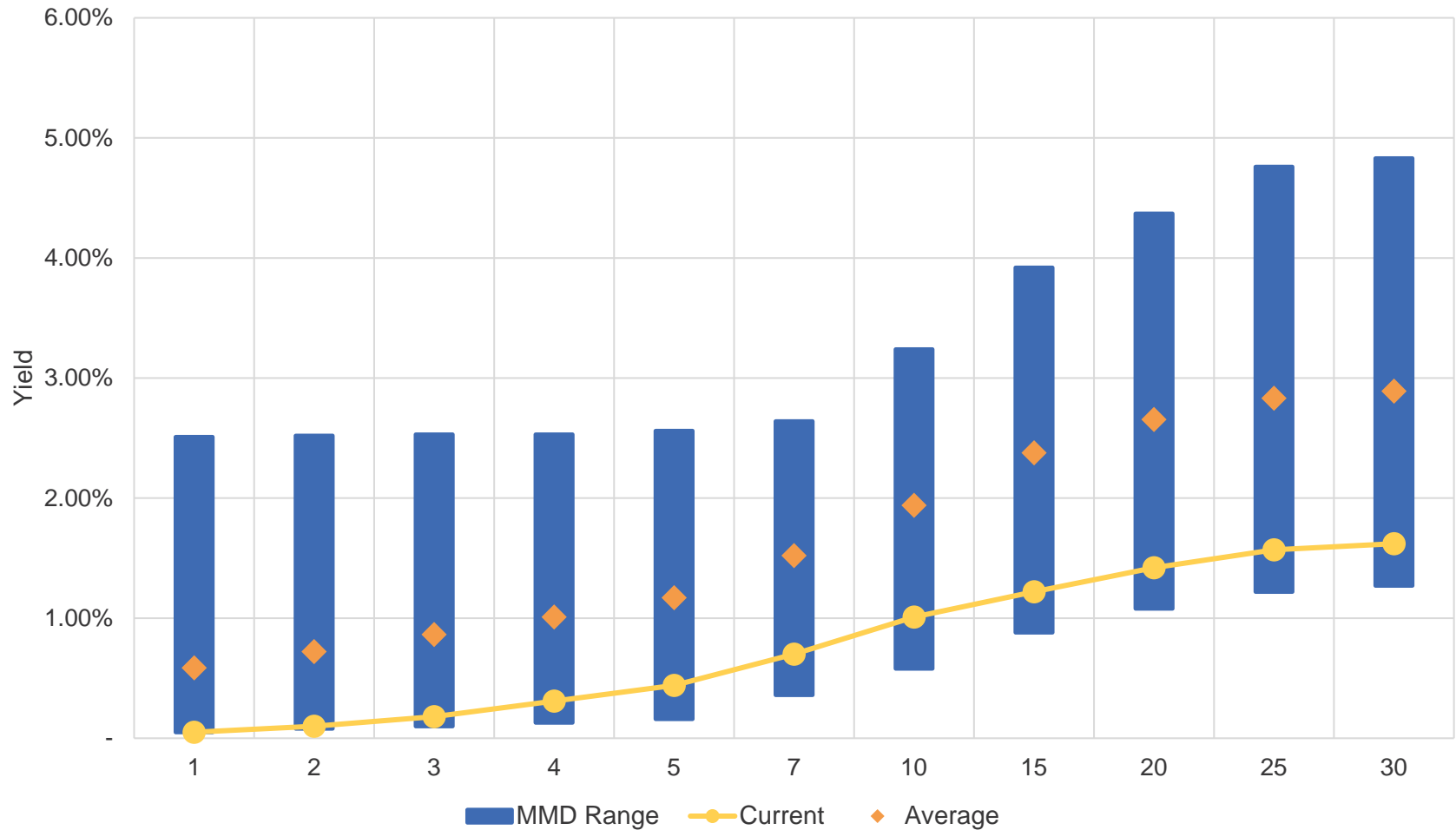


| | 10-Year AAA MMD | 20-Year AAA MMD | 30-Year AAA MMD |
|---------------------|-----------------|-----------------|-----------------|
| Avg 2011 - Present | 1.94% | 2.65% | 2.89% |
| Current: 04/28/2021 | 0.94% | 1.36% | 1.55% |
| Difference | -100 bps | -129 bps | -134 bps |
| Min | 0.58% | 1.08% | 1.27% |
| Max | 3.24% | 4.37% | 4.83% |



Tax-Exempt Interest Rates

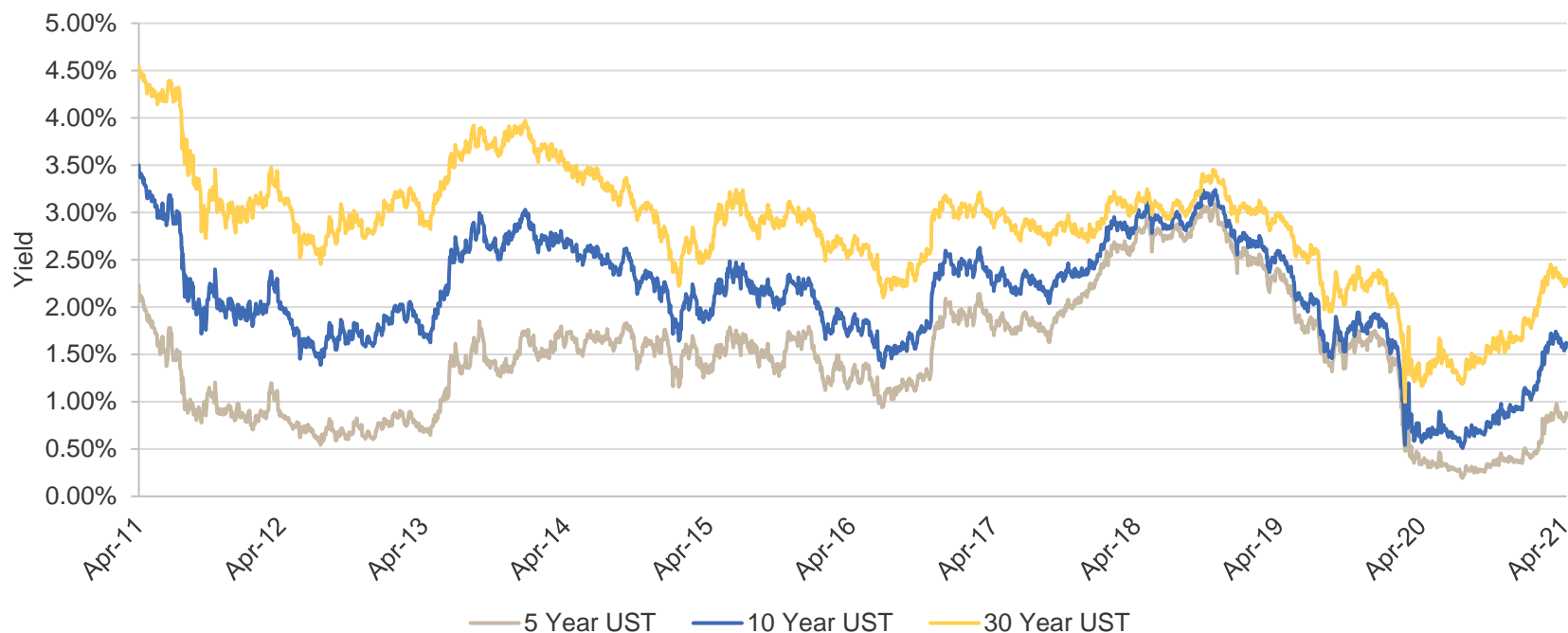
MMD Ranges Past 10 Years





Taxable Interest Rates

Treasury Yields: April 2011 to April 2021

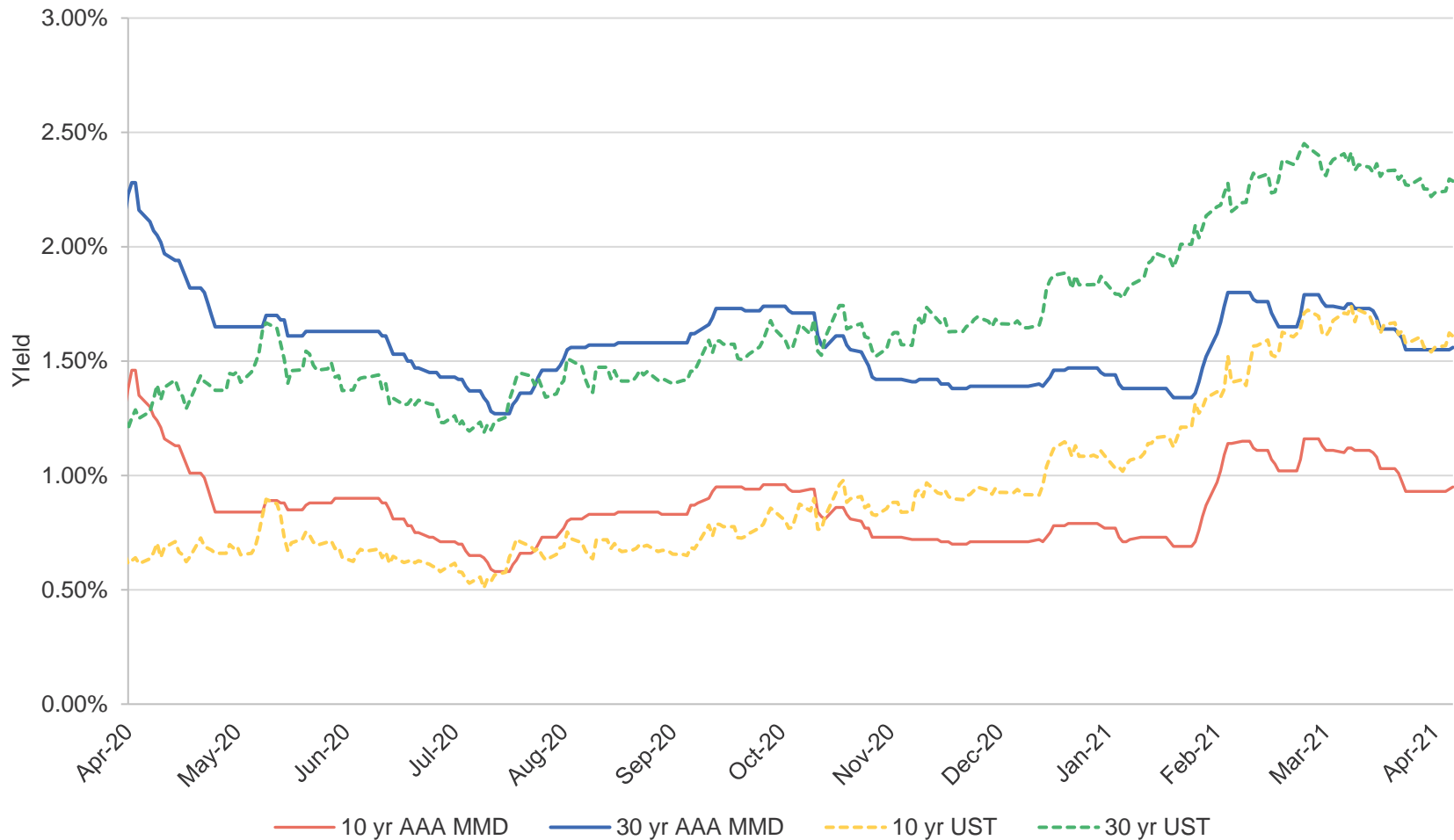


| | 5-Year UST | 10-Year UST | 30-Year UST |
|---------------------|------------|-------------|-------------|
| Avg 2011 - Present | 1.46% | 2.10% | 2.85% |
| Current: 04/28/2021 | 0.88% | 1.62% | 2.30% |
| Difference | -58 bps | -48 bps | -55 bps |
| Min | 0.19% | 0.51% | 1.00% |
| Max | 3.09% | 3.50% | 4.55% |



Tax-Exempt vs. Taxable Interest Rates

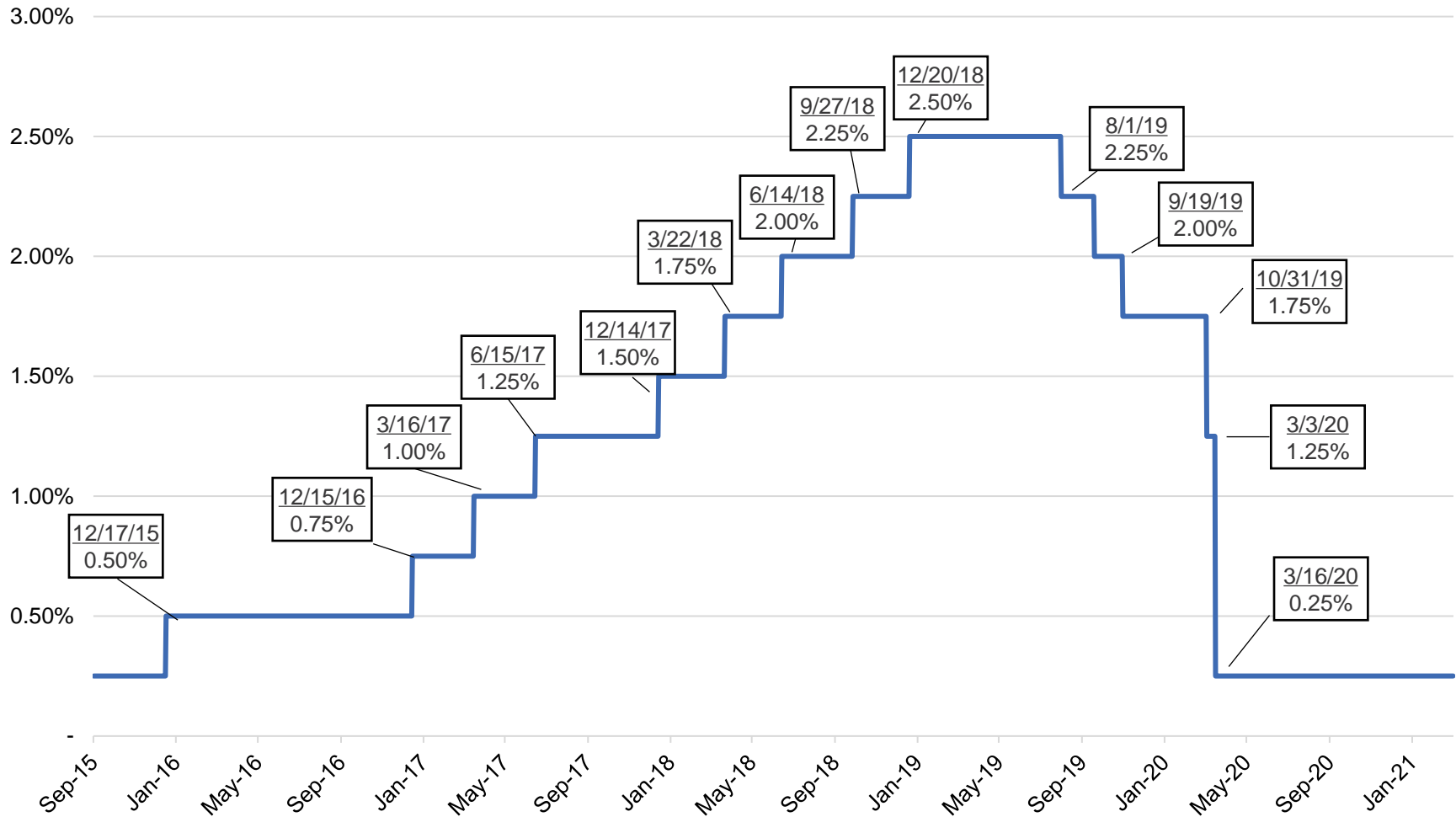
10-Year & 30-Year UST vs. AAA MMD Rates Past 12 Months





Federal Funds Target Rate

Historical Fed Rate Hikes & Cuts





II. Preliminary Financing Plan



Assumptions

• General Financing Assumptions

- Type: Publicly Offered Bonds
- Coupon: 5.00%
- Yield: Current Rates plus 200 bps (2.00%)
- Term: 15 years
- Call Feature: 10-year par call
- COI: \$5/Bond; UWD: \$10/Bond

• FY 2022 Financing

- Funding Date: October 1, 2022
- Scenario 1: Project Fund Deposit: \$86.5 million
- Scenario 2: Project Fund Deposit: \$66.5 million

• FY 2024 Financing

- Funding Date: October 1, 2024
- Scenario 1: Project Fund Deposit: \$88 million
- Scenario 2: Project Fund Deposit: \$78 million



Fiscal Year 2022 Financing

| Scenario 1 | | | |
|----------------------------------|-------------------|-------------------|--------------------|
| \$86.5 million Project (FY 2022) | | | |
| Date | Principal | Interest | Debt Service |
| 10/1/2023 | 3,650,000 | 3,938,500 | 7,588,500 |
| 10/1/2024 | 3,835,000 | 3,756,000 | 7,591,000 |
| 10/1/2025 | 4,025,000 | 3,564,250 | 7,589,250 |
| 10/1/2026 | 4,225,000 | 3,363,000 | 7,588,000 |
| 10/1/2027 | 4,435,000 | 3,151,750 | 7,586,750 |
| 10/1/2028 | 4,660,000 | 2,930,000 | 7,590,000 |
| 10/1/2029 | 4,890,000 | 2,697,000 | 7,587,000 |
| 10/1/2030 | 5,135,000 | 2,452,500 | 7,587,500 |
| 10/1/2031 | 5,395,000 | 2,195,750 | 7,590,750 |
| 10/1/2032 | 5,665,000 | 1,926,000 | 7,591,000 |
| 10/1/2033 | 5,945,000 | 1,642,750 | 7,587,750 |
| 10/1/2034 | 6,245,000 | 1,345,500 | 7,590,500 |
| 10/1/2035 | 6,555,000 | 1,033,250 | 7,588,250 |
| 10/1/2036 | 6,885,000 | 705,500 | 7,590,500 |
| 10/1/2037 | 7,225,000 | 361,250 | 7,586,250 |
| Total | 78,770,000 | 35,063,000 | 113,833,000 |

| Scenario 2: \$20M Project Reduction | | | |
|-------------------------------------|-------------------|-------------------|-------------------|
| \$66.5 million Project (FY 2024) | | | |
| Date | Principal | Interest | Debt Service |
| 10/1/2023 | 2,805,000 | 3,028,000 | 5,833,000 |
| 10/1/2024 | 2,950,000 | 2,887,750 | 5,837,750 |
| 10/1/2025 | 3,095,000 | 2,740,250 | 5,835,250 |
| 10/1/2026 | 3,250,000 | 2,585,500 | 5,835,500 |
| 10/1/2027 | 3,410,000 | 2,423,000 | 5,833,000 |
| 10/1/2028 | 3,580,000 | 2,252,500 | 5,832,500 |
| 10/1/2029 | 3,760,000 | 2,073,500 | 5,833,500 |
| 10/1/2030 | 3,950,000 | 1,885,500 | 5,835,500 |
| 10/1/2031 | 4,145,000 | 1,688,000 | 5,833,000 |
| 10/1/2032 | 4,355,000 | 1,480,750 | 5,835,750 |
| 10/1/2033 | 4,570,000 | 1,263,000 | 5,833,000 |
| 10/1/2034 | 4,800,000 | 1,034,500 | 5,834,500 |
| 10/1/2035 | 5,040,000 | 794,500 | 5,834,500 |
| 10/1/2036 | 5,295,000 | 542,500 | 5,837,500 |
| 10/1/2037 | 5,555,000 | 277,750 | 5,832,750 |
| Total | 60,560,000 | 26,957,000 | 87,517,000 |



Fiscal Year 2024 Financing

| Scenario 1 | | | |
|--------------------------------|-------------------|-------------------|--------------------|
| \$88 million Project (FY 2024) | | | |
| Date | Principal | Interest | Debt Service |
| 10/1/2025 | 3,745,000 | 4,040,500 | 7,785,500 |
| 10/1/2026 | 3,930,000 | 3,853,250 | 7,783,250 |
| 10/1/2027 | 4,130,000 | 3,656,750 | 7,786,750 |
| 10/1/2028 | 4,335,000 | 3,450,250 | 7,785,250 |
| 10/1/2029 | 4,550,000 | 3,233,500 | 7,783,500 |
| 10/1/2030 | 4,780,000 | 3,006,000 | 7,786,000 |
| 10/1/2031 | 5,020,000 | 2,767,000 | 7,787,000 |
| 10/1/2032 | 5,270,000 | 2,516,000 | 7,786,000 |
| 10/1/2033 | 5,535,000 | 2,252,500 | 7,787,500 |
| 10/1/2034 | 5,810,000 | 1,975,750 | 7,785,750 |
| 10/1/2035 | 6,100,000 | 1,685,250 | 7,785,250 |
| 10/1/2036 | 6,405,000 | 1,380,250 | 7,785,250 |
| 10/1/2037 | 6,725,000 | 1,060,000 | 7,785,000 |
| 10/1/2038 | 7,060,000 | 723,750 | 7,783,750 |
| 10/1/2039 | 7,415,000 | 370,750 | 7,785,750 |
| Total | 80,810,000 | 35,971,500 | 116,781,500 |

| Scenario 2: \$10M Project Reduction | | | |
|-------------------------------------|-------------------|-------------------|--------------------|
| \$78 million Project (FY 2024) | | | |
| Date | Principal | Interest | Debt Service |
| 10/1/2025 | 3,320,000 | 3,581,250 | 6,901,250 |
| 10/1/2026 | 3,485,000 | 3,415,250 | 6,900,250 |
| 10/1/2027 | 3,660,000 | 3,241,000 | 6,901,000 |
| 10/1/2028 | 3,845,000 | 3,058,000 | 6,903,000 |
| 10/1/2029 | 4,035,000 | 2,865,750 | 6,900,750 |
| 10/1/2030 | 4,235,000 | 2,664,000 | 6,899,000 |
| 10/1/2031 | 4,450,000 | 2,452,250 | 6,902,250 |
| 10/1/2032 | 4,670,000 | 2,229,750 | 6,899,750 |
| 10/1/2033 | 4,905,000 | 1,996,250 | 6,901,250 |
| 10/1/2034 | 5,150,000 | 1,751,000 | 6,901,000 |
| 10/1/2035 | 5,405,000 | 1,493,500 | 6,898,500 |
| 10/1/2036 | 5,675,000 | 1,223,250 | 6,898,250 |
| 10/1/2037 | 5,960,000 | 939,500 | 6,899,500 |
| 10/1/2038 | 6,260,000 | 641,500 | 6,901,500 |
| 10/1/2039 | 6,570,000 | 328,500 | 6,898,500 |
| Total | 71,625,000 | 31,880,750 | 103,505,750 |

Summary of Relevant Items from Market Update:

- Interest rates have increased since the prior planning period. The FY 2021 budget item that was presented in September 2020 and adopted by the IA Board included interest rates for bond issues at 1.85%. The FAMU Bragg Stadium loan that was received in December has an interest rate of 1.78%, however interest rates have increased since that time. The interest rate used for future debt issues in this budget item is 2.25%, which is 2% above the current Federal Funds rate. This rate could increase substantially over the following months and years. Substantial additional borrowing by the federal government, as well as state and local governments and the private sector, will likely lead interest rates to increase over the coming months and years as major infrastructure spending is expected to increase. Local projects will benefit from this additional spending, while debt service will also increase over the life of the program due to higher interest rates and cost increases for materials and labor.
- The amount of funds borrowed in the budget workshop item presented for FY 2022 is substantially higher than the budget that was adopted for FY 2021 and related Capital Improvement Plan for FY 2021-2025. During FY 2021, the IA Board advanced the Northeast Park, with a projected cost of \$12.4 million, and the Fairgrounds Beautification and Improvements project, with a projected cost of \$12 million. Cost increases have also been estimated for modifications made to the Northeast Gateway project, Magnolia Drive Trail project, and for the Northeast Corridor Connector: Bannerman Road project. These projects must be funded with debt financing in order to complete the projects on the timelines directed by the IA Board.
- Multiple scenarios were developed by our financial advisors, PFM Financial Advisors, LLC, in order to present the options included in the budget workshop item. Ultimately, the item includes \$86.5 million in bond funding for FY 2022 and \$86.25 million in bond funding for FY 2024. The FY 2022 bond, as presented in this item, includes projects for both Blueprint Infrastructure and OEV, while the FY 2024 bond only includes funding for Infrastructure projects.
- The IA Board previously directed \$30 million in funding for the convention center project, however due to a decline in sales tax revenue related to the COVID-19 pandemic and the increase in interest rates and the cost of building materials, OEV would not have the resources to support any economic development programs over the remaining life of the Blueprint 2020 sales tax if the additional \$10 million bond previously programmed for FY 2024 were to be programmed in the FY 2022 – 2026 Capital Improvement Program. Existing, legally-required commitments for the Target Business Program and the ARPC EDA Revolving Loan Fund would be the only two surviving items if the additional \$10 million for the convention center were maintained.

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| Attachment #4 | | | | | |
|--|--------------------------------|-------------------|-------------------|-------------------|----------------|
| DRAFT FY 2022 Operating Budget, Blueprint Infrastructure | | | | | |
| | | FY 2020 | FY 2021 | FY 2022 | % |
| | | Actual | Approved | Proposed | Change |
| Sources of Funds | | | | | |
| 312600 | Sales Tax | 30,438,202 | 27,926,580 | 30,160,706 | 8.00% |
| 337402 | City - Transportation Projects | 1,280,000 | - | - | 0.00% |
| 361001 | Interest | 283,097 | - | - | 0.00% |
| 362008 | Rental of Land & Buildings | 4,800 | - | - | 0.00% |
| 364220 | Sale of Land | 590,235 | - | - | 0.00% |
| 369941 | Trans from Fund Bal - Encumt | 222,812 | - | - | 0.00% |
| 381306 | Transfer from Blueprint 2K Op | 261,135 | 4,685,797 | - | -100.00% |
| 384001 | Proceeds From Bonds | - | - | 65,000,000 | 100.00% |
| Total, Sources of Funds | | 33,080,281 | 32,612,377 | 95,160,706 | 191.79% |
| Uses of Funds | | | | | |
| Personnel Expenses | | | | | |
| 511000 | Salaries | 1,457,132 | 1,594,592 | 1,730,758 | 8.54% |
| 511200 | Capitalized Wages | (213) | - | - | 0.00% |
| 511300 | Cost of Living Adjustment | - | - | 147,711 | 100.00% |
| 511500 | Temporary Wages | 236,351 | 164,320 | 214,105 | 30.30% |
| 512000 | Overtime | 21,922 | - | - | 0.00% |
| 512400 | Other Salary Items | 20,529 | 24,026 | 24,026 | 0.00% |
| 515000 | Pension-Current | 249,434 | 358,321 | 383,440 | 7.01% |
| 515100 | Pension-Map | 70,163 | 86,010 | 92,736 | 7.82% |
| 515500 | Social Security | 7,328 | 10,681 | 13,917 | 30.30% |
| 515600 | Medicare | 24,520 | 24,493 | 26,889 | 9.78% |
| 516000 | Health Benefits | 142,478 | 187,441 | 197,267 | 5.24% |
| 516001 | Health Benefits-Retirees | 8,250 | 25,000 | 25,000 | 0.00% |
| 516100 | Flex Benefits | 29,829 | 35,941 | 38,893 | 8.21% |
| Total, Personnel Expenses | | 2,267,724 | 2,510,825 | 2,894,741 | 15.29% |
| Operating & Other Expenses | | | | | |
| 521010 | Advertising | 897 | 10,000 | 10,000 | 0.00% |
| 521030 | Reproduction | 10,228 | 4,000 | 7,600 | 90.00% |
| 521040 | Unclassified Professional Fees | 60,823 | 11,000 | 13,000 | 18.18% |
| 521090 | Building Repairs | 125 | - | - | 0.00% |
| 521100 | Equipment Repairs | - | 16,600 | 17,000 | 2.41% |
| 521130 | Engineering Services | 2,500 | - | - | 0.00% |
| 521160 | Legal Services | 25,082 | 49,000 | 49,000 | 0.00% |
| 521180 | Unclassified Contractual Svcs | 92,759 | 112,860 | 146,260 | 29.59% |
| 521190 | Computer Software | 35,807 | 70,000 | 70,000 | 0.00% |
| 522080 | Telephone | 46,999 | 42,480 | 10,000 | -76.46% |
| 523020 | Food | 1,952 | 4,000 | 6,600 | 65.00% |
| 523030 | Gasoline | 254 | 2,000 | 4,000 | 100.00% |
| 523050 | Postage | 317 | 1,000 | 1,000 | 0.00% |
| 523060 | Office Supplies | 11,234 | 15,000 | 15,000 | 0.00% |
| 523080 | Unclassified Supplies | 13,816 | 1,000 | 1,000 | 0.00% |
| 523100 | Vehicle- Non-Garage | 2,007 | 4,400 | 4,800 | 9.09% |
| 524010 | Travel & Training | 8,707 | 25,800 | 35,130 | 36.16% |
| 524020 | Journals & Books | 355 | 6,890 | 5,060 | -26.56% |

Attachment #4

DRAFT FY 2022 Operating Budget, Blueprint Infrastructure

| | FY 2020 Actual | FY 2021 Approved | FY 2022 Proposed | % Change |
|---|-------------------|---------------------|---------------------|----------------|
| 524030 Memberships | 4,676 | 8,075 | 9,083 | 12.48% |
| 524040 Certificates & Licenses | - | 2,495 | 2,495 | 0.00% |
| 524050 Rent Expense- Building & Offi | 211,238 | 216,700 | 223,000 | 2.91% |
| 524070 Rent Expense- Machines | 6,572 | 4,970 | 5,000 | 0.60% |
| 524080 Unclassified Charges | 9,523 | 26,000 | 26,000 | 0.00% |
| 524100 Region 2 Domestic Security TI | - | - | - | 0.00% |
| 540040 Liability Insurance Premium | 44,717 | 50,000 | 50,000 | 0.00% |
| 541040 Insurance | - | - | - | 0.00% |
| Total, Operating & Other Expenses | 590,588 | 684,270 | 711,028 | 3.91% |
| Capital Outlay | | | | |
| 550040 Computer Equipment | 15,491 | 35,000 | 35,000 | 0.00% |
| 550050 Vehicle Equipment | - | 40,000 | - | -100.00% |
| 550060 Unclassified Equipment | 152,972 | - | - | 0.00% |
| Total, Capital Outlay | 168,463 | 75,000 | 35,000 | -53.33% |
| Allocated Costs | | | | |
| 560010 Human Resource Expense | 24,430 | - | - | 0.00% |
| 560020 Accounting Expense | - | 26,104 | 26,104 | 0.00% |
| 560030 Purchasing Expense | 25,223 | 25,038 | 25,038 | 0.00% |
| 560040 Information Systems Expense | 72,262 | 79,011 | 79,011 | 0.00% |
| 560070 Revenue Collection | 1,012 | 1,212 | 1,212 | 0.00% |
| 560120 Indirect Costs | 31,250 | 10,313 | 10,313 | 0.00% |
| Total, Allocated Costs | 154,177 | 141,678 | 141,678 | 0.00% |
| Administrative Allocations | | | | |
| 611100 Admin Allocation Transfer | (122,376) | (149,940) | (175,071) | 16.76% |
| Total, Administrative Allocations | (122,376) | (149,940) | (175,071) | 16.76% |
| Total, Infrastructure Operating Budget | 3,058,576 | 3,261,833 | 3,607,376 | 10.59% |
| Interfund Transfers | | | | |
| 611300 Debt Service Transfer | 2,183,977 | - | - | 0.00% |
| 612400 Inter-Fund Ops Transfer | 24,083,325 | 29,350,544 | 91,553,330 | 211.93% |
| Total, Interfund Transfers | 26,267,302 | 29,350,544 | 91,553,330 | 211.93% |
| Total, Uses of Funds | 29,325,878 | 32,612,377 | 95,160,706 | 191.79% |
| Sources of Funds Less Uses of Funds | 3,754,404 | - | - | |

* Please refer to the FY 2022 - 2026 Capital Improvement Program Budget in Attachment #5 for details regarding allocations to capital projects for bonds funded during FY 2022.

| Proposed FY 2022 Blueprint Infrastructure Capital Improvement Program | | | | | | | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total, FY 2022-2026 | | | |
|--|--|--|--|--|---|--|---|----------------------------------|------------------------------------|----------------------------------|----------------------------------|----------------------------------|------------|--|---|
| | | | | | | | | Blueprint 2020 Program Funding | | | | | | | |
| 1 | Sources of Funds | | | | | | | | | | | | | | |
| 2 | Estimated Net Sales Tax Revenues | - | - | - | - | - | 26,553,330 | 25,729,784 | 22,234,764 | 19,954,466 | 14,377,229 | 108,849,573 | | | |
| 3 | City, County, State, Federal, and Other Funding (1) | - | - | - | - | - | - | 4,500,000 | 486,000 | - | - | 4,986,000 | | | |
| 4 | Bond Proceeds | - | - | - | - | - | 65,000,000 | - | 80,000,000 | - | - | 145,000,000 | | | |
| 5 | State Infrastructure Bank Loan | - | - | - | - | - | - | 12,750,000 | 12,750,000 | - | - | 25,500,000 | | | |
| 6 | Total Sources of Funds for Capital Infrastructure Projects | | | | | | 91,553,330 | 42,979,784 | 115,470,764 | 19,954,466 | 14,377,229 | 284,335,573 | | | |
| 7 | Uses of Funds | A | B | C | D | E | A - (B + C) | | Blueprint 2020 Program Funding (3) | | | | | Total Projected FY 2022-2026 Allocations | Amount Remaining to Complete Project Based on Estimated Cost to Complete |
| | | Estimated Cost to Complete Project (2) | Amounts Allocated in Prior Years | Amounts Proposed to be Allocated in FY 2021 | Project Expenses Through April 30, 2021 | Project Balance as of April 30, 2021 | Estimated Allocations Required to Complete Project | FY 2022 Projected Allocations | FY 2023 Projected Allocations | FY 2024 Projected Allocations | FY 2025 Projected Allocations | FY 2026 Projected Allocations | | | |
| 8 | Projects | | | | | | | | | | | | | | |
| 9 | Blueprint 2000 Program | | | | | | | | | | | | | | |
| 10 | Water Quality Project: City | 25,000,000 | 25,000,000 | - | 14,335,596 | 10,664,404 | - | - | - | - | - | - | - | - | |
| 11 | Water Quality Project: County | 25,000,000 | 25,000,000 | - | 23,681,606 | 1,318,394 | - | - | - | - | - | - | - | - | |
| 12 | Blueprint 2000 LIDAR | 349,817 | 349,817 | - | 349,817 | - | - | - | - | - | - | - | - | - | |
| 13 | Northwest Florida Water Management District Partnership | 697,420 | 697,420 | - | 697,420 | - | - | - | - | - | - | - | - | - | |
| 14 | Blueprint 2000 Building Renovations | 48,180 | 48,180 | - | 48,180 | - | - | - | - | - | - | - | - | - | |
| 15 | Headwaters of the St. Marks | 8,920,221 | 8,920,221 | - | 8,920,221 | - | - | - | - | - | - | - | - | - | |
| 16 | Ford's Arm Watershed | 272,429 | 272,429 | - | 272,429 | - | - | - | - | - | - | - | - | - | |
| 17 | Fred George Basin | 2,770,000 | 2,770,000 | - | 2,770,000 | - | - | - | - | - | - | - | - | - | |
| 18 | Sensitive Lands Project Management | 394,699 | 394,699 | - | 394,699 | - | - | - | - | - | - | - | - | - | |
| 19 | Lafayette Heritage Bridge | 500,000 | 500,000 | - | 500,000 | - | - | - | - | - | - | - | - | - | |
| 20 | Lake Lafayette Floodplain | 2,800,000 | 2,800,000 | - | 1,498,948 | 1,301,052 | - | - | - | - | - | - | - | - | |
| 21 | Blueprint 2000 Land Bank | 1,320,263 | 1,320,263 | - | 1,320,263 | - | - | - | - | - | - | - | - | - | |
| 22 | Booth Property Purchase | 584,754 | 584,754 | - | 584,754 | - | - | - | - | - | - | - | - | - | |
| 23 | Mahan Drive | 4,825,731 | 4,825,731 | - | 4,825,731 | - | - | - | - | - | - | - | - | - | |
| 24 | Capital Circle Northwest (N-1) | 69,230,163 | 69,230,163 | - | 69,230,163 | - | - | - | - | - | - | - | - | - | |
| 25 | Capital Circle Northwest/Southwest (N-2) | 127,003,286 | 127,003,286 | - | 124,513,915 | 2,489,371 | - | - | - | - | - | - | - | - | |
| 26 | Capital Circle East (E-1) | 38,628,775 | 38,628,775 | - | 38,628,775 | - | - | - | - | - | - | - | - | - | |
| 27 | Capital Circle Southeast and Subprojects (E-2) | 37,040,455 | 37,040,455 | - | 37,040,455 | - | - | - | - | - | - | - | - | - | |
| 28 | Capital Circle Southeast Woodville/Crawfordville (E-3) | 11,587,229 | 11,587,229 | - | 11,587,229 | - | - | - | - | - | - | - | - | - | |
| 29 | Capital Circle Southwest (W-1) | 4,554,895 | 4,554,895 | - | 4,291,716 | 263,179 | - | - | - | - | - | - | - | - | |
| 30 | Capital Circle Southwest (W-1) ROW Acquisition | 8,539,400 | 8,539,400 | - | 3,555,527 | 4,983,873 | - | - | - | - | - | - | - | - | |
| 31 | Capital Circle Southwest (W-1) Stormwater | 2,800,000 | 2,800,000 | - | 211,930 | 2,588,070 | - | - | - | - | - | - | - | - | |
| 32 | Capital Cascades Trail Segment 1 (Franklin Boulevard) | 19,035,973 | 19,035,973 | - | 19,035,973 | - | - | - | - | - | - | - | - | - | |
| 33 | Capital Cascades Trail Segment 2 (Cascades Park & Subprojects) | 50,933,290 | 50,933,290 | - | 50,338,059 | 595,231 | - | - | - | - | - | - | - | - | |
| 34 | Capital Cascades Crossing (Connector Bridge & Subprojects) | 8,506,584 | 8,506,584 | - | 8,506,584 | - | - | - | - | - | - | - | - | - | |
| 35 | Capital Cascades Trail Segment 3 (FAMU Way & Subprojects) | 67,776,617 | 67,776,617 | - | 62,345,292 | 5,431,325 | - | - | - | - | - | - | - | - | |
| 36 | Capital Cascades Trail Segment 4 | 20,000,000 | 10,243,721 | - | 17,601 | 10,226,120 | 9,756,279 | - | 6,030,730 | 1,526,453 | - | - | 7,557,183 | 2,199,096 | |
| 37 | LPA Group Engineering Services | 8,527,288 | 8,915,148 | - | 8,527,288 | 387,860 | (387,860) | (387,860) | - | - | - | - | (387,860) | - | |
| 38 | Magnolia Drive Trail and Subprojects | 23,256,734 | 12,990,163 | 1,066,571 | 2,848,347 | 11,208,387 | 9,200,000 | 9,500,000 | - | - | - | - | 9,500,000 | (300,000) | |
| 39 | Advance Funding for Blueprint 2020 Projects | | | | | | | | | | | | | | |
| 40 | Advance: Airport Gateway | 5,531,253 | 5,531,253 | - | 1,266,642 | 4,264,611 | - | - | - | - | - | - | - | - | |
| 41 | Advance: Orange Avenue Corridor Study | 350,000 | 350,000 | - | 350,000 | - | - | - | - | - | - | - | - | - | |
| 42 | Advance: Orange Avenue/Meridian Placemaking | 1,000,000 | 1,000,000 | - | 450,921 | 549,079 | - | - | - | - | - | - | - | - | |
| 43 | Advance: Market District Placemaking | 1,000,000 | 1,000,000 | - | 695,522 | 304,478 | - | - | - | - | - | - | - | - | |
| 44 | Advance: Northeast Gateway: Welaunee Boulevard | 5,182,242 | 5,182,242 | - | 4,397,880 | 784,362 | - | - | - | - | - | - | - | - | |
| 45 | Advance: Northeast Corridor Connector: Bannerman Road | 807,573 | 807,573 | - | 807,573 | - | - | - | - | - | - | - | - | - | |
| 46 | Advance: Comprehensive Wastewater Treatment Plan | 500,000 | 500,000 | - | - | 500,000 | - | - | - | - | - | - | - | - | |
| 47 | Advance: 2020 Sales Tax Extension: Bike Route and Greenways | 900,000 | 900,000 | - | 277,023 | 622,977 | - | - | - | - | - | - | - | - | |
| 48 | Blueprint 2020 Program | | | | | | | | | | | | | | |
| 49 | Annual Allocations | | | | | | | | | | | | | | |
| 50 | Blueprint: Greenways Master Plan | 15,800,000 | 1,412,500 | - | 456,730 | 955,770 | 14,387,500 | 760,000 | 790,000 | 790,000 | 790,000 | 790,000 | 3,920,000 | 10,467,500 | |
| 51 | Blueprint: Bike Route System | 15,000,000 | 1,282,500 | - | 22,500 | 1,260,000 | 13,717,500 | 780,000 | 750,000 | 750,000 | 750,000 | 750,000 | 3,780,000 | 9,937,500 | |
| 52 | City of Tallahassee: StarMetro Enhancements | 12,250,000 | 1,071,875 | - | 463,375 | 608,500 | 11,178,125 | 612,500 | 612,500 | 612,500 | 612,500 | 612,500 | 3,062,500 | 8,115,625 | |
| 53 | City of Tallahassee: Water Quality and Stormwater Improvements | 42,500,000 | 3,718,750 | - | 3,718,750 | - | 38,781,250 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 | 28,156,250 | |
| 54 | City of Tallahassee: Sidewalks Improvements | 25,000,000 | 2,187,500 | - | 2,187,500 | - | 22,812,500 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 | 16,562,500 | |
| 55 | City of Tallahassee: Operating Costs of Blueprint Funded Parks | 10,000,000 | 875,000 | - | 875,000 | - | 9,125,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 | 6,625,000 | |
| 56 | Leon County: Water Quality and Stormwater Improvements | 42,500,000 | 3,718,750 | - | 3,718,750 | - | 38,781,250 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 | 28,156,250 | |
| 57 | Leon County: Sidewalks Improvements | 25,000,000 | 2,187,500 | - | 2,187,500 | - | 22,812,500 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 | 16,562,500 | |
| 58 | Leon County: Operating Costs of Blueprint Funded Parks | 10,000,000 | 875,000 | - | 875,000 | - | 9,125,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 | 6,625,000 | |
| 59 | Regional Mobility and Gateway Projects | | | | | | | | | | | | | | |
| 60 | Southside Gateway: Woodville Highway | 37,666,783 | - | - | - | - | 37,666,783 | - | - | - | - | - | - | 37,666,783 | |
| 61 | Capital Circle Southwest Orange to Crawfordville | 5,000,000 | - | - | - | - | 5,000,000 | - | - | 2,500,000 | 2,500,000 | - | 5,000,000 | - | |
| 62 | Orange Avenue: Adams to Springhill | 41,978,805 | - | - | - | - | 41,978,805 | - | - | - | - | - | - | 41,978,805 | |
| 63 | Westside Student Gateway: Pensacola Street | 37,967,101 | - | - | - | - | 37,967,101 | - | - | - | - | - | - | 37,967,101 | |
| 64 | Airport Gateway | 62,700,940 | 4,435,484 | - | - | 4,435,484 | 58,265,456 | 20,000,000 | 3,034,512 | 25,000,000 | 5,199,521 | 3,956,847 | 57,190,880 | 1,074,576 | |
| 65 | Northwest Connector: Tharpe Street | 67,470,465 | - | - | - | - | 67,470,465 | - | - | 486,000 | 514,000 | - | 1,000,000 | 66,470,465 | |
| 66 | Northeast Corridor Connector: Bannerman Road | 61,611,808 | 5,800,000 | 11,555,564 | 1,287,308 | 16,068,256 | 44,256,244 | 16,545,000 | 1,744,914 | 21,060,743 | - | - | 39,350,657 | 4,905,587 | |
| 67 | Northeast Gateway: Welaunee Boulevard | 75,595,758 | 6,631,889 | - | 21,389 | 6,610,500 | 68,963,869 | 11,800,000 | 23,163,869 | 34,000,000 | - | - | 68,963,869 | - | |
| 68 | North Monroe Gateway | 11,921,472 | - | - | - | - | 11,921,472 | - | - | - | - | - | - | 11,921,472 | |
| 69 | CCQ Projects | | | | | | | | | | | | | | |
| 70 | Orange Avenue/Meridian Placemaking | 3,709,611 | 2,959,611 | - | 750,775 | 2,208,836 | 750,000 | 750,000 | - | - | - | - | 750,000 | - | |
| 71 | Market District Placemaking | 10,013,598 | 3,535,263 | - | 1,746 | 3,533,517 | 6,478,335 | 5,000,000 | 1,478,335 | - | - | - | 6,478,335 | - | |
| 72 | Lake Lafayette and St. Marks Regional Park | 20,038 | | | | | | | | | | | | | |

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|----|--|---------------|---------------------|---------------|----------------|---------------|---|----------------|-------------------------------------|
| 1 | Blueprint Infrastructure Program - Income ¹ | | | | | | | | |
| 2 | Description | FY2019 | FY2020 ³ | FY 2021 | FY 2022 | FY 2023 | FY2024 | FY19-24 Total | |
| 3 | Sales Tax Revenues ² | \$ 34,808,000 | \$ 30,885,900 | \$ 30,244,000 | \$ 31,151,200 | \$ 32,085,500 | \$ 33,047,900 | \$ 192,222,500 | |
| 4 | Additional Funding | | | | | | | | |
| 5 | Bond Proceeds | | | | \$ 100,000,000 | | | \$ 100,000,000 | |
| 6 | Significant Benefit District Funds | \$ 750,000 | \$ 1,280,000 | | | | \$ 486,000 | \$ 2,516,000 | |
| 7 | State Infrastructure Bank (SIB) Loan ⁴ | | | | \$ 14,325,000 | | \$ 14,325,000 | \$ 28,650,000 | |
| 8 | Other Funding Sources ⁵ | | | | \$ 3,000,000 | | | \$ 3,000,000 | |
| 9 | Subtotal - Available Funding | \$ 35,558,000 | \$ 32,165,900 | \$ 30,244,000 | \$ 148,476,200 | \$ 32,085,500 | \$ 47,858,900 | \$ 326,388,500 | |
| 10 | Blueprint Infrastructure Program - Expenses | | | | | | | | |
| 11 | Description | FY2019 | FY2020 ³ | FY 2021 | FY 2022 | FY 2023 | FY2024 | FY19-24 Total | |
| 12 | Debt Service - BP2000 Bond & FY2022 Bond | \$ 9,957,094 | \$ 2,183,977 | | | \$ 3,902,000 | \$ 7,809,750 | \$ 23,852,821 | |
| 13 | SIB Loan Payment | | | | | \$ 2,367,612 | \$ 2,367,612 | \$ 4,735,224 | |
| 14 | Infrastructure Program - Operating Expenses | \$ 3,300,000 | \$ 3,600,000 | \$ 3,700,000 | \$ 3,800,000 | \$ 3,900,000 | \$ 4,000,000 | \$ 22,300,000 | |
| 15 | Contingency Funds for Infrastructure Projects | | | \$ 2,000,000 | | | | \$ 2,000,000 | |
| 16 | Annual Allocations ^{6,7} - City of Tallahassee | | \$ 3,365,625 | \$ 4,487,500 | \$ 4,487,500 | \$ 4,487,500 | \$ 4,487,500 | \$ 21,315,625 | |
| 17 | Annual Allocations ⁶ - Leon County | | \$ 2,906,250 | \$ 3,875,000 | \$ 3,875,000 | \$ 3,875,000 | \$ 3,875,000 | \$ 18,406,250 | |
| 18 | Subtotal - Expenses | \$ 13,257,094 | \$ 12,055,852 | \$ 14,062,500 | \$ 12,162,500 | \$ 18,532,112 | \$ 22,539,862 | \$ 92,609,920 | |
| 19 | Blueprint Infrastructure Program - Capital Improvements | | | | | | | | |
| 20 | Description | FY2019 | FY2020 ³ | FY 2021 | FY 2022 | FY 2023 | FY2024 | FY19-24 Total | |
| 21 | Projected Funding - Blueprint Capital Projects | \$ 22,300,906 | \$ 20,110,048 | \$ 16,181,500 | \$ 136,313,700 | \$ 13,553,388 | \$ 25,319,038 | \$ 233,778,580 | |
| 22 | Blueprint 2000 -Infrastructure Projects ⁸ | | | | | | | | |
| 23 | Water Quality Project/City | \$ 2,207,360 | \$ 385,835 | | | | | \$ 2,593,195 | |
| 24 | Headwaters of St. Marks | \$ 2,617,303 | \$ 982,831 | | | | | \$ 3,600,134 | |
| 25 | Capital Cascades Trail - Segment 2 | | | | | | | \$ - | |
| 26 | Capital Cascades Trail - Segments 3 & 4 | \$ 4,437,178 | | | | | | \$ 4,437,178 | |
| 27 | Capital Cascades Trail - Segment 4 | \$ 4,787,365 | \$ 3,891,763 | | \$ 8,262,126 | | | \$ 16,941,254 | |
| 28 | Magnolia Drive Trail | \$ 2,476,700 | | | | | | \$ 2,476,700 | |
| 29 | Blueprint 2020 - Infrastructure Projects | | | | | | | FY19-24 Total | Adjusted Project Cost ¹² |
| 30 | Annual Allocations ⁶ - Blueprint 2020 - Bike Route Network (\$750k annually) - Greenways Plan (\$790k annually) | \$ 300,000 | \$ 1,155,000 | \$ 1,540,000 | \$ 1,540,000 | \$ 1,540,000 | \$ 1,540,000 | \$ 7,615,000 | \$ 30,800,000 |
| 31 | Regional Mobility & Gateway Projects (listed in order per the CRTPA's Proposed Project Priority List) | | | | | | | | |
| 32 | (State) Southside Gateway: Woodville Highway ^{9,10} | | | | | | | \$ - | \$ 36,204,134 |
| 33 | (State) Capital Circle Southwest (W1) ⁹ | | | | | \$ 2,500,000 | \$ 2,500,000 | \$ 5,000,000 | \$ 5,000,000 |
| 34 | (State) Orange Avenue: Adams to Springhill ⁸⁹ | | | | | | | \$ - | \$ 40,348,715 |
| 39 | (State) Westside Student Gateway: Pensacola Street ^{9,10} | | | | | | | \$ - | \$ 36,492,792 |
| 35 | Airport Gateway | \$ 1,000,000 | \$ 3,500,000 | \$ 2,200,000 | \$ 61,532,194 | | | \$ 68,232,194 | \$ 68,232,194 |
| 36 | Northwest Connector: Tharpe Street ¹⁰ | | | | | | \$ 486,000 | \$ 486,000 | \$ 64,850,503 |
| 37 | Northeast Connector: Bannerman Road ¹⁰ | \$ 750,000 | \$ 3,300,000 | \$ 2,500,000 | \$ 33,246,583 | | | \$ 39,796,583 | \$ 39,796,583 |
| 38 | Northeast Gateway: Welaunee Boulevard ⁸ | \$ 1,725,000 | \$ 2,394,619 | \$ 2,731,889 | \$ 24,185,152 | \$ 7,263,388 | \$ 17,119,441 | \$ 55,419,489 | \$ 55,419,489 |
| 40 | North Monroe Gateway ⁸ | | | | | | | \$ - | \$ 11,458,548 |
| 41 | CCQ Projects (in rank order) | | | | | | | | |
| 42 | Orange Avenue/Meridian Placemaking | \$ 1,000,000 | \$ 1,500,000 | \$ 2,209,611 | | | | \$ 4,709,611 | \$ 4,709,611 |
| 43 | Market District ⁹ | \$ 1,000,000 | \$ 1,500,000 | \$ 3,500,000 | \$ 4,797,645 | | | \$ 10,797,645 | \$ 10,797,645 |
| 44 | Lake Lafayette and St. Marks Regional Park | | \$ 500,000 | | \$ 750,000 | \$ 500,000 | | \$ 1,750,000 | \$ 19,260,112 |
| 45 | Monroe-Adams Corridor Placemaking | | \$ 1,000,000 | \$ 1,000,000 | \$ 2,000,000 | \$ 1,000,000 | \$ 3,201,616 | \$ 8,201,616 | \$ 8,201,616 |
| 46 | Midtown Placemaking | | | | | \$ 750,000 | \$ 471,981 | \$ 1,221,981 | \$ 26,817,877 |
| 47 | Fairgrounds Beautification & Improvement | | | | | | | \$ - | \$ 14,627,933 |
| 48 | Northeast Park | | | | | | | \$ - | \$ 12,189,944 |
| 49 | College Avenue Placemaking | | | | | | | \$ - | \$ 8,532,961 |
| 50 | Florida A&M Entry Points | | | | | | | \$ - | \$ 1,828,492 |
| 51 | Alternative Sewer Solutions | | | | | | | \$ - | \$ 2,838,842 |
| 52 | Tallahassee-Leon County Animal Service Center | | | | | | | \$ - | \$ 8,532,961 |
| 53 | DeSoto Winter Encampment ¹¹ | | | \$ 500,000 | | | | \$ 500,000 | \$ 500,000 |
| 54 | Total Allocated | \$ 22,300,906 | \$ 20,110,048 | \$ 16,181,500 | \$ 136,313,700 | \$ 13,553,388 | \$ 25,319,038 | \$ 203,730,119 | \$ 507,440,950 |
| 55 | Remaining Funds to Be Allocated | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 56 | Total Active Blueprint-Managed Projects by Year | 11 Projects | 12 Projects | 12 Projects | 10 Projects | 12 Projects | 12 Projects | | |
| 57 | Notes 1/ Income includes sales tax revenues (80% for Blueprint 2000 and 66% for Blueprint 2020) 2/ Projections based on 3% increases for FY20-22; FY23 and 24 assume 2% increase in revenues 3/ FY20 reflects BP2000 revenue collection (Oct. 1 - Dec. 31, 2019) & BP2020 revenue collection (Jan. 1 - Sept. 30, 2020) 4/ SIB (State Infrastrucutre Bank) Loan will be applied for in FY2020 for 50% of project costs for Welaunee Boulevard 5/ Other Funding Sources: FY2022 - \$3 million FSU contribution to Airport Gateway project 6/ Annual allocations for FY2020 prorated to reflect only 9 months of revenue collection 7/ StarMetro only difference in annual allocations between City & County; County manages LIFE (2% revenues) 8/ Total FY 19-24 expenditures & project cost does not include all expenditures on this project prior to FY2019 9/ Portions of these projects in progress and funded by the City, County, CRTPA, or FDOT 10/ Significant Benefit Project; City & County funds included in first year of project - as of May 2018 11/ Project Complete - Repayment to the City of Tallahassee 12/ Project estimates increase 2% annually through the first year of construction for each project or FY 2024 13/ Assume state funding for capacity projects on state roads; any remaining local improvements will be funded thru Bluperint | | | | | | Project Phases - Legend <div><div></div>Planning /PD&E</div> <div><div></div>Design</div> <div><div></div>Right-of-Way Acquisition</div> <div><div></div>Construction</div> Note: Project phases are approximate and reflect projected general timeframes for these project phases. Project phases will likely overlap in adjacent years. Funding is not necessarily corresponded to the project phase identified in that year. | | |

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Blueprint Intergovernmental Agency - Preliminary Project Funding Schedules
FY 2019 - 2040: Implementation Plan Options A, B, and C

| Blueprint Infrastructure Program -Remaining 2000 Projects & Annual Allocations (Same for Options A, B & C) | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--------|--------|---------|---------|---------|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Description | | FY2019 | FY2020 | FY 2021 | FY 2022 | FY 2023 | FY2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Blueprint 2000 -Infrastructure Projects | | | | | | | | | | | | | | | | | | | | | | | |
| Water Quality Project/City | | | | | | | | | | | | | | | | | | | | | | | |
| Headwaters of St. Marks | | | | | | | | | | | | | | | | | | | | | | | |
| Capital Cascades Trail - Segment 2 | | | | | | | | | | | | | | | | | | | | | | | |
| Capital Cascades Trail - Segments 3 & 4 | | | | | | | | | | | | | | | | | | | | | | | |
| Capital Cascades Trail - Segment 4 | | | | | | | | | | | | | | | | | | | | | | | |
| Magnolia Drive Trail | | | | | | | | | | | | | | | | | | | | | | | |
| Blueprint 2020 - Infrastructure Projects | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Allocations - City of Tallahassee | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Allocations - Leon County | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Allocations - Blueprint 2020 | | | | | | | | | | | | | | | | | | | | | | | |
| Blueprint Infrastructure Program - Option A (Sales Tax Revenues & \$28.7 M SIB Loan) Total Debt Service: \$6.9 M | | | | | | | | | | | | | | | | | | | | | | | |
| Description | | FY2019 | FY2020 | FY 2021 | FY 2022 | FY 2023 | FY2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Regional Mobility & Gateway Projects (listed in order per the CRTPA's Project Priority List) | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Southside Gateway: Woodville Highway ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Capital Circle Southwest (W1) ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Westside Student Gateway: Pensacola Street ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Orange Avenue: Adams to Springhill ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| Airport Gateway | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Connector: Tharpe Street | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Connector: Bannerman Road | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Gateway: Welaunee Boulevard | | | | | | | | | | | | | | | | | | | | | | | |
| North Monroe Gateway | | | | | | | | | | | | | | | | | | | | | | | |
| CCQ Projects (in rank order) | | | | | | | | | | | | | | | | | | | | | | | |
| Orange Avenue/Meridian Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Market District | | | | | | | | | | | | | | | | | | | | | | | |
| Lake Lafayette and St. Marks Regional Park | | | | | | | | | | | | | | | | | | | | | | | |
| Monroe-Adams Corridor Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Midtown Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Fairgrounds Beautification & Improvement | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Park | | | | | | | | | | | | | | | | | | | | | | | |
| College Avenue Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Florida A&M Entry Points | | | | | | | | | | | | | | | | | | | | | | | |
| Alternative Sewer Solutions | | | | | | | | | | | | | | | | | | | | | | | |
| Tallahassee-Leon County Animal Service Center | | | | | | | | | | | | | | | | | | | | | | | |
| DeSoto Winter Encampment ² | | | | | | | | | | | | | | | | | | | | | | | |
| Blueprint Infrastructure Program - Option B (\$28.7 M SIB Loan & FY 2022 \$50 M Bond) Total Debt Service: \$24.9 M | | | | | | | | | | | | | | | | | | | | | | | |
| Description | | FY2019 | FY2020 | FY 2021 | FY 2022 | FY 2023 | FY2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Regional Mobility & Gateway Projects (listed in order per the CRTPA's Project Priority List) | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Southside Gateway: Woodville Highway ^{3,9} | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Capital Circle Southwest (W1) ³ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Orange Avenue: Adams to Springhill ⁸ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Westside Student Gateway: Pensacola Street ^{8,9} | | | | | | | | | | | | | | | | | | | | | | | |
| Airport Gateway | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Connector: Tharpe Street ³ | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Connector: Bannerman Road ⁹ | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Gateway: Welaunee Boulevard ¹⁰ | | | | | | | | | | | | | | | | | | | | | | | |
| North Monroe Gateway ⁹ | | | | | | | | | | | | | | | | | | | | | | | |
| CCQ Projects (in rank order) | | | | | | | | | | | | | | | | | | | | | | | |
| Orange Avenue/Meridian Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Market District ⁸ | | | | | | | | | | | | | | | | | | | | | | | |
| Lake Lafayette and St. Marks Regional Park | | | | | | | | | | | | | | | | | | | | | | | |
| Monroe-Adams Corridor Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Midtown Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Fairgrounds Beautification & Improvement | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Park | | | | | | | | | | | | | | | | | | | | | | | |
| College Avenue Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Florida A&M Entry Points | | | | | | | | | | | | | | | | | | | | | | | |
| Alternative Sewer Solutions | | | | | | | | | | | | | | | | | | | | | | | |
| Tallahassee-Leon County Animal Service Center | | | | | | | | | | | | | | | | | | | | | | | |
| DeSoto Winter Encampment ¹¹ | | | | | | | | | | | | | | | | | | | | | | | |
| Blueprint Infrastructure Program - Option C (\$28.7 M SIB Loan & FY 2022 \$100 M Bond) Total Debt Service: \$53.8 M | | | | | | | | | | | | | | | | | | | | | | | |
| Description | | FY2019 | FY2020 | FY 2021 | FY 2022 | FY 2023 | FY2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Regional Mobility & Gateway Projects (listed in order per the CRTPA's Project Priority List) | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Southside Gateway: Woodville Highway ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Capital Circle Southwest (W1) ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Orange Avenue: Adams to Springhill ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| (State) Westside Student Gateway: Pensacola Street ¹ | | | | | | | | | | | | | | | | | | | | | | | |
| Airport Gateway | | | | | | | | | | | | | | | | | | | | | | | |
| Northwest Connector: Tharpe Street | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Connector: Bannerman Road | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Gateway: Welaunee Boulevard | | | | | | | | | | | | | | | | | | | | | | | |
| North Monroe Gateway | | | | | | | | | | | | | | | | | | | | | | | |
| CCQ Projects (in rank order) | | | | | | | | | | | | | | | | | | | | | | | |
| Orange Avenue/Meridian Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Market District | | | | | | | | | | | | | | | | | | | | | | | |
| Lake Lafayette and St. Marks Regional Park | | | | | | | | | | | | | | | | | | | | | | | |
| Monroe-Adams Corridor Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Midtown Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Fairgrounds Beautification & Improvement | | | | | | | | | | | | | | | | | | | | | | | |
| Northeast Park | | | | | | | | | | | | | | | | | | | | | | | |
| College Avenue Placemaking | | | | | | | | | | | | | | | | | | | | | | | |
| Florida A&M Entry Points | | | | | | | | | | | | | | | | | | | | | | | |
| Alternative Sewer Solutions | | | | | | | | | | | | | | | | | | | | | | | |
| Tallahassee-Leon County Animal Service Center | | | | | | | | | | | | | | | | | | | | | | | |
| DeSoto Winter Encampment ² | | | | | | | | | | | | | | | | | | | | | | | |
| Notes | | | | | | | | | | | | | | | | | | | | | | | |
| 1/ Options A & B assume state funding for capacity improvements on state roadways; local funding is programed for local components of these projects as may be needed | | | | | | | | | | | | | | | | | | | | | | | |
| 2/ Project Complete - Repayment to the City of Tallahassee | | | | | | | | | | | | | | | | | | | | | | | |
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| Proposed FY 2021 Blueprint Infrastructure Estimated Project Expenditures | | Amounts Allocated in Prior Years | Project Balance as of April 30, 2021 | Proposed FY 2022 Allocation | Estimated FY 2022 Balance | Estimated Project Expenditures | | | | | FY 2022-2026 Estimated Expenditures | FY 2023-2026 Projected Additions | Ending FY 2026 Estimated Remaining Balance |
|---|--|--|--|-----------------------------------|---------------------------------|--------------------------------|------------|------------|------------|------------|---|--|--|
| 1 | Projects | | | | | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | | | |
| 2 | Blueprint 2000 Program | | | | | | | | | | | | |
| 3 | Water Quality Project: City | 25,000,000 | 10,664,404 | - | 10,664,404 | 5,000,000 | 5,664,404 | - | - | - | 10,664,404 | - | - |
| 4 | Water Quality Project: County | 25,000,000 | 1,318,394 | - | 1,318,394 | 1,318,394 | - | - | - | - | 1,318,394 | - | - |
| 5 | Blueprint 2000 LIDAR | 349,817 | - | - | - | - | - | - | - | - | - | - | - |
| 6 | Northwest Florida Water Management District Partnership | 697,420 | - | - | - | - | - | - | - | - | - | - | - |
| 7 | Blueprint 2000 Building Rennovations | 48,180 | - | - | - | - | - | - | - | - | - | - | - |
| 8 | Headwaters of the St. Marks | 8,920,221 | - | - | - | - | - | - | - | - | - | - | - |
| 9 | Ford's Arm Watershed | 272,429 | - | - | - | - | - | - | - | - | - | - | - |
| 10 | Fred George Basin | 2,770,000 | - | - | - | - | - | - | - | - | - | - | - |
| 11 | Sensitive Lands Project Management | 394,699 | - | - | - | - | - | - | - | - | - | - | - |
| 12 | Lafayette Heritage Bridge | 500,000 | - | - | - | - | - | - | - | - | - | - | - |
| 13 | Lake Lafayette Floodplain | 2,800,000 | 1,301,052 | - | 1,301,052 | 1,000,000 | 301,052 | - | - | - | 1,301,052 | - | - |
| 14 | Blueprint 2000 Land Bank | 1,320,263 | - | - | - | - | - | - | - | - | - | - | - |
| 15 | Booth Property Purchase | 584,754 | - | - | - | - | - | - | - | - | - | - | - |
| 16 | Mahan Drive | 4,825,731 | - | - | - | - | - | - | - | - | - | - | - |
| 17 | Capital Circle Northwest (N-1) | 69,230,163 | - | - | - | - | - | - | - | - | - | - | - |
| 18 | Capital Circle Northwest/Southwest (N-2) | 127,003,286 | 2,489,371 | - | 2,489,371 | 1,489,371 | 1,000,000 | - | - | - | 2,489,371 | - | - |
| 19 | Capital Circle East (E-1) | 38,628,775 | - | - | - | - | - | - | - | - | - | - | - |
| 20 | Capital Circle Southeast and Subprojects (E-2) | 37,040,455 | - | - | - | - | - | - | - | - | - | - | - |
| 21 | Capital Circle Southeast Woodville/Crawfordville (E-3) | 11,587,229 | - | - | - | - | - | - | - | - | - | - | - |
| 22 | Capital Circle Southwest (W-1) | 4,554,895 | 263,179 | - | 263,179 | - | - | - | - | - | - | - | 263,179 |
| 23 | Capital Circle Southwest (W-1) ROW Acquisition | 8,539,400 | 4,983,873 | - | 4,983,873 | - | - | - | - | - | - | - | 4,983,873 |
| 24 | Capital Circle Southwest (W-1) Stormwater | 2,800,000 | 2,588,070 | - | 2,588,070 | - | - | - | - | - | - | - | 2,588,070 |
| 25 | Capital Cascades Trail Segment 1 (Franklin Boulevard) | 19,035,973 | - | - | - | - | - | - | - | - | - | - | - |
| 26 | Capital Cascades Trail Segment 2 (Cascades Park & Subprojects) | 50,933,290 | 595,231 | - | 595,231 | 150,000 | 445,231 | - | - | - | 595,231 | - | - |
| 27 | Capital Cascades Crossing (Connector Bridge & Subprojects) | 8,506,584 | - | - | - | - | - | - | - | - | - | - | - |
| 28 | Capital Cascades Trail Segment 3 (FAMU Way & Subprojects) | 67,776,617 | 5,431,325 | - | 5,431,325 | 3,500,000 | 1,931,325 | - | - | - | 5,431,325 | - | - |
| 29 | Capital Cascades Trail Segment 4 | 10,243,721 | 10,226,120 | - | 10,226,120 | 2,300,000 | 5,400,000 | 5,000,000 | 5,083,303 | - | 17,783,303 | 7,557,183 | - |
| 30 | LPA Group Engineering Services | 8,915,148 | 387,860 | (387,860) | - | - | - | - | - | - | - | - | - |
| 31 | Magnolia Drive Trail and Subprojects | 12,990,163 | 11,208,387 | 9,500,000 | 20,708,387 | 2,500,000 | 5,000,000 | 10,000,000 | 3,208,387 | - | 20,708,387 | - | - |
| 32 | Advance Funding for Blueprint 2020 Projects | | | | | | | | | | | | |
| 33 | Advance: Airport Gateway | 5,531,253 | 4,264,611 | - | 4,264,611 | 4,264,611 | - | - | - | - | 4,264,611 | - | - |
| 34 | Advance: Orange Avenue Corridor Study | 350,000 | - | - | - | - | - | - | - | - | - | - | - |
| 35 | Advance: Orange Avenue/Meridian Placemaking | 1,000,000 | 549,079 | - | 549,079 | 549,079 | - | - | - | - | 549,079 | - | - |
| 36 | Advance: Market District Placemaking | 1,000,000 | 304,478 | - | 304,478 | 304,478 | - | - | - | - | 304,478 | - | - |
| 37 | Advance: Northeast Gateway: Welaunee Boulevard | 5,182,242 | 784,362 | - | 784,362 | 784,362 | - | - | - | - | 784,362 | - | - |
| 38 | Advance: Northeast Corridor Connector: Bannerman Road | 807,573 | - | - | - | - | - | - | - | - | - | - | - |
| 39 | Advance: Comprehensive Wastewater Treatment Plan | 500,000 | 500,000 | - | 500,000 | 500,000 | - | - | - | - | 500,000 | - | - |
| 40 | Advance: 2020 Sales Tax Extension: Bike Route and Greenways | 900,000 | 622,977 | - | 622,977 | 622,977 | - | - | - | - | 622,977 | - | - |
| 41 | Blueprint 2020 Program | | | | | | | | | | | | |
| 42 | Annual Allocations | | | | | | | | | | | | |
| 43 | Blueprint: Greenways Master Plan | 1,412,500 | 955,770 | 760,000 | 1,715,770 | 750,000 | 750,000 | 750,000 | 750,000 | 750,000 | 3,750,000 | 3,160,000 | 1,125,770 |
| 44 | Blueprint: Bike Route System | 1,282,500 | 1,260,000 | 780,000 | 2,040,000 | 750,000 | 750,000 | 750,000 | 750,000 | 750,000 | 3,750,000 | 3,000,000 | 1,290,000 |
| 45 | City of Tallahassee: StarMetro Enhancements | 1,071,875 | 608,500 | 612,500 | 1,221,000 | 612,500 | 612,500 | 612,500 | 612,500 | 612,500 | 3,062,500 | 2,450,000 | 608,500 |
| 46 | City of Tallahassee: Water Quality and Stormwater Improvements | 3,718,750 | - | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 | 8,500,000 | - |
| 47 | City of Tallahassee: Sidewalks Improvements | 2,187,500 | - | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 | 5,000,000 | - |
| 48 | City of Tallahassee: Operating Costs of Blueprint Funded Parks | 875,000 | - | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 | 2,000,000 | - |
| 49 | Leon County: Water Quality and Stormwater Improvements | 3,718,750 | - | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 2,125,000 | 10,625,000 | 8,500,000 | - |
| 50 | Leon County: Sidewalks Improvements | 2,187,500 | - | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 1,250,000 | 6,250,000 | 5,000,000 | - |
| 51 | Leon County: Operating Costs of Blueprint Funded Parks | 875,000 | - | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,500,000 | 2,000,000 | - |
| 52 | Regional Mobility and Gateway Projects | | | | | | | | | | | | |
| 53 | Southside Gateway: Woodville Highway | - | - | - | - | - | - | - | - | - | - | - | - |
| 54 | Capital Circle Southwest Orange to Crawfordville | - | - | - | - | - | - | 2,500,000 | 2,500,000 | - | 5,000,000 | 5,000,000 | - |
| 55 | Orange Avenue: Adams to Springhill | - | - | - | - | - | - | - | - | - | - | - | - |
| 56 | Westside Student Gateway: Pensacola Street | - | - | - | - | - | - | - | - | - | - | - | - |
| 57 | Airport Gateway | 4,435,484 | 4,435,484 | 20,000,000 | 24,435,484 | 2,000,000 | 19,000,000 | 9,000,000 | 20,000,000 | 11,000,000 | 61,000,000 | 37,190,880 | 626,364 |
| 58 | Northwest Connector: Tharpe Street | - | - | - | - | - | - | - | - | - | - | 1,000,000 | 1,000,000 |
| 59 | Northeast Corridor Connector: Bannerman Road | 5,800,000 | 16,068,256 | 16,545,000 | 32,613,256 | 2,000,000 | 2,500,000 | 25,000,000 | 15,000,000 | 10,000,000 | 54,500,000 | 22,805,657 | 918,913 |
| 60 | Northeast Gateway: Welaunee Boulevard | 6,631,889 | 6,610,500 | 11,800,000 | 18,410,500 | 4,500,000 | 5,000,000 | 25,000,000 | 35,000,000 | 5,500,000 | 75,000,000 | 57,163,869 | 574,369 |
| 61 | North Monroe Gateway | - | - | - | - | - | - | - | - | - | - | - | - |
| 62 | CCQ Projects | | | | | | | | | | | | |
| 63 | Orange Avenue/Meridian Placemaking | 2,959,611 | 2,208,836 | 750,000 | 2,958,836 | 1,000,000 | 1,958,836 | - | - | - | 2,958,836 | - | - |
| 64 | Market District Placemaking | 3,535,263 | 3,533,517 | 5,000,000 | 8,533,517 | 2,327,866 | 4,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 9,327,866 | 1,478,335 | 683,986 |
| 65 | Lake Lafayette and St. Marks Regional Park | 500,000 | 900,000 | 2,500,000 | 3,400,000 | - | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 | 1,356,782 | 756,782 |
| 66 | Monroe-Adams Corridor Placemaking | 2,000,000 | 2,312,118 | 943,690 | 3,255,808 | 750,000 | 250,000 | 3,500,000 | 500,000 | - | 5,000,000 | 3,636,123 | 1,891,931 |
| 67 | Midtown Placemaking | 1,000,000 | 1,000,000 | 4,000,000 | 5,000,000 | 500,000 | 1,500,000 | 2,500,000 | 500,000 | 549,671 | 5,549,671 | 549,671 | - |
| 68 | Fairgrounds Beautification and Improvement | 100,000 | 84 | - | 84 | - | - | - | - | - | - | 12,000,000 | 12,000,084 |
| 69 | Northeast Park | - | - | 10,000,000 | 10,000,000 | 1,900,000 | 1,000,000 | 4,500,000 | 4,500,000 | 533,743 | 12,433,743 | 2,433,743 | - |
| 70 | College Avenue Placemaking | - | - | - | - | - | - | - | - | - | - | - | - |
| 71 | Florida A&M Entry Points | - | - | - | - | - | - | - | - | - | - | - | - |
| 72 | Alternative Sewer Solutions | - | - | - | - | - | - | - | - | - | - | - | - |
| 73 | Tallahassee-Leon County Animal Service Center | - | - | - | - | - | - | - | - | - | - | - | - |
| 74 | DeSoto Winter Encampment | 500,000 | 500,000 | - | 500,000 | 500,000 | - | - | - | - | 500,000 | - | - |
| 75 | Total Uses of Funds for Capital Infrastructure Projects | 611,331,903 | 98,875,838 | 90,553,330 | 189,429,168 | 49,623,638 | 65,813,348 | 98,862,500 | 98,154,190 | 39,445,914 | 351,899,590 | 191,782,243 | 29,311,821 |

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| Attachment #8 | | | | | |
|---|--------------------------------|------------------|------------------|-------------------|----------------|
| DRAFT FY 2022 Operating Budget, Office of Economic Vitality | | | | | |
| | | FY 2020 | FY 2021 | FY 2022 | % |
| | | Actual | Approved | Proposed | Change |
| Sources of Funds | | | | | |
| 312600 | Sales Tax | 3,817,299 | 5,077,560 | 5,483,765 | 8.00% |
| 331000 | Federal Grants | - | - | - | 0.00% |
| 337107 | Leon County - CARES | - | - | - | 0.00% |
| 337411 | City OEV Funding | 149,867 | 155,238 | 296,242 | 90.83% |
| 337412 | County OEV Funding | 149,867 | 155,237 | 296,242 | 90.83% |
| 361001 | Interest | (3,255) | - | - | 0.00% |
| 366901 | Donations | 213,625 | - | - | 0.00% |
| 369941 | Trans from Fund Bal - Encumt | 163,615 | - | - | 0.00% |
| 381001 | Transfer From General Fund | 43,625 | - | - | 0.00% |
| 384001 | Proceeds From Bonds | - | - | 21,500,000 | 100.00% |
| 384005 | Proceeds From Loan | - | - | - | 0.00% |
| Total, Sources of Funds | | 4,534,642 | 5,388,035 | 27,576,249 | 411.81% |
| Uses of Funds | | | | | |
| Personnel Expenses | | | | | |
| 511000 | Salaries | 762,209 | 809,399 | 854,400 | 5.56% |
| 511200 | Capitalized Wages | - | - | - | 0.00% |
| 511300 | Cost of Living Adjustment | - | - | 69,053 | 100.00% |
| 511500 | Temporary Wages | 14,481 | 23,400 | 23,400 | 0.00% |
| 512000 | Overtime | 77 | - | - | 0.00% |
| 512400 | Other Salary Items | 3,896 | 3,120 | 3,120 | 0.00% |
| 514100 | Unemployment | - | - | - | 0.00% |
| 515000 | Pension-Current | 171,935 | 186,760 | 196,503 | 5.22% |
| 515100 | Pension-Map | 27,716 | 36,732 | 39,342 | 7.11% |
| 515500 | Social Security | 14,392 | 1,521 | 3,042 | 100.00% |
| 515600 | Medicare | 10,959 | 9,784 | 10,798 | 10.36% |
| 516000 | Health Benefits | 108,099 | 96,880 | 112,492 | 16.11% |
| 516100 | Flex Benefits | 13,300 | 18,013 | 19,981 | 10.92% |
| Total, Personnel Expenses | | 1,127,065 | 1,185,609 | 1,332,130 | 12.36% |
| Operating & Other Expenses | | | | | |
| 521010 | Advertising | 3,176 | 5,500 | 69,500 | 1163.64% |
| 521030 | Reproduction | 5,202 | 32,700 | 31,000 | -5.20% |
| 521040 | Unclassified Professional Fees | 28,196 | - | - | 0.00% |
| 521080 | System Collection | - | - | - | 0.00% |
| 521090 | Building Repairs | 729 | - | - | 0.00% |
| 521100 | Equipment Repairs | - | - | - | 0.00% |
| 521130 | Engineering Services | - | - | - | 0.00% |
| 521160 | Legal Services | - | - | - | 0.00% |
| 521170 | Construction Services | - | - | - | 0.00% |
| 521180 | Unclassified Contractual Svcs | 16,350 | 47,750 | 40,000 | -16.23% |
| 521190 | Computer Software | 78,767 | 128,300 | 163,360 | 27.33% |
| 522080 | Telephone | 7,052 | 15,000 | 15,000 | 0.00% |
| 523010 | Chem-Med-Lab | 57 | - | - | 0.00% |
| 523020 | Food | 3,114 | 10,050 | 6,550 | -34.83% |
| 523030 | Gasoline | 145 | - | - | 0.00% |
| 523050 | Postage | 50 | - | - | 0.00% |
| 523060 | Office Supplies | 3,780 | 35,000 | 20,000 | -42.86% |
| 523070 | Uniforms & Clothing | - | - | - | 0.00% |

| Attachment #8 | | | | | |
|---|-------------------------------|------------------|------------------|-------------------|----------------|
| DRAFT FY 2022 Operating Budget, Office of Economic Vitality | | | | | |
| | | FY 2020 | FY 2021 | FY 2022 | % |
| | | Actual | Approved | Proposed | Change |
| 523080 | Unclassified Supplies | 11,064 | 7,400 | 11,350 | 53.38% |
| 523100 | Vehicle- Non-Garage | - | - | - | 0.00% |
| 524010 | Travel & Training | 23,506 | 46,600 | 56,050 | 20.28% |
| 524020 | Journals & Books | - | - | - | 0.00% |
| 524030 | Memberships | 5,792 | 7,810 | 6,250 | -19.97% |
| 524040 | Certificates & Licenses | - | 1,100 | 1,650 | 50.00% |
| 524050 | Rent Expense- Building & Offi | 74,570 | 170,700 | 183,000 | 7.21% |
| 524060 | Rent Expense- Land | - | - | - | 0.00% |
| 524070 | Rent Expense- Machines | 883 | 3,000 | 5,000 | 66.67% |
| 524080 | Unclassified Charges | 25,284 | 11,325 | 26,100 | 130.46% |
| 524100 | Region 2 Domestic Security TI | - | - | - | 0.00% |
| 540040 | Liability Insurance Premium | 15,306 | 40,000 | 40,000 | 0.00% |
| 541040 | Insurance | 825 | - | - | 0.00% |
| Total, Operating & Other Expenses | | 303,847 | 562,235 | 674,810 | 20.02% |
| Capital Outlay | | | | | |
| 550030 | Office Equipment | - | - | - | 0.00% |
| 550040 | Computer Equipment | 19,473 | 10,000 | 10,000 | 0.00% |
| 550050 | Vehicle Equipment | - | - | - | 0.00% |
| 550060 | Unclassified Equipment | 138,993 | 40,000 | 35,000 | -12.50% |
| Total, Capital Outlay | | 158,465 | 50,000 | 45,000 | -10.00% |
| Allocated Costs | | | | | |
| 560010 | Human Resource Expense | 15,706 | 13,159 | 13,159 | 0.00% |
| 560020 | Accounting Expense | - | 17,767 | 17,767 | 0.00% |
| 560030 | Purchasing Expense | 6,516 | 9,503 | 9,503 | 0.00% |
| 560040 | Information Systems Expense | 3,804 | 3,804 | 3,804 | 0.00% |
| 560070 | Revenue Collection | 136 | 174 | 174 | 0.00% |
| 560120 | Indirect Costs | - | - | - | 0.00% |
| Total, Allocated Costs | | 26,162 | 44,407 | 44,407 | 0.00% |
| Administrative Allocations | | | | | |
| 611100 | Admin Allocation Transfer | 122,376 | 149,941 | 175,071 | 16.76% |
| Total, Administrative Allocations | | 122,376 | 149,941 | 175,071 | 16.76% |
| Total, OEV Operating Budget | | 1,737,915 | 1,992,192 | 2,271,418 | 14.02% |
| Interfund Transfers | | | | | |
| 611300 | Debt Service Transfer | - | 52,203 | 1,141,732 | 2087.10% |
| 612300 | Other Transfers | - | - | - | 0.00% |
| 612400 | Inter-Fund Ops Transfer | 3,360,981 | 3,343,640 | 24,163,099 | 622.66% |
| Total, Interfund Transfers | | 3,360,981 | 3,395,843 | 25,304,831 | 645.17% |
| Total, Uses of Funds | | 5,098,896 | 5,388,035 | 27,576,249 | 411.81% |
| Sources of Funds Less Uses of Funds | | (564,254) | - | - | |

* Please refer to the FY 2022 - 2026 Capital Improvement Program Budget in Attachment #9 for details regarding allocations to capital projects for bonds funded during FY 2022.

| Proposed FY 2022 Office of Economic Vitality Capital Projects and Economic Vitality Programs Budget | | | | | | | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total, FY 2022-2026 | | | | | | | |
|--|---|--|--|--|---|--|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|-----------|---|-----------|-----------|------------|------------|
| | | | | | | | | Blueprint 2020 Program Funding | | | | | | | | | | | |
| 1 | Sources of Funds | | | | | | | Blueprint 2020 Program Funding | | | | | | | | | | | |
| 2 | Allocation of Net Sales Tax Revenues | | | | | | 2,663,099 | 1,251,697 | 1,350,882 | 1,434,037 | 1,517,418 | 8,217,133 | | | | | | | |
| 3 | City, County, State and Federal Funding (1) | | | | | | - | - | - | - | 200,000 | 200,000 | | | | | | | |
| 4 | Bond Proceeds | | | | | | 21,500,000 | - | - | - | - | 21,500,000 | | | | | | | |
| 5 | Loan Proceeds | | | | | | - | - | - | - | - | - | | | | | | | |
| 6 | Grants, Donations, and Miscellaneous Funding | | | | | | - | - | - | - | - | - | | | | | | | |
| 7 | Total Sources of Funds for Office of Economic Vitality Projects | | | | | | 24,163,099 | 1,251,697 | 1,350,882 | 1,434,037 | 1,717,418 | 29,917,133 | | | | | | | |
| 8 | Uses of Funds | | | | | | | Blueprint 2020 Program | | | | | | | Amount Remaining to Complete Project Based on Estimated Cost to Complete | | | | |
| | | A | B | C | D | E | A - (B + C) | | | | | | | | | | | | |
| | | Estimated Cost to Fund Project through 5-Year CIP or BP2020 Program(2) | Amounts Allocated in Prior Years | Amounts Proposed to be Allocated in FY 2021 | Project Expenses Through April 30, 2021 | Project Balance as of April 30, 2021 | Estimated Allocations Required to Complete Project | | | | | | | | | | | | |
| 9 | Capital Projects Allocations | | | | | | | FY 2022 Projected Allocations | FY 2023 Projected Allocations | FY 2024 Projected Allocations | FY 2025 Projected Allocations | FY 2026 Projected Allocations | Total Projected FY 2022-2026 Allocations | | | | | | |
| 10 | Convention Center | 20,000,000 | 771,326 | - | - | 771,326 | 19,228,674 | 20,000,000 | (771,326) | - | - | - | 19,228,674 | | | | | | |
| 11 | Bragg Stadium Repairs | 10,000,000 | 10,000,000 | - | 450,000 | 9,550,000 | - | - | - | - | - | - | - | | | | | | |
| 12 | Tallahassee Community College Contribution | 1,000,000 | - | 1,000,000 | - | - | - | - | - | - | - | - | - | | | | | | |
| 13 | Tallahassee International Airport | 14,100,000 | 1,233,750 | - | 1,233,750 | - | 12,866,250 | 705,000 | 705,000 | 705,000 | 705,000 | 705,000 | 3,525,000 | | | | | | |
| 14 | LCRDA Incubator: \$2.5 million Pledge | 2,500,000 | 1,000,000 | - | - | 1,000,000 | 1,500,000 | 1,500,000 | - | - | - | - | 1,500,000 | | | | | | |
| 15 | Incentives, Grants & Programs | | | | | | | | | | | | | | | | | | |
| 16 | Business Recruitment and Incentive Fund (BRIF) | 560,000 | 560,000 | - | 450,064 | 109,936 | - | - | - | - | - | - | - | | | | | | |
| 17 | Qualified Target Industry Tax Refund | - | 56,000 | (56,000) | - | 47,000 | - | - | - | - | - | - | - | | | | | | |
| 18 | Target Business Program | 7,244,854 | 354,705 | 56,000 | 21,896 | 332,809 | 6,834,149 | 1,042,180 | 521,362 | 504,962 | 480,362 | 455,762 | 3,004,628 | | | | | | |
| 19 | ARPC EDA Revolving Loan Fund for Small Businesses | 700,000 | 225,000 | - | 200,000 | 25,000 | 475,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 125,000 | | | | | | |
| 20 | Magnetic Technologies Recruitment | 179,017 | 181,000 | (1,983) | 179,017 | 1,983 | - | - | - | - | - | - | - | | | | | | |
| 21 | Business Development: Attraction/Expansion | 2,144,783 | 52,800 | 1,983 | 7,729 | 45,071 | 2,090,000 | 110,000 | 110,000 | 110,000 | 110,000 | 110,000 | 550,000 | | | | | | |
| 22 | COVID-19 Economic Disaster Relief Program | - | 1,150,500 | (1,150,500) | 1,150,500 | - | - | - | - | - | - | - | - | | | | | | |
| 23 | COVID-19 Nonprofit LEAN Program | - | 800,000 | (800,000) | 597,500 | 202,500 | - | - | - | - | - | - | - | | | | | | |
| 24 | LCRDA Cooperative Pledge | 805,000 | - | 268,300 | - | - | 536,700 | 536,700 | - | - | - | - | 536,700 | | | | | | |
| 25 | Future Opportunity Leveraging Fund | 500,000 | 519,843 | 104,015 | - | 519,843 | (123,858) | 39,219 | 406,661 | (249,080) | (191,325) | (283,344) | (277,869) | | | | | | |
| 26 | Competitive Project Fund | 500,000 | 25,000 | - | - | 25,000 | 475,000 | - | - | - | - | - | - | | | | | | |
| 27 | Business2Business Engagement Actions | | | | | | | | | | | | | | | | | | |
| 28 | Americas Competitiveness Exchange | 10,650 | 10,650 | - | 10,650 | - | - | - | - | - | - | - | - | | | | | | |
| 29 | Elevate Grant Program | 87,500 | 87,500 | - | 85,000 | 2,500 | - | - | - | - | - | - | - | | | | | | |
| 30 | Local Business and Workforce Development | 2,112,000 | 112,000 | - | 10,000 | 102,000 | 2,000,000 | 100,000 | 150,000 | 150,000 | 100,000 | 100,000 | 600,000 | | | | | | |
| 31 | Industry Academies and B2B Outreach | 213,650 | 13,650 | 10,000 | 1,846 | 11,804 | 190,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 | | | | | | |
| 32 | Strategic Marketing and Communication | 1,840,500 | 225,000 | 380,500 | 192,461 | 32,539 | 1,235,000 | 65,000 | 65,000 | 65,000 | 65,000 | 65,000 | 325,000 | | | | | | |
| 33 | Economic Vitality Sponsorships | 657,750 | 87,750 | - | 74,250 | 13,500 | 570,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 150,000 | | | | | | |
| 34 | Economic Vitality Studies | | | | | | | | | | | | | | | | | | |
| 35 | MWSBE Disparity Study | 2,070,000 | 550,000 | - | 488,486 | 61,514 | 1,520,000 | - | - | - | - | 400,000 | 400,000 | | | | | | |
| 36 | Target Industry Study | 535,300 | 155,300 | - | 150,395 | 4,905 | 380,000 | - | - | - | 100,000 | - | 100,000 | | | | | | |
| 37 | Strategic Plan | 480,000 | 100,000 | - | 95,590 | 4,410 | 380,000 | - | - | - | - | 100,000 | 100,000 | | | | | | |
| 38 | Total Uses of Funds for Office of Economic Vitality Projects | | | | | | 68,241,004 | 18,271,774 | (187,685) | 5,399,134 | 12,863,640 | 50,156,915 | 24,163,099 | 1,251,697 | 1,350,882 | 1,434,037 | 1,717,418 | 29,917,133 | 20,239,782 |
| 39 | Sources of Funds less Uses of Funds | | | | | | | | - | - | - | - | - | - | - | - | - | - | - |

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Blueprint Infrastructure Accounting Summary as of 04/30/2021

| | | | | | Joint Project Agreements, Grants & Donations | Sales Tax, Interest & Other Sources | | | | |
|----|---|-------------|------------|----------------------|---|---|----------------------|--------------------|------------------------|------------|
| 1 | Project Description | Bonds | Loans | Advance Repayment | | | Allocated to Date | Pre Encumbrance | Expenses to Date | Balance |
| 2 | Blueprint 2000 Program Funds | | | | | | | | | |
| 3 | Water Quality Project: City | 10,135,592 | - | - | - | 14,864,408 | 25,000,000 | - | 14,335,596 | 10,664,404 |
| 4 | Water Quality Project: County | 11,770,767 | - | 1,000,000 | - | 12,229,233 | 25,000,000 | - | 23,681,606 | 1,318,394 |
| 5 | Blueprint 2000 LIDAR | | | | | 349,817 | 349,817 | - | 349,817 | |
| 6 | Northwest Florida Water Management District Partnership | 478,642 | - | - | 116,287 | 102,491 | 697,420 | - | 697,420 | 0 |
| 7 | Blueprint 2000 Building Rennovations | | | | | 48,180 | 48,180 | - | 48,180 | |
| 8 | Headwaters of the St. Marks | 1,395,000 | - | | 1,581,435 | 5,943,786 | 8,920,221 | - | 8,920,221 | 0 |
| 9 | Ford's Arm Watershed | 175 | | | | 272,429 | 272,429 | - | 272,429 | |
| 10 | Fred George Basin | 1,682,226 | | | | 1,087,774 | 2,770,000 | - | 2,770,000 | |
| 11 | Sensitive Lands Project Management | 373,041 | | | | 21,658 | 394,699 | - | 394,699 | |
| 12 | Lafayette Heritage Bridge | | | | | 500,000 | 500,000 | - | 500,000 | |
| 13 | Lake Lafayette Floodplain | - | - | - | - | 2,800,000 | 2,800,000 | - | 1,498,948 | 1,301,052 |
| 14 | Blueprint 2000 Land Bank | 722,881 | - | - | - | 597,382 | 1,320,263 | - | 1,320,263 | 0 |
| 15 | Booth Property Purchase | | | | | 584,754 | | - | 584,754 | |
| 16 | Mahan Drive | 4,825,731 | | | | - | 4,825,731 | - | 4,825,731 | |
| 17 | Capital Circle Northwest (N-1) | 45,287,879 | 22,605,003 | | 1,337,280 | 1 | 69,230,163 | - | 69,230,163 | |
| 18 | Capital Circle Northwest/Southwest (N-2) | 12,276,121 | - | - | 70,419,183 | 44,307,982 | 127,003,286 | - | 3,511 124,510,404 | 2,489,371 |
| 19 | Capital Circle East (E-1) | 3,624,329 | 26,692,338 | | | 8,312,108 | 38,628,775 | - | 38,628,775 | |
| 20 | Capital Circle Southeast and Subprojects (E-2) | 9,594,846 | 4,784,739 | - | 16,650,532 | 6,010,338 | 37,040,455 | - | 37,040,455 | (0) |
| 21 | Capital Circle Southeast Woodville/Crawfordville (E-3) | 1,152,849 | | | 8,951,599 | 1,482,781 | 11,587,229 | - | 11,587,229 | |
| 22 | Capital Circle Southwest (W-1) | 2,070,191 | - | - | - | 2,484,704 | 4,554,895 | - | 4,291,716 | 263,179 |
| 23 | Capital Circle Southwest (W-1) ROW Acquisition | - | - | - | 8,539,400 | - | 8,539,400 | - | 146,770 3,408,757 | 4,983,873 |
| 24 | Capital Circle Southwest (W-1) Stormwater | - | - | - | - | 2,800,000 | 2,800,000 | - | 211,930 | 2,588,070 |
| 25 | Capital Cascades Trail Segment 1 (Franklin Boulevard) | 4,529,484 | - | - | 5,166,082 | 9,340,407 | 19,035,973 | - | 19,035,973 | (0) |
| 26 | Capital Cascades Trail Segment 2 (Cascades Park & Subprojects) | 16,729,357 | - | - | 6,110,368 | 28,093,565 | 50,933,290 | - | 9,295 50,328,763 | 595,231 |
| 27 | Capital Cascades Crossing (Connector Bridge & Subprojects) | 17,790 | - | 2,777,229 | 1,552,000 | 4,159,565 | 8,506,584 | - | 8,506,584 | 0 |
| 28 | Capital Cascades Trail Segment 3 (FAMU Way & Subprojects) | 3,231,331 | - | 3,000,000 | 5,213,378 | 56,331,908 | 67,776,617 | - | 8,726,777 53,618,515 | 5,431,325 |
| 29 | Capital Cascades Trail Segment 4 | - | - | - | - | 10,243,721 | 10,243,721 | - | 17,601 | 10,226,120 |
| 30 | LPA Group Engineering Services | 3,378,320 | - | - | - | 5,536,828 | 8,915,148 | - | 8,527,288 | 387,860 |
| 31 | Magnolia Drive Trail and Subprojects | - | - | - | 39,719 | 12,950,444 | 12,990,163 | - | 153,832 2,694,515 | 10,141,816 |
| 32 | Advance Funding for Blueprint 2020 Projects from Bluepirnt 2000 Funds | | | | | | | | | |
| 33 | Advance: Airport Gateway | - | - | - | - | 5,531,253 | 5,531,253 | - | 1,266,642 | 4,264,611 |
| 34 | Advance: Orange Avenue Corridor Study | - | - | - | - | 350,000 | 350,000 | - | 350,000 | - |
| 35 | Advance: Orange Avenue/Meridian Placemaking | - | - | - | - | 1,000,000 | 1,000,000 | - | 38,518 412,404 | 549,079 |
| 36 | Advance: Market District Placemaking | - | - | - | - | 1,000,000 | 1,000,000 | - | 75,056 620,466 | 304,478 |
| 37 | Advance: Northeast Gateway: Welaunee Boulevard | - | - | - | - | 5,182,242 | 5,182,242 | - | 508,930 3,888,949 | 784,362 |
| 38 | Advance: Northeast Corridor Connector: Bannerman Road | - | - | - | 750,000 | 57,573 | 807,573 | - | 41,921 765,652 | 0 |
| 39 | Advance: Comprehensive Wastewater Treatment Plan | - | - | - | - | 500,000 | 500,000 | - | - | 500,000 |
| 40 | Advance: 2020 Sales Tax Extension: Bike Route and Greenways | - | - | - | - | 900,000 | 900,000 | - | 180,142 96,880 | 622,977 |
| 42 | Blueprint 2020 Program Funds | | | | | | | | | - |
| 43 | Annual Allocations | | | | | | | | | - |
| 44 | Blueprint: Greenways Master Plan | - | - | - | - | 1,412,500 | 1,412,500 | - | 259,025 197,706 | 955,770 |
| 45 | Blueprint: Bike Route System | - | - | - | - | 1,282,500 | 1,282,500 | - | - 22,500 | 1,260,000 |
| 46 | City of Tallahassee: StarMetro Enhancements | - | - | - | - | 1,071,875 | 1,071,875 | - | 4,000 459,375 | 608,500 |
| 47 | City of Tallahassee: Water Quality and Stormwater Improvements | - | - | - | - | 3,718,750 | 3,718,750 | - | - 3,718,750 | - |
| 48 | City of Tallahassee: Sidewalks Improvements | - | - | - | - | 2,187,500 | 2,187,500 | - | - 2,187,500 | - |
| 49 | City of Tallahassee: Operating Costs of Blueprint Funded Parks | - | - | - | - | 875,000 | 875,000 | - | - 875,000 | - |
| 50 | Leon County: Water Quality and Stormwater Improvements | - | - | - | - | 3,718,750 | 3,718,750 | - | - 3,718,750 | - |
| 51 | Leon County: Sidewalks Improvements | - | - | - | - | 2,187,500 | 2,187,500 | - | - 2,187,500 | - |
| 52 | Leon County: Operating Costs of Blueprint Funded Parks | - | - | - | - | 875,000 | 875,000 | - | - 875,000 | - |
| 53 | Regional Mobility and Gateway Projects | | | | | | | | | - |
| 54 | Southside Gateway: Woodville Highway | - | - | - | - | - | - | - | - | - |
| 55 | Capital Circle Southwest Orange to Crawfordville | - | - | - | - | - | - | - | - | - |
| 56 | Orange Avenue: Adams to Springhill | - | - | - | - | - | - | - | - | - |
| 57 | Westside Student Gateway: Pensacola Street | - | - | - | - | - | - | - | - | - |
| 58 | Airport Gateway | - | - | - | - | 4,435,484 | 4,435,484 | - | - | 4,435,484 |
| 59 | Northwest Connector: Tharpe Street | - | - | - | - | - | - | - | - | - |
| 60 | Northeast Corridor Connector: Bannerman Road | - | - | - | 1,280,000 | 4,520,000 | 5,800,000 | - | 1,185,411 101,897 | 4,512,692 |
| 61 | Northeast Gateway: Welaunee Boulevard | - | - | - | - | 6,631,889 | 6,631,889 | - | 10,565 10,824 | 6,610,500 |
| 62 | North Monroe Gateway | - | - | - | - | - | - | - | - | - |
| 63 | CCQ Projects | | | | | | | | | - |
| 64 | Orange Avenue/Meridian Placemaking | - | - | - | - | 2,959,611 | 2,959,611 | - | 521,365 229,410 | 2,208,836 |
| 65 | Market District Placemaking | - | - | - | - | 3,535,263 | 3,535,263 | - | - 1,746 | 3,533,517 |
| 66 | Lake Lafayette and St. Marks Regional Park | - | - | - | - | 500,000 | 500,000 | - | - | 500,000 |
| 67 | Monroe-Adams Corridor Placemaking | - | - | - | - | 2,000,000 | 2,000,000 | - | - 87,882 | 1,912,118 |
| 68 | Midtown Placemaking | - | - | - | - | 1,000,000 | 1,000,000 | - | - | 1,000,000 |
| 69 | Fairgrounds Beautification and Improvement | - | - | - | - | 100,000 | 100,000 | - | 99,916 | 84 |
| 70 | Northeast Park | - | - | - | - | - | - | - | - | - |
| 71 | College Avenue Placemaking | - | - | - | - | - | - | - | - | - |
| 72 | Florida A&M Entry Points | - | - | - | - | - | - | - | - | - |
| 73 | Alternative Sewer Solutions | - | - | - | - | - | - | - | - | - |
| 74 | Tallahassee-Leon County Animal Service Center | - | - | - | - | - | - | - | - | - |
| 75 | DeSoto Winter Encampment | - | - | - | - | 500,000 | 500,000 | - | - | 500,000 |
| 77 | Grand Total | 133,276,552 | 54,082,080 | 6,777,229 | 127,707,263 | 289,488,779 | 611,331,903 | - | 13,231,676 512,646,520 | 85,453,707 |

| Office of Economic Vitality Accounting Summary as of 04/30/2021 | | | | | | | | | | | |
|---|---|--|------------|-------------------|-----------|-------------------------------------|-------------------|-----------------|--------------|------------------|------------|
| | | Joint Project Agreements, Grants & Donations | | | | Sales Tax, Interest & Other Sources | Allocated to Date | Pre Encumbrance | Encumbrances | Expenses to Date | Balance |
| 1 | Capital Projects Allocations | Bonds | Loans | Advance Repayment | | | | | | | |
| 2 | Convention Center | - | - | - | - | 771,326 | 771,326 | - | - | - | 771,326 |
| 3 | Bragg Stadium Repairs | - | 10,000,000 | - | - | | 10,000,000 | - | - | 450,000 | 9,550,000 |
| 4 | Tallahassee International Airport | - | - | - | - | 1,233,750 | 1,233,750 | - | - | 1,233,750 | - |
| 5 | LCRDA Incubator: \$2.5 million Pledge | - | - | - | - | 1,000,000 | 1,000,000 | - | - | - | 1,000,000 |
| 6 | Incentives, Grants & Programs | | | | | | | | | | |
| 7 | Business Recruitment and Incentive Fund (BRIF) | - | 665,000 | - | - | (105,000) | 560,000 | - | 5,190 | 444,874 | 109,936 |
| 8 | Qualified Target Industry Tax Refund | - | - | - | - | 56,000 | 56,000 | - | - | - | 56,000 |
| 9 | Target Business Program | - | - | - | - | 354,705 | 354,705 | - | - | 21,896 | 332,809 |
| 10 | ARPC EDA Revolving Loan Fund for Small Businesses | - | - | - | - | 225,000 | 225,000 | - | 193,000 | 7,000 | 25,000 |
| 11 | Magnetic Technologies Recruitment | - | - | - | - | 181,000 | 181,000 | - | 60,750 | 118,267 | 1,983 |
| 12 | Business Development: Attraction/Expansion | - | - | - | - | 52,800 | 52,800 | - | - | 7,729 | 45,071 |
| 13 | COVID-19 Economic Disaster Relief Program | - | - | - | - | 1,150,500 | 1,150,500 | - | - | 1,150,500 | - |
| 14 | COVID-19 Nonprofit LEAN Program | - | - | - | 1,000,000 | (200,000) | 800,000 | - | - | 597,500 | 202,500 |
| 15 | Future Opportunity Leveraging Fund | | | | | | 519,843 | - | - | - | 519,843 |
| 16 | Competitive Project Fund | | | | | | 25,000 | - | - | - | 25,000 |
| 17 | Business2Business Engagement Actions | | | | | | | | | | |
| 18 | Americas Competitiveness Exchange | - | - | - | - | 10,650 | 10,650 | - | - | 10,650 | - |
| 19 | Elevate Grant Program | - | - | - | - | 87,500 | 87,500 | - | 12,560 | 72,440 | 2,500 |
| 20 | Local Business and Workforce Development | - | - | - | - | 112,000 | 112,000 | - | - | 10,000 | 102,000 |
| 21 | Industry Academies and B2B Outreach | - | - | - | - | 13,650 | 13,650 | - | - | 1,846 | 11,804 |
| 22 | Strategic Marketing and Communication | - | 160,000 | - | - | 65,000 | 225,000 | - | 3,413 | 189,049 | 32,539 |
| 23 | Economic Vitality Sponsorships | - | 25,000 | - | - | 62,750 | 87,750 | - | - | 74,250 | 13,500 |
| 24 | Economic Vitality Studies | | | | | | | | | | |
| 25 | MWSBE Disparity Study | - | - | - | 550,000 | - | 550,000 | - | 2,069 | 486,417 | 61,514 |
| 26 | Target Industry Study | - | 150,000 | - | - | 5,300 | 155,300 | - | 4,183 | 146,211 | 4,905 |
| 27 | Strategic Plan | - | - | - | - | 100,000 | 100,000 | 95,590 | - | - | 4,410 |
| 28 | Grand Total | - | 11,000,000 | - | 1,550,000 | 5,176,931 | 18,271,774 | 95,590 | 281,165 | 5,022,379 | 12,872,640 |

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Scenario B

| Proposed FY 2022 Blueprint Infrastructure Capital Improvement Program | | | | | | | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total, FY 2022-2026 | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 | FY 2032 | FY 2033 | FY 2034 | FY 2035 | FY 2036 | FY 2037 | FY 2038 | FY 2039 | FY 2040 | | | | | | | | | | |
|---|--|--|--|--|--|--|--|----------------------------------|---|---|--------------------------------------|--|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|--|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-----------------------------------|--|------------|-----------|
| 1 Sources of Funds | | | | | | | Blueprint 2020 Program Funding | | | | | | 108,849,573 | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Estimated Net Sales Tax Revenues | | | | | | 26,553,330 | 25,729,784 | 22,234,764 | 19,954,466 | 14,377,229 | | 14,820,298 | 15,271,388 | 15,728,418 | 16,192,335 | 16,664,171 | 17,143,988 | 17,630,870 | 18,124,983 | 18,627,534 | 19,137,792 | 19,656,106 | 20,182,849 | 26,306,175 | 1,039,923 | | | | | | | | | | |
| 3 | City, County, State, Federal, and Other Funding (1) | | | | | | - | 4,500,000 | 486,000 | - | - | 4,986,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 4 | Bond Proceeds | | | | | | 65,000,000 | - | 80,000,000 | - | - | 145,000,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 5 | State Infrastructure Bank Loan | | | | | | - | 12,750,000 | 12,750,000 | - | - | 25,500,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | | |
| 6 | Total Sources of Funds for Capital Infrastructure Projects | | | | | | 91,553,330 | 42,979,784 | 115,470,764 | 19,954,466 | 14,377,229 | 284,335,573 | 14,820,298 | 15,271,388 | 15,728,418 | 16,192,335 | 16,664,171 | 17,143,988 | 17,630,870 | 18,124,983 | 18,627,534 | 19,137,792 | 19,656,106 | 20,182,849 | 26,306,175 | 1,039,923 | | | | | | | | | | |
| 7 Uses of Funds | | | | | | | Blueprint 2020 Program Funding (3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 Projects | | | | | | | Estimated Cost to Complete Project (2) | Amounts Allocated in Prior Years | Amounts Proposed to be Allocated in FY 2021 | Project Expenses Through April 30, 2021 | Project Balance as of April 30, 2021 | A - (B + C) Estimated Allocations Required to Complete Project | FY 2022 Projected Allocations | FY 2023 Projected Allocations | FY 2024 Projected Allocations | FY 2025 Projected Allocations | FY 2026 Projected Allocations | Total Projected FY 2022-2026 Allocations | FY 2027 Projected Allocations | FY 2028 Projected Allocations | FY 2029 Projected Allocations | FY 2030 Projected Allocations | FY 2031 Projected Allocations | FY 2032 Projected Allocations | FY 2033 Projected Allocations | FY 2034 Projected Allocations | FY 2035 Projected Allocations | FY 2036 Projected Allocations | FY 2037 Projected Allocations | FY 2038 Projected Allocations | FY 2039 Projected Allocations | FY 2040 Projected Allocations | Total Allocations Since Inception | Amount Remaining to Complete Project Based on Estimated Cost to Complete | | |
| 9 Blueprint 2000 Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Water Quality Project: City | | | | | | 25,000,000 | 25,000,000 | - | 14,335,596 | 10,664,404 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25,000,000 | - | | | |
| 11 | Water Quality Project: County | | | | | | 25,000,000 | 25,000,000 | - | 23,681,606 | 1,318,394 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 25,000,000 | - | | |
| 12 | Blueprint 2000 LIDAR | | | | | | 349,817 | 349,817 | - | 349,817 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 349,817 | - | | |
| 13 | Northwest Florida Water Management District Partnership | | | | | | 697,420 | 697,420 | - | 697,420 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 697,420 | - | | |
| 14 | Blueprint 2000 Building Renovations | | | | | | 48,180 | 48,180 | - | 48,180 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 48,180 | - | |
| 15 | Headwaters of the St. Marks | | | | | | 8,920,221 | 8,920,221 | - | 8,920,221 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8,920,221 | - | | |
| 16 | Ford's Arm Watershed | | | | | | 272,429 | 272,429 | - | 272,429 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 272,429 | - | |
| 17 | Fred George Basin | | | | | | 2,770,000 | 2,770,000 | - | 2,770,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,770,000 | - | |
| 18 | Sensitive Lands Project Management | | | | | | 394,699 | 394,699 | - | 394,699 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 394,699 | - | |
| 19 | Lafayette Heritage Bridge | | | | | | 500,000 | 500,000 | - | 500,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 500,000 | - | |
| 20 | Lake Lafayette Floodplain | | | | | | 2,800,000 | 2,800,000 | - | 1,498,948 | 1,301,052 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,800,000 | - | |
| 21 | Blueprint 2000 Land Bank | | | | | | 1,320,263 | 1,320,263 | - | 1,320,263 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,320,263 | - | |
| 22 | Booth Property Purchase | | | | | | 584,754 | 584,754 | - | 584,754 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 584,754 | - | |
| 23 | Mahan Drive | | | | | | 4,825,731 | 4,825,731 | - | 4,825,731 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4,825,731 | - | |
| 24 | Capital Circle Northwest (N-1) | | | | | | 69,230,163 | 69,230,163 | - | 69,230,163 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 69,230,163 | - |
| 25 | Capital Circle Northwest/Southwest (N-2) | | | | | | 127,003,286 | 127,003,286 | - | 124,513,915 | 2,489,371 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 127,003,286 | - | |
| 26 | Capital Circle East (E-1) | | | | | | 38,628,775 | 38,628,775 | - | 38,628,775 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 38,628,775 | - |
| 27 | Capital Circle Southeast and Subprojects (E-2) | | | | | | 37,040,455 | 37,040,455 | - | 37,040,455 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 37,040,455 | - | |
| 28 | Capital Circle Southeast Woodville/Crawfordville (E-3) | | | | | | 11,587,229 | 11,587,229 | - | 11,587,229 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 11,587,229 | - |
| 29 | Capital Circle Southwest (W-1) | | | | | | 4,554,895 | 4,554,895 | - | 4,291,716 | 263,179 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4,554,895 | - |
| 30 | Capital Circle Southwest (W-1) ROW Acquisition | | | | | | 8,539,400 | 8,539,400 | - | 3,555,527 | 4,983,873 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8,539,400 | - |
| 31 | Capital Circle Southwest (W-1) Stormwater | | | | | | 2,800,000 | 2,800,000 | - | 211,930 | 2,588,070 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2,800,000 | - |
| 32 | Capital Cascades Trail Segment 1 (Franklin Boulevard) | | | | | | 19,035,973 | 19,035,973 | - | 19,035,973 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 19,035,973 | - |
| 33 | Capital Cascades Trail Segment 2 (Cascades Park & Subprojects) | | | | | | 50,933,290 | 50,933,290 | - | 50,338,059 | 595,231 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 50,933,290 | - |
| 34 | Capital Cascades Crossing (Connector Bridge & Subprojects) | | | | | | 8,506,584 | 8,506,584 | - | 8,506,584 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8,506,584 | - |
| 35 | Capital Cascades Trail Segment 3 (FAMU Way & Subprojects) | | | | | | 67,776,617 | 67,776,617 | - | 62,345,292 | 5,431,325 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 67,776,617 | - |
| 36 | Capital Cascades Trail Segment 4 | | | | | | 20,000,000 | 10,243,721 | - | 17,601 | 10,226,120 | 9,756,279 | - | - | 6,030,730 | 1,526,453 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 17,800,904 | 2,199,096 |
| 37 | LPA Group Engineering Services | | | | | | 8,527,288 | 8,915,148 | - | 8,527,288 | 387,860 | (387,860) | (387,860) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8,527,288 | - |
| 38 | Magnolia Drive Trail and Subprojects | | | | | | 23,256,734 | 12,990,163 | 1,066,571 | 2,848,347 | 11,208,387 | 9,200,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 22,490,163 | (300,000) |
| 39 Advance Funding for Blueprint 2020 Projects | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | Advance: Airport Gateway | | | | | | 5,531,253 | 5,531,253 | - | 1,266,642 | 4,264,611 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5,531,253 | - |
| 41 | Advance: Orange Avenue Corridor Study | | | | | | 350,000 | 350,000 | - | 350,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 350,000 | - |
| 42 | Advance: Orange Avenue/Meridian Placemaking | | | | | | 1,000,000 | 1,000,000 | - | 450,921 | 549,079 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,000,000 | - |
| 43 | Advance: Market District Placemaking | | | | | | 1,000,000 | 1,000,000 | - | 695,522 | 304,478 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,000,000 | - |
| 44 | Advance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Proposed FY 2022 Greenways Masterplan Work Program

Proposed FY 2022 Greenways Masterplan Work Program Overview

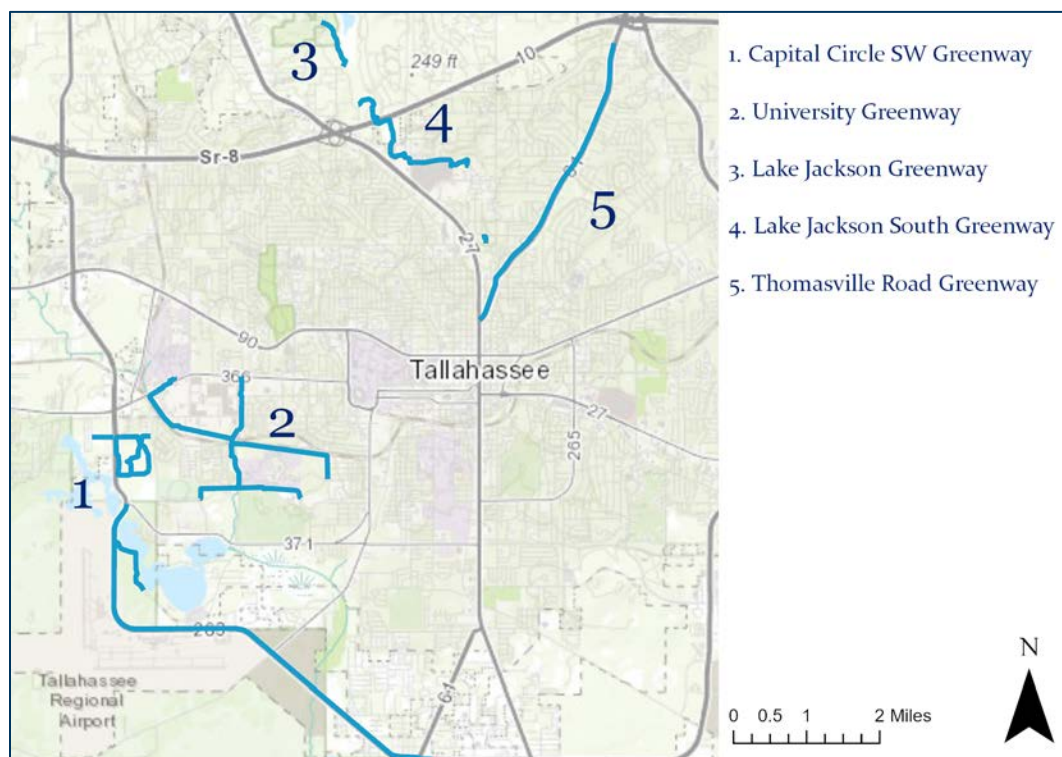
Consistent with the December 10, 2020 Approval of the Prioritized List of Greenways Master Plan Projects IA Board agenda item, this attachment provides an proposed work plan for the Blueprint 2020 Implementing the Greenways Master Plan Phase I (GWMP) project. Five projects have been prioritized by the IA Board for implementation. Table 1, below, provides an overview of these projects, their status, and estimated costs.

| Table 1 – Overview of IA Board Prioritized GWMP Projects | | |
|--|---|----------------|
| Project | Current Status | Estimated Cost |
| CCSW Greenways | Concept approved Sept. 17, 2020; Design underway | \$3,812,694 |
| Lake Jackson Greenway | Preliminary Engineering underway; Combined with Lake Jackson South | \$2,446,699 |
| Lake Jackson South Greenway | Preliminary Engineering underway; Combined with Lake Jackson | |
| Thomasville Road Trail Greenway | Feasibility Study in progress through CRTPA: Blueprint partnering to fund design in FY 2022 | \$6,400,000 |
| University Greenway | Design and permitting in procurement as component of Airport Gateway Project | \$2,345,669 |

Proposed FY 2022 Greenways Masterplan Project Timeline

Table 2, below, gives an overview of GWMP project actions anticipated for FY 2022. See Figure 1 for a map of the GWMP projects prioritized by the IA Board in February 2017.

Figure 1 – Map of IA Board 2017 Prioritized Projects



| Table 2 - Implementing the Greenways Master Plan Annual Work Program Project Timeline | | | | |
|---|---|-----------------------------|---------|---------|
| Greenway Project | Sub Project | Projected Project Timelines | | |
| | | Phase | FY 2021 | FY 2022 |
| Capital Circle SW Greenway | Debbie Lightsey Nature Park & Trail Connections | Planning | | |
| | | Design | | |
| | | ROW | | |
| | | Construction | | |
| | CCSW Multi-Purpose Path (FDOT) | Planning | | |
| | | Design | | |
| | | ROW | | |
| | | Construction | | |
| Lake Jackson Greenways | | Planning | | |
| | | Design | | |
| | | ROW | | |
| | | Construction | | |
| Thomasville Road Greenway (CRTPA) | | Planning | | |
| | | Design | | |
| | | ROW | | |
| | | Construction | | |
| University Greenway (In conjunction with Airport Gateway Proj.) | | Planning | | |
| | | Design | | |
| | | ROW | | |
| | | Construction | | |

Proposed FY 2022 Greenways Masterplan Project Cost Estimates

Table 3, below, presents the proposed FY 2022 GWMP project cost estimates. Consistent with the prioritization approved by the IA Board at the December 10, 2020 meeting, the five previously prioritized GWMP projects are estimated to encumber GWMP funding until FY 2028. As such, under this FY 2022 proposal, the Lake Jackson Greenways would receive all available GWMP funding in FY 2022, a total of \$1,609,512.

Table 3 - Implementing the Greenways Master Plan Proposed FY 2022 Budget

| | <u>FY 2022</u> | <u>Estimated Additional GWMP Funds Needed Through FY 2028</u> |
|--|---------------------|---|
| Project Funding | | |
| Annual Allocation | \$ 760,000 | - |
| Outside Funding | \$ - | |
| Prior Year Account End Balance | \$ 849,512 | |
| Funding Available Before Expenses | \$ 1,609,512 | |
| <u>Estimated/Anticipated Project Expenses</u> | | |
| Thomasville Road Trail Greenway | \$ - | \$ 2,200,000 |
| CCSW & DLNP | \$ - | |
| Lake Jackson Greenways | \$ 1,421,512 | \$ 567,948 |
| Portion of Southwood Trail (Leveraging w/COT) | \$ 188,000 | |
| University Greenway | \$ - | \$ 1,967,457 |
| Identified Expenses Total | \$ 1,609,512 | |
| End of Year/Available Balance | \$ - | |

Project Status Updates

Consistent with IA Board direction, five GWMP projects have been prioritized for implementation. These projects are anticipated to encumber GWMP funding until FY 2028. This section gives a status update on each project. Only one project—the Lake Jackson Greenways project—is in need of GWMP funding in FY 2022, and, as such, the entirety of FY 2022 funds will be allocated to this project. The remaining GWMP projects prioritized by the IA Board require additional funding, and will be funded in future years.

Lake Jackson Greenways

Estimated FY 2022 Costs: \$1,421,512

The Lake Jackson and Lake Jackson South Greenways have been combined for implementation, and will create a connection from Lake Jackson Mounds State Park to Lake Ella at Fred O. Drake Park in Midtown Tallahassee.

The project is currently undergoing preliminary engineering, and project design is expected to begin in 2021. The project team has completed survey work for the portion of the project within City limits, south of I-10, along with preliminary environmental assessments for the entire corridor. A feasibility study for considering the inclusion of additional trail connections was conducted in the fall of 2020.

Additionally, coordination with agency partners such as FDEP Aquatic Preserves, which supports Lake Jackson, and FDEP State Parks, which supports Lake Jackson Mounds Archaeological State Park and the Florida Department of Transportation (FDOT), the Northwest Florida Water Management District (NFWFMD) continues.

The recommended trail route and proposed trail amenities were presented to the public during initial public engagement sessions the week of March 11, 2021.

Southwood Trail Greenway

Estimated FY 2022 Costs: \$188,000

At the June 27, 2019 meeting, the IA Board authorized Blueprint to enter into a cost-sharing agreement with the City of Tallahassee for \$171,981 to complete a portion of the Southwood Trail Greenway between Capital Circle Southeast and through the future City Southeast Park. Construction is being coordinated through the City of Tallahassee. Due to increased construction cost estimates related to labor and materials, estimates for the trail construction have increased by approximately \$188,000.

Thomasville Road Trail

The Capital Region Transportation Planning Agency is currently performing a feasibility study on the Thomasville Road Trail. This feasibility study is being conducted in two phases; Phase 1 is studying the feasibility of constructing a multi-use path between Betton Road and Metropolitan Road. Phase 2 of this study would identify the best option for connecting the path through the Market District to Maclay Road.

Estimates for design costs for this project are \$900,000, and estimates for construction costs are \$5,500,000. The CRTPA and Blueprint have had several discussions about splitting these costs 50/50. Under this leveraging opportunity, Blueprint's costs are estimated at \$450,000 for design, as presented to the IA Board at their December 10, 2020 meeting, and \$2,750,000 for construction. There are opportunities to leverage a combination of GWMP, Market District Placemaking, and Build the Bike Route System (BRS) funds for the Blueprint share of these costs. Design is anticipated to begin in FY 2022 and last two years. As such, staff is proposing to utilize BRS funds to fund Blueprint design costs for this project. Construction costs would then be funded by GWMP funds and through leveraging funds within the Market District Placemaking project.

Capital Circle Southwest Greenways and Debbie Lightsey Nature Park

The Capital Circle Southwest Greenways (Golden Aster Trail and Munson Slough Connector) and Debbie Lightsey Nature Park are at 100% design plans. The design and permitting process is expected to be complete in mid-2021, with construction being advertised for procurement in Fall 2021.

The FDOT Capital Circle Southwest road-widening project will construct a multi-use trail along the corridor, as well. The project segment from Springhill Road to Orange Avenue is schedule to be funded for construction by FDOT in FY 2022.

University Greenway

The University Greenway will help link Tallahassee Community College (TCC), Florida State University (FSU), and Florida Agricultural and Mechanical University (FAMU) to Innovation Park, as well as many nearby residential areas. Segments of the University Greenway are anticipated to align with improvements planned in the Airport Gateway project. Due to the need to closely align corridor improvements and complimentary multimodal facilities, the current Phase 1 Airport Gateway procurement includes design and permitting for the University Greenway.

Proposed FY 2022 Bike Route System Work Program

Proposed FY 2022 Bike Route System Work Program Overview

Consistent with the Status Update of the Bike Route System Project accepted by the IA Board at the February 18, 2021 meeting, this attachment provides an overview of the proposed FY 2022 Bike Route System (BRS) projects for implementation for IA Board consideration.

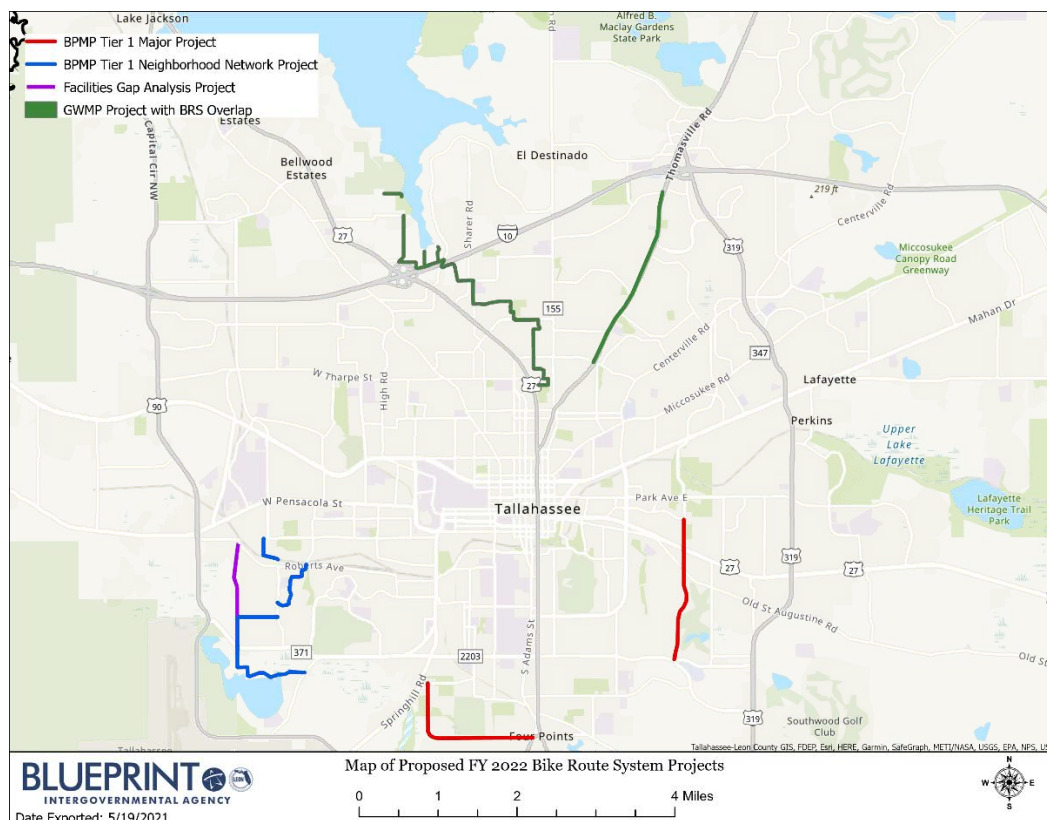
As provided at the February 18, 2021 IA Board meeting, projects would be proposed for implementation from either 1) bicycle facilities identified in road projects underway by Blueprint, the City, County, or private entities, 2) Tier 1 projects from the Tallahassee-Leon County Bicycle and Pedestrian Master Plan, recently updated and prioritized by the CRTPA, and 3) Projects from a Facilities Gap Analysis undertaken by the Tallahassee-Leon County Planning Department.

For the proposed FY 2022 projects, six projects would receive funding under the BRS. Three of these projects have received previous IA Board direction, including two projects which also overlap with the Implementing the Greenways Master Plan Phase 1 Blueprint 2020 project (GWMP), and three projects are new proposed projects for FY 2022 to the BRS work program from the Capital Region Transportation Planning Agency Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) and Tallahassee-Leon County Planning Department Facilities Gap Analysis (FGA). Of the six projects proposed in FY 2022, two of them are leveraging opportunities.

Table 1, below, presents the proposed FY 2022 BRS projects with estimated FY 2022 costs. Under this proposal the eight projects would be allocated a total of \$1,600,000. A map of these proposed projects can be seen in Figure 1, below.

| Table 1 - Bike Route System Proposed FY 2022 Budget | | |
|--|--|---------------------|
| Project Income | | FY 2022 |
| Annual Allocation | | \$ 780,000 |
| Outside Funding | | \$ - |
| Prior Year Account End Balance | | \$ 1,042,453 |
| | Funding Available Before Expenses | \$ 1,822,453 |
| GWMP Projects with BRS Components | | |
| Thomasville Road Trail | | \$ 450,000 |
| Lake Jackson Greenway Bicycle Facility Design+Construction | | \$ 50,000 |
| BPMP and FGA Projects | | |
| Downtown-University Protected Bike Lane | | \$ 1,000,000 |
| Blairstone Road Major Project | | \$ 45,000 |
| Ridge Road Major Project | | \$ 25,000 |
| Neighborhood Network Project | | \$ 30,000 |
| 3D+Rankin Ave Gap Project | | \$ 30,000 |
| | Expenses Total | \$ 1,600,000 |
| | End of Year Balance | \$ 222,453 |

Figure 1 – Map of Projects Proposed for FY 2022 BRS Allocations



Project Selection Process

Consistent with the process outlined in the February 18, 2021 IA Board agenda item, the BRS work program proposes the implementation of projects from three sources:

- Overlap with City, County, Blueprint, or private road projects that require bicycle facilities.
- Tier 1 Tallahassee-Leon County Bicycle and Pedestrian Master Plan (BPMP) projects.
- Projects from the Tallahassee-Leon County Planning Department (TLCPD) Facilities Gap Analysis (FGA).

The City and County maintain a list of resurfacing projects that is regularly updated. Blueprint staff coordinate with City and County staff to identify opportunities to leverage resurfacing projects to implement BRS projects.

The BPMP was recently updated by the Capital Region Transportation Planning Agency (CRTPA) in 2020. It contains a list of Major Projects (primarily multi-use paths) and Neighborhood Network Projects (primarily signage, sharrows, and traffic calming) located throughout Tallahassee-Leon County. These projects have been scored by the CRTPA under a variety of metrics, and have been sorted into Tiers for implementation. While the BPMP does not provide a recommendation to implement projects in scoring order, it does recommend implementing Tier 1 projects first; this is the approach adopted by the IA Board for BRS projects. [A link to the BPMP can be found here.](#)

The FGA was undertaken by the TLCPD in Spring 2021. It is a preliminary compilation of multimodal facility gaps between existing, proposed, and planned projects throughout Tallahassee and Leon County. The FGA consists of major and minor projects, its linear projects total to approximately 150 miles between 152 projects. This gap analysis was undertaken to provide a supplemental set of potential projects to implement beyond those identified in the Tallahassee-Leon County Bicycle and Pedestrian Master Plan that overlap with City, County, or private sector projects. The content of this document represents a planning-level analysis, with each project identified requiring further review regarding alignment, feasibility, and need prior to incorporation into other planning efforts. The FGA is included at the end of this attachment.

The following section summarizes the proposed FY 2022 BRW Work Program, including project descriptions, implementation timelines, and a map depicting the eight projects underway or proposed for implementation.

Proposed FY 2022 Bike Route System Project Timelines

Table 2, below, gives an overview of the proposed BRS work program for FY 2022. These projects have received BRS funding in prior years, or are being proposed to begin implementation in FY 2022. For all projects, public engagement will be conducted with the surrounding neighborhoods and businesses as part of early implementation actions.

| Table 2 - Bike Route System FY 2022 Project Timelines | | | | |
|--|------------------------------------|--------------------|--------------------|--------------------|
| Project | Phase | FY 2020 | FY 2021 | FY 2022 |
| KCCI Consulting | Consulting Work/Planning | | | |
| GWMP Projects with BRS Components | | | | |
| CCSW & DLNP | Design | | | |
| | Construction | | | |
| Thomasville Road Trail | Planning (CRTPA Feasibility Study) | | | |
| | Design | | | |
| Lake Jackson Greenway | Planning | | | |
| | Design | | | |
| | Construction | | | |
| BPMP and FGA Projects | | | | |
| Downtown-University PBL | Design | | | |
| | Construction | | | |
| Blairstone Road* | Planning (Feasibility Study) | | | |
| Ridge Road* | Planning (Feasibility Study) | | | |
| Neighborhood Network Project 3D+Rankin Ave Gap Project* | Planning (Feasibility Study) | | | |
| *Indicates proposed project addition to BRS program | | | | |

Proposed Project Descriptions

Thomasville Road Trail

Estimated Costs in FY 2022: \$450,000

The Thomasville Road Trail is the highest scoring Tier 1 Bicycle and Pedestrian Master Plan Project (BPMP). It has also been prioritized for implementation under the Blueprint Implementing the Greenways Master Plan Project (GWMP). The Capital Region Transportation Planning Agency is currently performing a feasibility study on the Thomasville Road Trail. This feasibility study is being conducted in two phases; Phase 1 is studying the feasibility of constructing a multi-use path between Betton Road and Metropolitan Road. Phase 2 of this study would identify the best option for connecting the path through the Market District to Maclay Road.

Estimates for design costs for this project are \$900,000, and estimates for construction costs are \$5,500,000. The IA Board had previously directed staff to fund the Thomasville Road Greenway through GWMP funding. However, as highlighted in the December 10, 2020 IA Board Approval of the Prioritized List of Greenways Masterplan Projects agenda item, Blueprint continues to identify leveraging opportunities with outside funding to support project implementation. The CRTPA and Blueprint project funding plan splits the costs for the Thomasville Road Trail 50/50.

There are opportunities to leverage a combination of GWMP, Market District Placemaking, and BRS funds for the Blueprint share of these costs. Design is anticipated to begin in FY 2022 and last two years. As such, staff is proposing to utilize BRS funds to fund Blueprint design costs for this project at \$450,000 in FY 2022. Blueprint's share of construction costs would then be funded by GWMP funds and through leveraging funds within the Market District Placemaking project.

Lake Jackson Greenway Bicycle Facilities

Estimated Costs in FY 2022: \$50,000

Consistent with IA Board direction at the February 28, 2019 IA Board meeting, planning and design services have been procured for the Lake Jackson Greenways project. The Lake Jackson Greenways are among the five Greenways Master Plan projects that have been prioritized by the IA Board for implementation. The Lake Jackson Greenway projects will include bike route elements to complete the connection between the Lake Jackson Indian Mounds State Park and Lake Ella Park in Midtown. As shown in Table 1, above, the Lake Jackson Greenway project is slated to begin construction in FY 2022. As such, \$50,000 is proposed for allocation from the BRS program to fund construction of bicycle facilities for this project.

Downtown-University Protected Bike Lane Project

Estimated Costs in FY 2022: \$1,000,000

Consistent with IA Board direction at the February 18, 2021 meeting, construction funding is proposed for FY 2022 for the Downtown-University Protected Bike Lane project. This project will provide a protected bike lane network along W. Pensacola Street from City of Tallahassee City Hall to Florida State University, and from the University back downtown along St. Augustine and W. Madison Streets, and south along S. Adams Street to the Capital Cascades Trail. At present, staff is negotiating the scope of services with design consultants under the Blueprint Continuing Services Agreements for the Downtown-University Protected Bike Lane, which is anticipated to take approximately 6 months once a consultant is engaged in design. Construction is estimated to begin in late 2021/early 2022, to coincide with City resurfacing work on Pensacola Street.

Ridge Road Major Project Feasibility Study

Estimated Costs in FY 2022: \$25,000

The first of three feasibility studies proposed for FY 2022, the 1.98 mile Ridge Road Tier 1 BPMP Major Project would connect Crawfordville Road and the Tallahassee-St. Marks Historic Railroad State Trail to Springsax Road. There are currently no bicycle facilities on this corridor, and nearly 10-15% of households in this area do not own a vehicle. The project would connect St. Marks Trail users with Silver Lake Park, and Lake Elberta through the Dr. Charles Billings Greenway, which is a segment of the FDOT SUN Trail. The BPMP proposes the installation of a multi-use path along the corridor, potentially through the widening of an existing sidewalk. The next steps proposed by the BPMP is a feasibility study, estimated at \$25,000. Planning level construction costs (with 20% contingency) in the BPMP range from \$712,800 to \$2,376,000. As part of the feasibility study, updated cost estimates would be developed.

Blair Stone Road Major Project Feasibility Study

Proposed FY 2022 Allocation: \$45,000

The second of three feasibility studies proposed for FY 2022, the 1.81 mile Blair Stone Road BPMP Tier 1 Major Project would complete a major gap in the bicycle network on Blair Stone Road from Governor's Square Boulevard to Orange Avenue. The BPMP proposes implementing a multi-use path, or designated buffered bicycle lanes. A feasibility study is recommended as a next step to determine right-of-way constraints along the corridor. The BPMP estimates a feasibility study cost for this project at \$45,000. Planning level construction costs estimates (with 20% contingency) in the BPMP range from \$651,600 to \$2,172,000 for this project. As part of the feasibility study, updated cost estimates would be developed.

Neighborhood Network Project 3D & Rankin Avenue FGA Project Feasibility Study

Estimated Costs in FY 2022: Approx. \$30,000

The BPMP Tier 1 Neighborhood Network 3D project would provide a north-south connection between the Tallahassee Museum, the FSU reservation, the FSU Intramural fields (SW RecPlex), and neighborhoods along Pensacola Street and Jackson Bluff Road that currently lack safe bicycle and pedestrian access to these locations. Additionally, the University Greenway design included in the GWMP would connect to Tyson and Eisenhower. As part of the public engagement for the Capital Circle SW Greenways and Debbie Lightsey Nature Park, a connection from the Debbie Lightsey Nature Park and the Florida State University Southwest RecPlex was put forward members of the public. Blueprint staff has explored possible opportunities to create this connection, potentially through a City-owned sand mine, and has had discussions with staff from the City of Tallahassee and Florida State University Administration about the connection. All parties have been generally supportive of this connection, with acknowledgement that further design work and discussions were needed. The Rankin Ave FGA project proposes a multi-use path from Tallahassee Museum to Roberts Road with a connection to the Debbie Lightsey Nature Park. This project would be included in a proposed feasibility study.

As highlighted in the BPMP, this is an area with a high percentage of individuals living below the poverty level. According to the 2019 5-Year American Community Survey, over 40% of individuals are below the poverty level. Additionally, over 8% of households in this area do not have access to a vehicle.

For FY 2022, a feasibility study is recommended to analyze the best way to provide connectivity for these locations, as well as analyzing the right-of-way available in order to determine the appropriate facility for each segment. \$30,000 is a planning-level estimate for a feasibility study, based on estimates contained in the BPMP.

Conclusion and Recommended Action

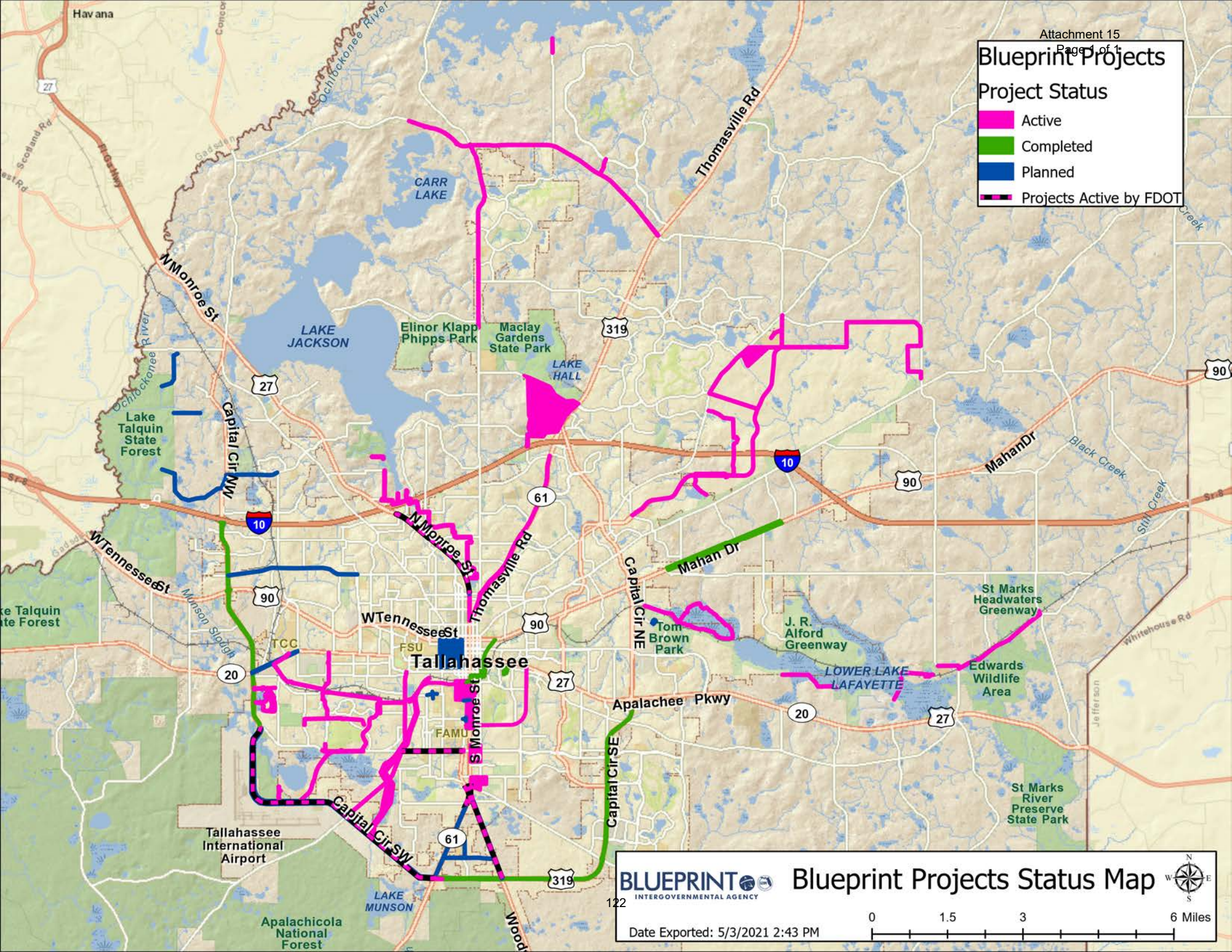
As outlined above, the Proposed FY 2022 Bike Route System work program would continue three projects with previous IA Board action, funding portions of two Greenways Master Plan projects, and would also add three additional projects to the implementation list in FY 2022. Should the IA Board approve the 2022 Budget Workshop recommendation, Blueprint would undertake the actions described herein, in FY 2022.

Recommended Action: Approve the proposed projects for implementation in FY 2022 under the Bike Route System program.

Blueprint Projects

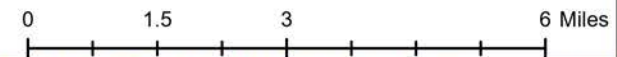
Project Status

- █ Active
- █ Completed
- █ Planned
- █ Projects Active by FDOT



Blueprint Projects Status Map

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BLUEPRINT INFRASTRUCTURE Q1 2021 PROJECT STATUS



PROJECTS ACTIVE

IN PLANNING, DESIGN, AND CONSTRUCTION

29

ACTIVE PROJECTS/
SUBPROJECTS

22.06

MILES OF ROADWAY
TO BE IMPROVED

78.85

TOTAL MILES OF BICYCLE/
PEDESTRIAN FACILITIES
TO BE CONSTRUCTED

406

TREE PLANTINGS
INCLUDED IN PROJECTS
AT 100% DESIGN

200.06 Acres

8,714,447 Sq Ft

PUBLIC SPACE TO
BE DEVELOPED

BLUEPRINT INFRASTRUCTURE QUARTERLY PROJECT STATUS REPORT

This document provides an update on active Blueprint Infrastructure projects for the first quarter of 2021 (January 1, 2021 to March 31, 2021). Its purpose is to give an overview of all active projects and subprojects, project timelines, and also provide statistics about the improvements these projects will provide, once completed. Included in the Q1 2021 Status Report are project snapshots for all active and planned Blueprint Infrastructure projects.

CONTACT

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info@BlueprintIA.org

315 S. Calhoun Street, Suite 450
Tallahassee, FL 32301

PROJECTS INITIATED IN Q1 2021

(IA Board Approved Procurement Authorization)

Downtown-University Protected Bike Lane

PROJECT GROUND BREAKINGS & RIBBON CUTTINGS IN Q1 2021

(Beginning or Completing Construction)



Coal Chute Pond

Q1 2021 ACTIVE PROJECTS & SUBPROJECTS

| Project | PHASE | Project | PHASE | Project | PHASE |
|--|-----------------------|---|--------------------------|---|---------------------------|
| Van Buren Street | CONSTRUCTION | Capital Circle SW Road Project | ROW | Orange-Meridian Placemaking | PLANNING/DESIGN |
| Cascades Trail Seg. 3DB Reg. Stormwater Facility & Trailhead | CONSTRUCTION | Lake Jackson Greenway | PRE-ENG. | Fairgrounds Beautification and Improv. | PLANNING/MARKET STUDY |
| FAMU Way Playground Restroom | CONSTRUCTION | Lake Lafayette and St. Marks Regional Linear Park | PLANNING/PRE-ENG. | Comprehensive Wastewater Treatment Plan | PRE-ENG. |
| Coal Chute Pond | CONSTRUCTION | Downtown-University Protected Bike Lane | PLANNING | Thomasville Road Greenway | FEASIBILITY STUDY (CRTPA) |
| Skateable Art | DESIGN | Market District Park | DESIGN | University Greenway | PLANNING |
| History and Culture Trail | DESIGN | Market District Connectivity | PRE-PLANNING | Southwood Greenway | DESIGN/CONST. (COT) |
| Magnolia Drive Trail | CONST. PROCUR./DESIGN | Midtown Placemaking | DESIGN SCOPE DEVELOPMENT | Airport Gateway | PLANNING |
| Cascades Trail Seg. 4 | PLANNING | Monroe-Adams Placemaking | PLANNING/PROCUR. | Implementing the Greenways Master Plan | PLANNING/DESIGN |
| Debbie Lightsey Nature Park | DESIGN | Northeast Connector | PLANNING/PRE-ENG. | Bike Route System | PLANNING |
| Capital Circle SW Greenway | DESIGN | Northeast Gateway | PLANNING/PRE-ENG. | | |

Schedule of Current Blueprint 2000 and 2020 Project Phases and Timelines

| Program | Project | Phase | 2021 | | | | 2022 | | 2023 | | 2024 | | 2025 | |
|----------------|--|--------------------------|-------|-------|-------|-------|---------|----------|---------|----------|---------|----------|---------|----------|
| | | | 1st Q | 2nd Q | 3rd Q | 4th Q | 1-6 Mos | 7-12 Mos | 1-6 Mos | 7-12 Mos | 1-6 Mos | 7-12 Mos | 1-6 Mos | 7-12 Mos |
| Blueprint 2000 | Capital Cascades Trail Segment 3 - Van Buren Street | Planning | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | Capital Cascades Trail Segment 3D | Planning | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | Capital Cascades Trail Segment 3 - Amenities ¹ | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | Capital Cascades Trail Segment 4 | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | Cascades Park Alum | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | Magnolia Drive ² | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| Blueprint 2020 | Alternative Sewer Solutions Study | Comprehensive Wastewater | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | Debbie Lightsey Nature Park & Capital Cir Southwest Greenway | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | Lake Jackson South Greenway | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | Orange Avenue (FDOT Project) | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | Orange/Meridian Placemaking | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | Thomasville Rd Greenway (CRTPA) | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | University Greenway | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | Market District Park Element | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | Market District Pedestrian/Trail Connectivity | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | Monroe-Adams Corridor | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | Lake Lafayette and St Marks Regional Park | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | Midtown Placemaking (Thomasville from Monroe to 7th) | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | Airport Gateway | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | | Design | | | | | | | | | | | | |
| | Northeast Connector - Bannerman Road | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |
| | | Planning/Pre-Engineering | | | | | | | | | | | | |
| | Northeast Gateway Welaunee Boulevard | Design | | | | | | | | | | | | |
| | | Right-of-Way Acquisition | | | | | | | | | | | | |
| | | Construction | | | | | | | | | | | | |

1. Amenities may include those around Coal Chute pond, Skate Feature and, History and Culture Trail. The proposed trailhead will be constructed as part of Pond 3D-B.

2. Projects being managed and administered by Leon County with Blueprint support

| | |
|--|--------------------------|
| | Planning/Pre-Engineering |
| | PD&E |
| | Design |
| | Right-of-Way Acquisition |
| | Construction |



Project Website:

blueprintia.org/projects/airport-gateway

Staff Contact: Abraham Prado

(850) 219-1076 Abe.Prado@BlueprintIA.org



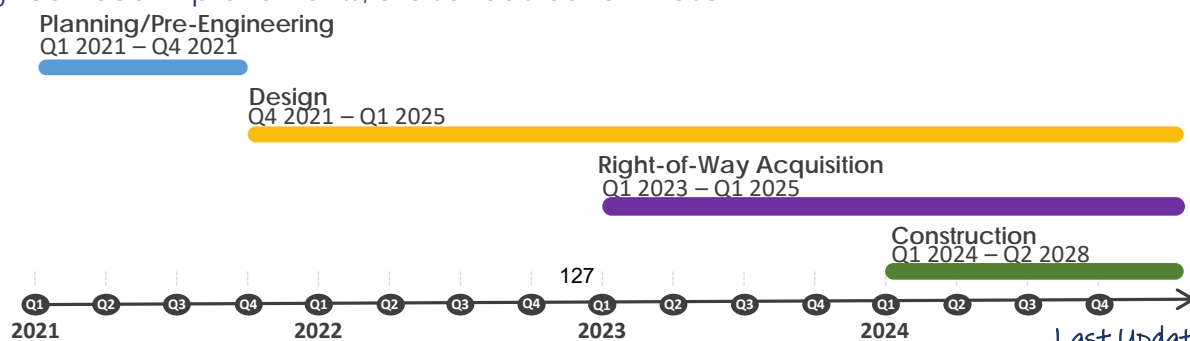
Airport Gateway

Project Highlights

- The purpose of the Project is to create a unique, safety-enhanced, multimodal gateway entrance into Downtown, FSU, and FAMU from the Tallahassee International Airport. Other project goals include expanded investment in Southwest Tallahassee-Leon County, supporting local growth of the high-tech sector in areas such as Innovation Park, and improving neighborhood safety.
- The Project includes planned improvements for over 7 miles of southwest area roadways, a new road within FSU's southwest campus, and includes approximately 12 miles of new sidewalks, bicycle lanes, and multiuse trails.

Current Status:

- The Southwest Area Transportation Plan, which provides planning and analysis of existing traffic data for road segments included in this project, was completed in 2019.
- Coordination with the Florida Department of Transportation regarding its current PD&E Study of Orange Avenue from Monroe Street to Capital Circle Southwest.
- Planning for the Airport Gateway is underway. A project kickoff meeting for Phase 1 was held March 5, 2021. The design of roadway improvements for Springhill Road, Stuckey Avenue, and a new road within FSU's southwest campus, as well as Levy Avenue and neighborhood improvements, are scheduled for Phase 1.







Project Website: www.BlueprintIA.org

Leon County Government Contact:

Felton Ard, (850) 606-1515

LeonCountySprings@LeonCountyFL.gov



Alternative Sewer Solutions

Project Highlights

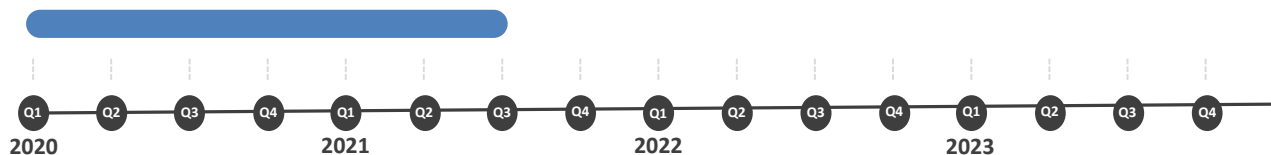
- Project provides funding for the Alternative Sewer Solutions Study; study area is unincorporated Leon County, and includes Primary Springs Protection Zone.

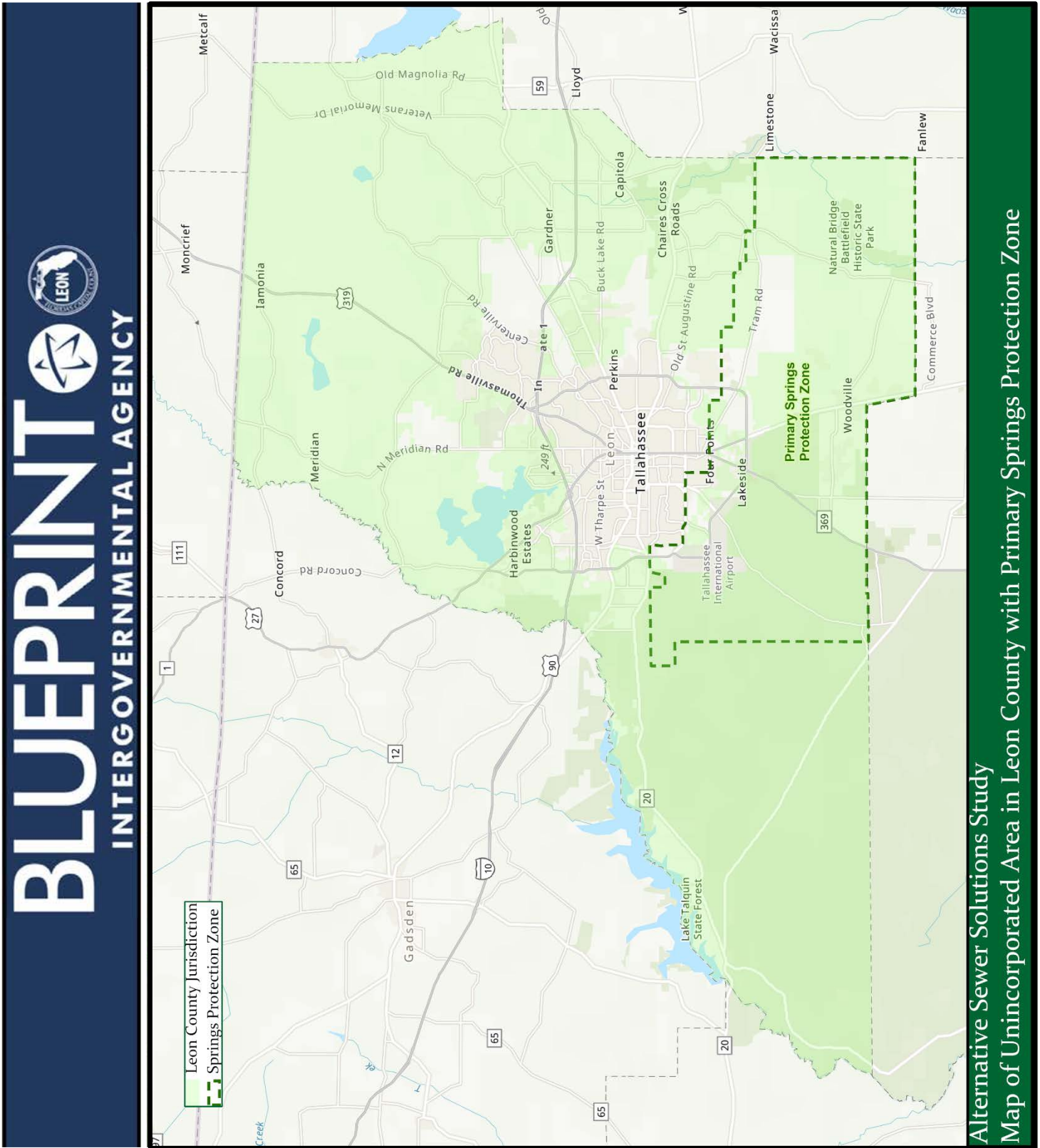
Current Status:

- Leon County is currently managing the first phase of this project: the Comprehensive Wastewater Treatment Facilities Plan (CWTFP), which began in November 2019.
- The Task 1 Report on Nitrogen Reduction Performance Criteria for Alternative Wastewater Treatment Systems was received in April 2020. The Draft Task 2 Report on Cost-Effectiveness of Alternative Technologies was submitted on November 3, 2020 and is under review by Leon County staff. The draft Task 3 Report on Factors Other than Cost-Effectiveness that Influence Selection of Treatment Technologies was received on December 1, 2020 and is also under review.
- Another round of public meetings are planned for 2021 which relate to the nitrogen reduction performance for alternative treatment systems and the factors influencing selection of treatment technology.

Comprehensive Wastewater Treatment Facilities Plan

Q1 2020 - Q3 2021







Project Website: www.BlueprintIA.org

Contact: (850) 219-1060

info@blueprintia.org



Animal Service Center

Project Highlights

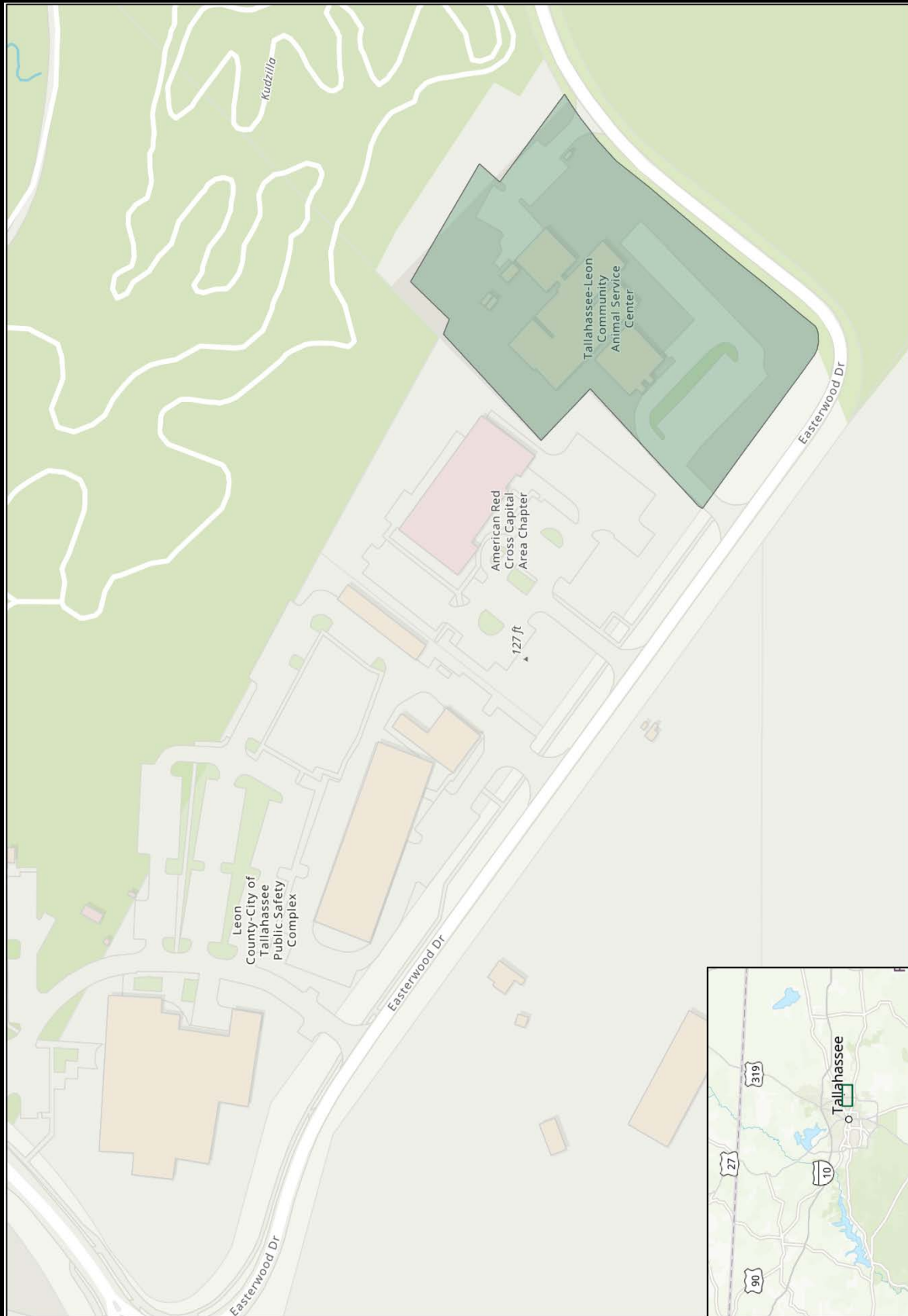
- Improvements identified include construction of a new facility or significant renovations of the current Animal Service Center.
- Potential Improvements Include:
 - Educational facilities
 - Expansion of veterinary facilities
 - Additional upgrades to create a world-class facility that is a source of pride in the community

Current Status

- This project has not been initiated yet.

BLUEPRINT

INTERGOVERNMENTAL AGENCY



Tallahassee-Leon Community Animal Service Center



Project Website: www.BlueprintIA.org

Staff Contact: Mike Alfano

(850) 219-1075

Michael.Alfano@blueprintia.org



Build the Bike Route System

Project Highlights

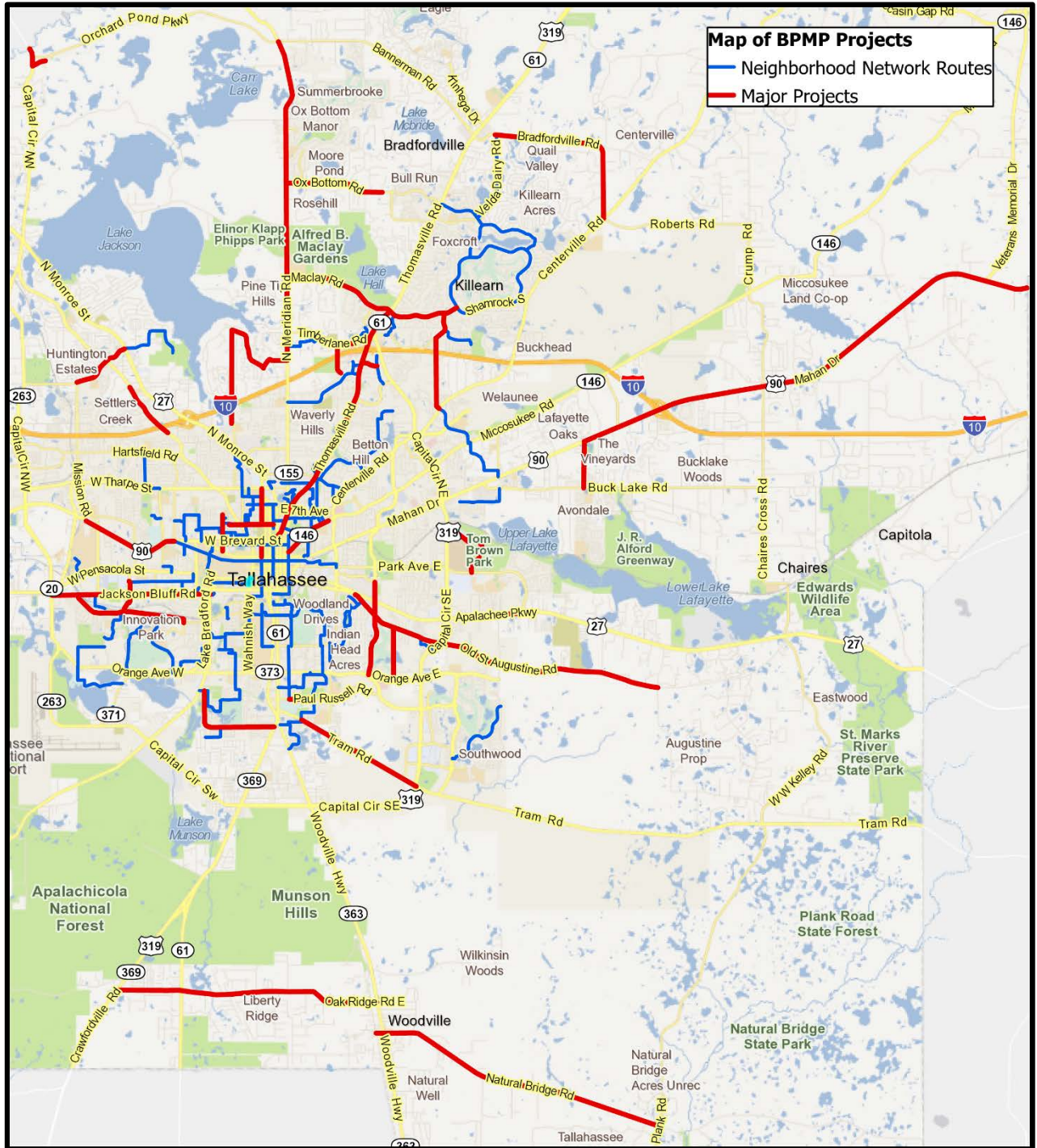
- The Blueprint 2020 program includes a project to Build the Bike Route System
- IA Board has allocated \$15 Million in annual installments over 20 years of \$750,000 to implement this project.
- Blueprint will implement projects under this program according to the below process:
 - Tier 1 Bicycle and Pedestrian Master Plan Projects
 - Projects identified as part of the Facilities Gap Analysis completed by the Tallahassee-Leon County Planning Department.
 - Leveraging opportunities with Blueprint, City, County, and private road projects that have bicycle facility improvements identified.

Current Status:

- The IA Board authorized procurement of design and construction services for the Downtown-University Protected Bike Lane project at its February 18, 2021 meeting.
- Staff will be bringing an annual work plan proposal to the IA Board at the May 2021 Budget Workshop for their consideration.

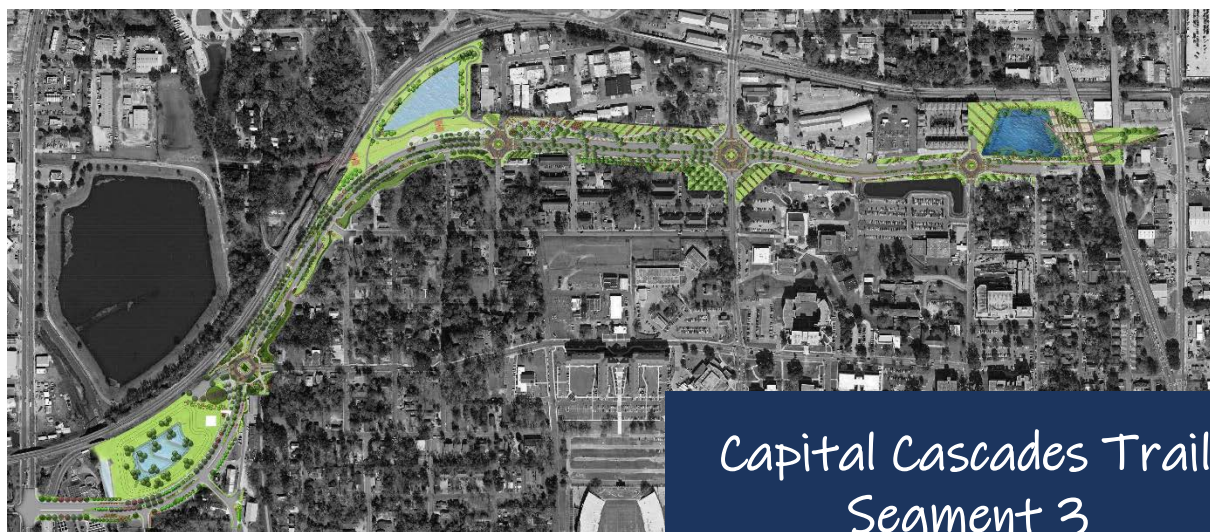
BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website:
blueprintia.org/projects/capital-cascades-trail
Staff Contact: Dan Scheer, (850) 219-1066
Daniel.Scheer@blueprintia.org

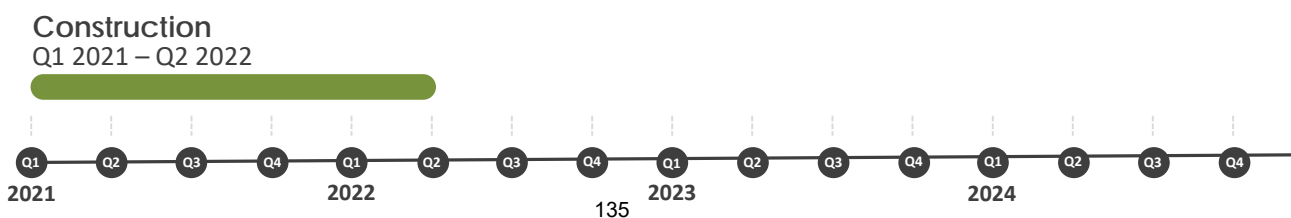


Project Highlights

- The Capital Cascades Trail: Segment 3 project is a continuation of the Capital Cascades Trail network, which will provide connectivity and improvements linking Leon High School in Downtown Tallahassee to Lake Henrietta.
- This project creates a linear park, alongside the newly constructed FAMU Way, stretching from Adams Street to the confluence with the Central Drainage Ditch east of Lake Bradford Road.
- The Project will transform an open stormwater ditch into a beautiful linear park and trail, with a number of park amenities.

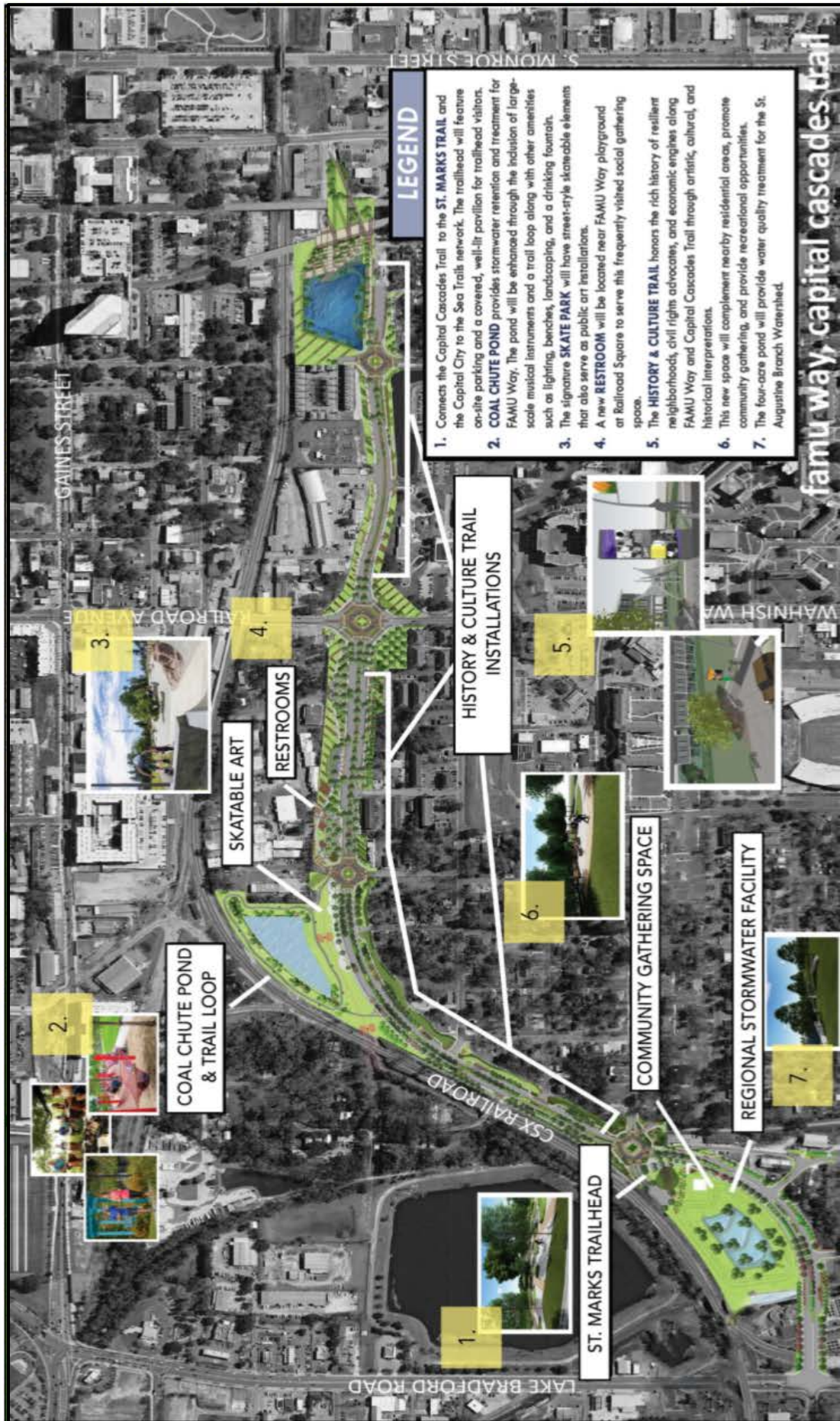
Current Status:

- Construction is underway and is anticipated to be complete Q2 2022.
- In addition to the initial \$500,000 Springs Restoration Grant from FDEP for the project's innovative stormwater treatment methods, the project was notified on March 19, 2021 that it was also awarded an additional \$235,000 Non-Point Source Water-Quality Assistance Grant from FDEP.



BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website:
blueprintia.org/projects/capital-circle-southwest/
Contact: (850) 219-1060
Info@blueprintia.org



Capital Circle Southwest

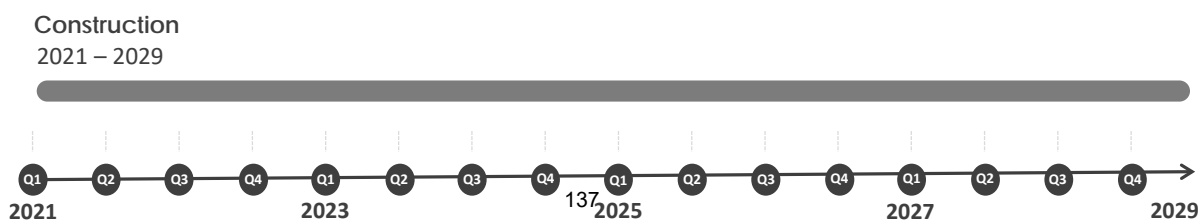
Project Highlights

- This approximately 5.5 mile project is the last phase of 16.5 miles of improvements to the Capital Circle corridor from Orange Avenue to Crawfordville Road .
- Consistent with other phases, this project will widen the road from two to six lanes, include bike lanes, a 10-foot wide multi-use trail, and a 5-foot sidewalk.
- Will include stormwater for roadway improvements, water quality enhancements, and land acquisition for the Capital Circle Southwest Greenway.

Current Status:

- Project is managed by Florida Department of Transportation (FDOT).
- Springhill Road to Orange Ave
 - Right-of-Way acquisition is underway through a partnership with FDOT and Blueprint.
 - Construction funded in FY 2022, in the amount of \$58.2 million.
- Crawfordville Road to Springhill Road
 - Right-of-Way acquisition is underway through a partnership with FDOT and Blueprint for \$4.9 million.
 - Construction deferred by FDOT to FY29 in the amount of \$41.4 million.
- **Total FDOT Investment: + \$125 million**

Preliminary Estimated Timeline

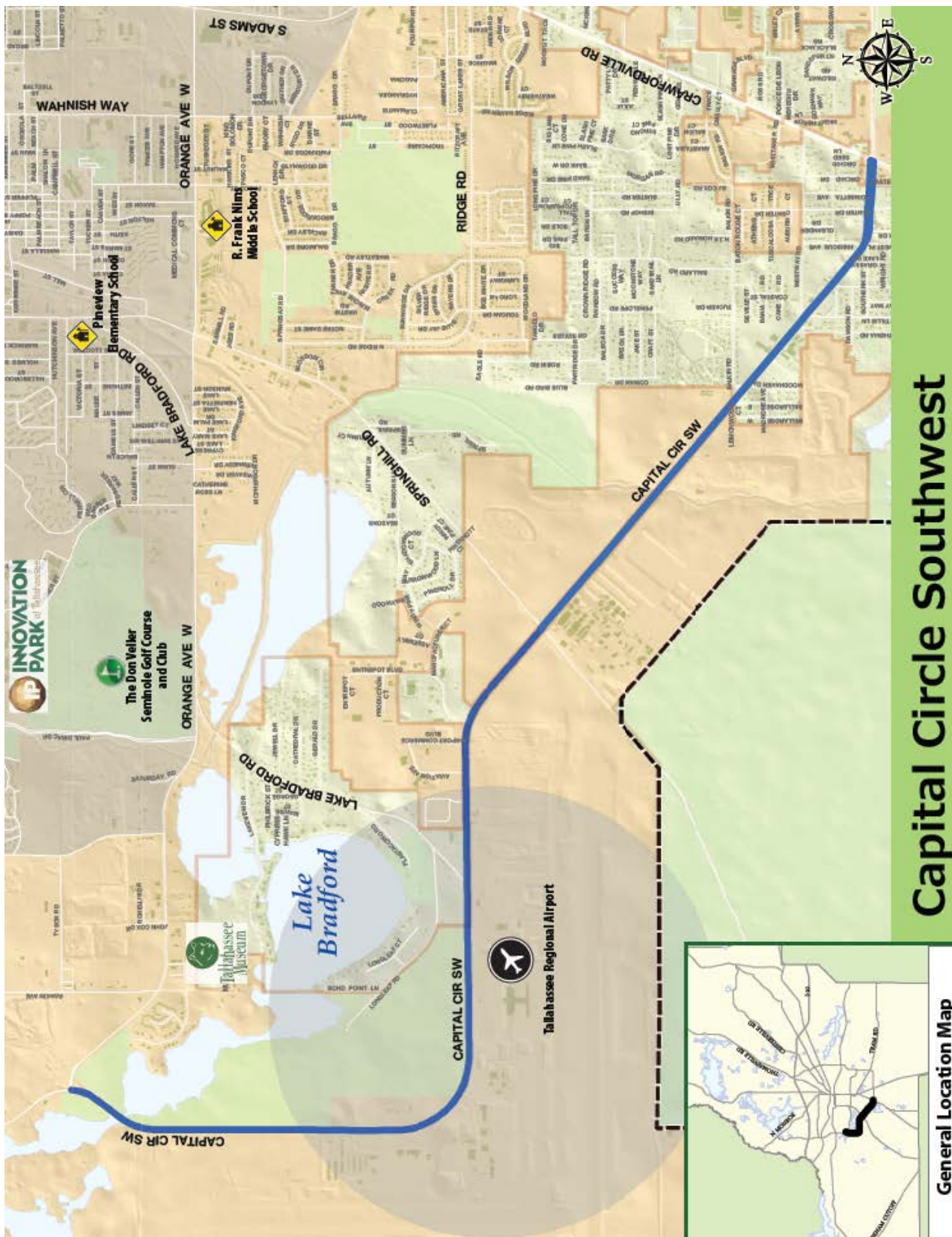


Last Updated: 05.03.2021

BLUEPRINT



INTERGOVERNMENTAL AGENCY



Capital Circle Southwest

General Location Map



Project Website: www.BlueprintIA.org
Staff Contact: Eric Mason
(850) 219-1085
Eric.Mason@BlueprintIA.org



Cascades Park Amphitheater Weatherization

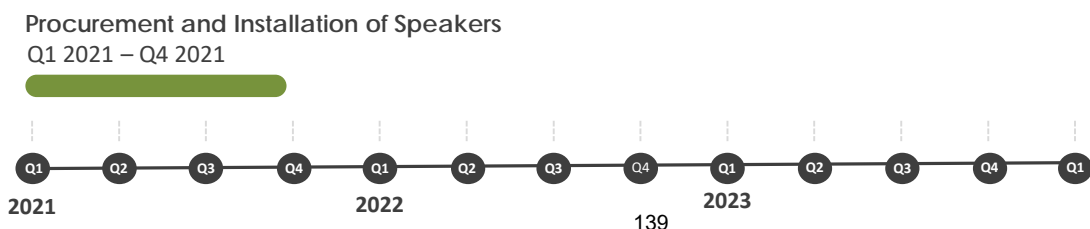
Project Highlights

- In February 2018, Leon County Commissioners approved a concept to reduce rainwater impacts on the Amphitheater stage.
- This project implemented that concept, with the Leon County Division of Tourism acting as fiscal agent, and Blueprint managing the design construction and inspection services. Construction is complete.

Current Status:

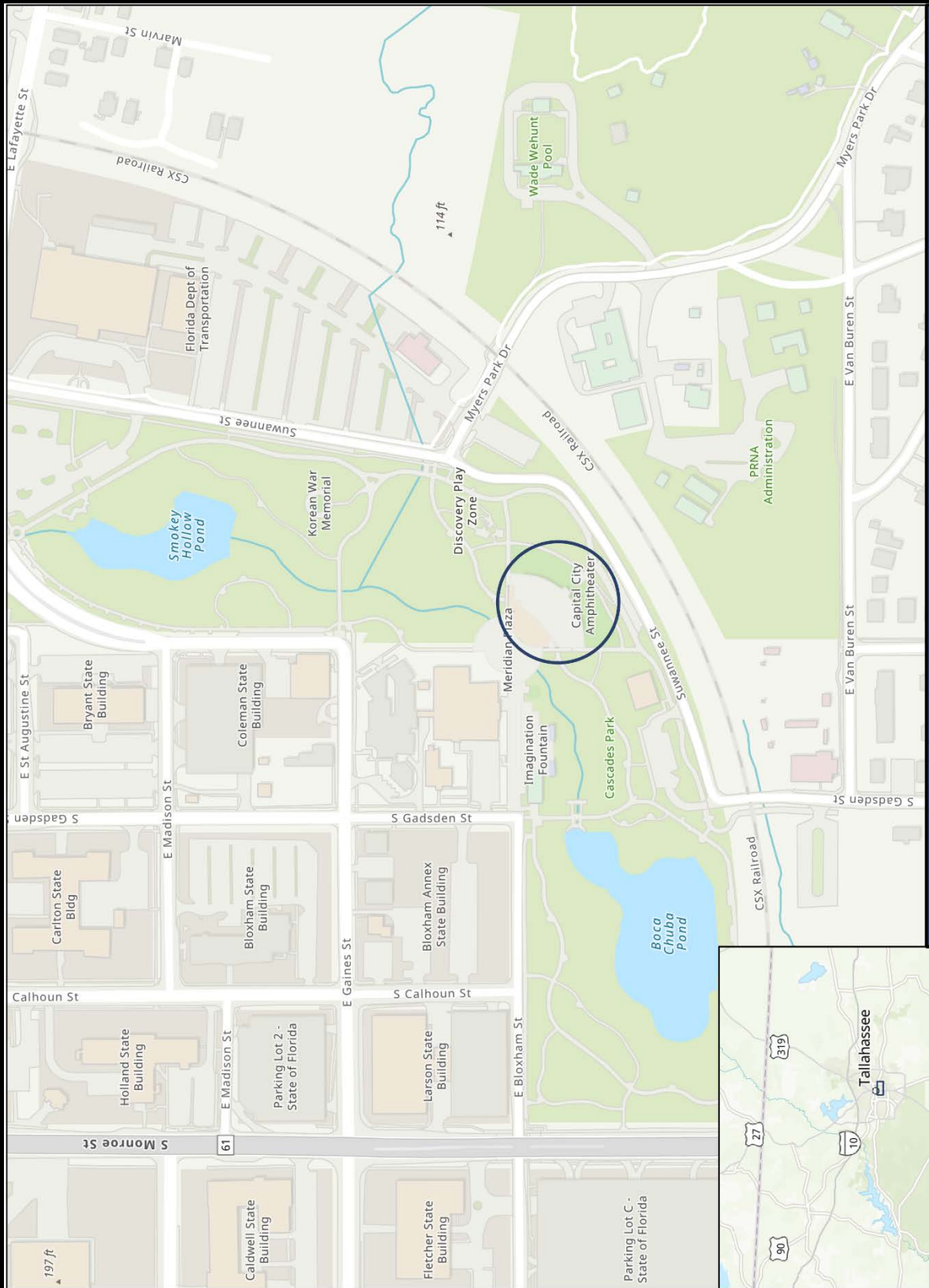
- A new house speaker system purchase is currently being procured.
- The new system the last phase of an effort to reduce the impact of sound from the amphitheater on the nearby neighborhoods.

Preliminary Estimated Timeline



BLUEPRINT

INTERGOVERNMENTAL AGENCY



Capital City Amphitheater Weatherization



Project Website:

blueprintia.org/projects/cct-segment-3-amenities

Staff Contact: Junious Brown

(850) 219-1063 Junious.Brown@BlueprintIA.org



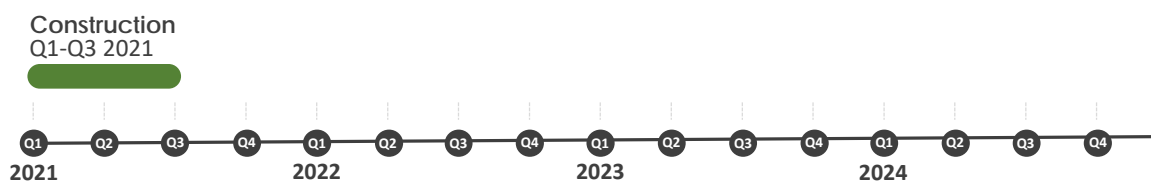
Capital Cascades Trail Segment 3 Van Buren Street

Project Highlights

- This project will enhance an area adjacent to the Anita Favors Thompson Plaza, and will provide parking to both the Plaza and Capital Cascades Trail.
- This project will also provide new pedestrian accessibility, underground utilities, greenspace, and decorative lights that will match the rest of the Capital Cascades Trail.

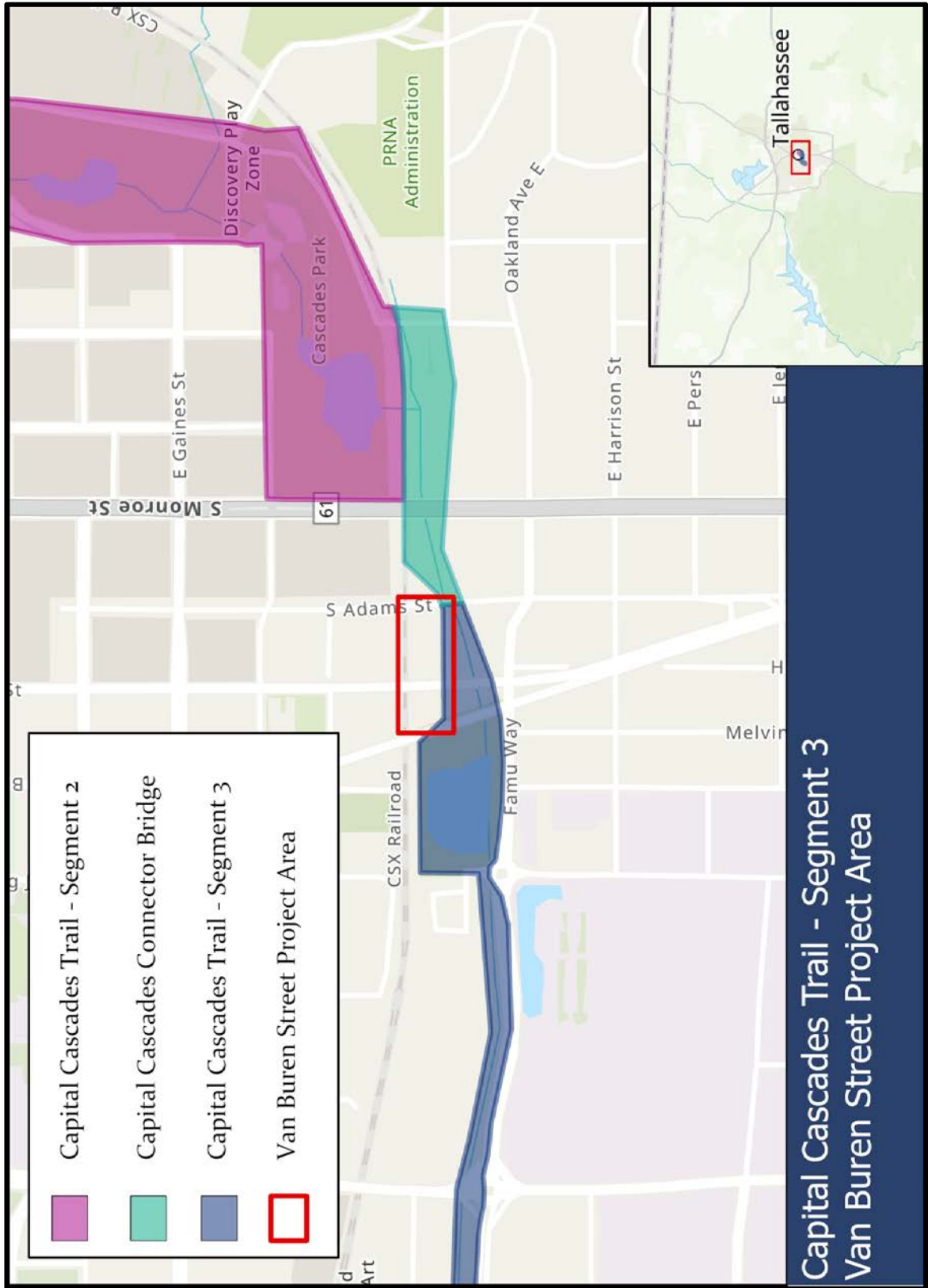
Current Status:

- A construction contract has been awarded to North Florida Asphalt.
- Construction is anticipated to be completed by the end of summer 2021.



BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website:

blueprintia.org/projects/cct-segment-3-amenities

Staff Contact: Junious Brown, (850) 219-1063

Junious.Brown@BlueprintIA.org



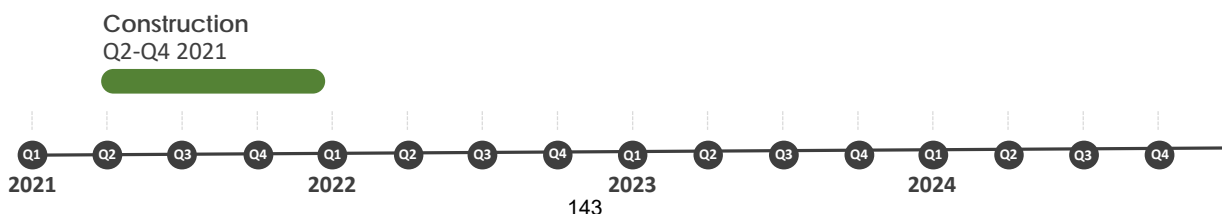
Capital Cascades Trail Segment 3
Coal Chute Pond

Project Highlights

- Coal Chute Pond provides stormwater retention and treatment for FAMU Way.
- The pond area will be enhanced through the inclusion of a trail around the pond, and other amenities such as lighting, musical play instruments, benches, and landscaping.
- Amenities were refined through a public involvement process conducted in spring 2019, with FAMU, FSU, surrounding neighborhoods and businesses, and 300 citizens submitting their amenities preferences.

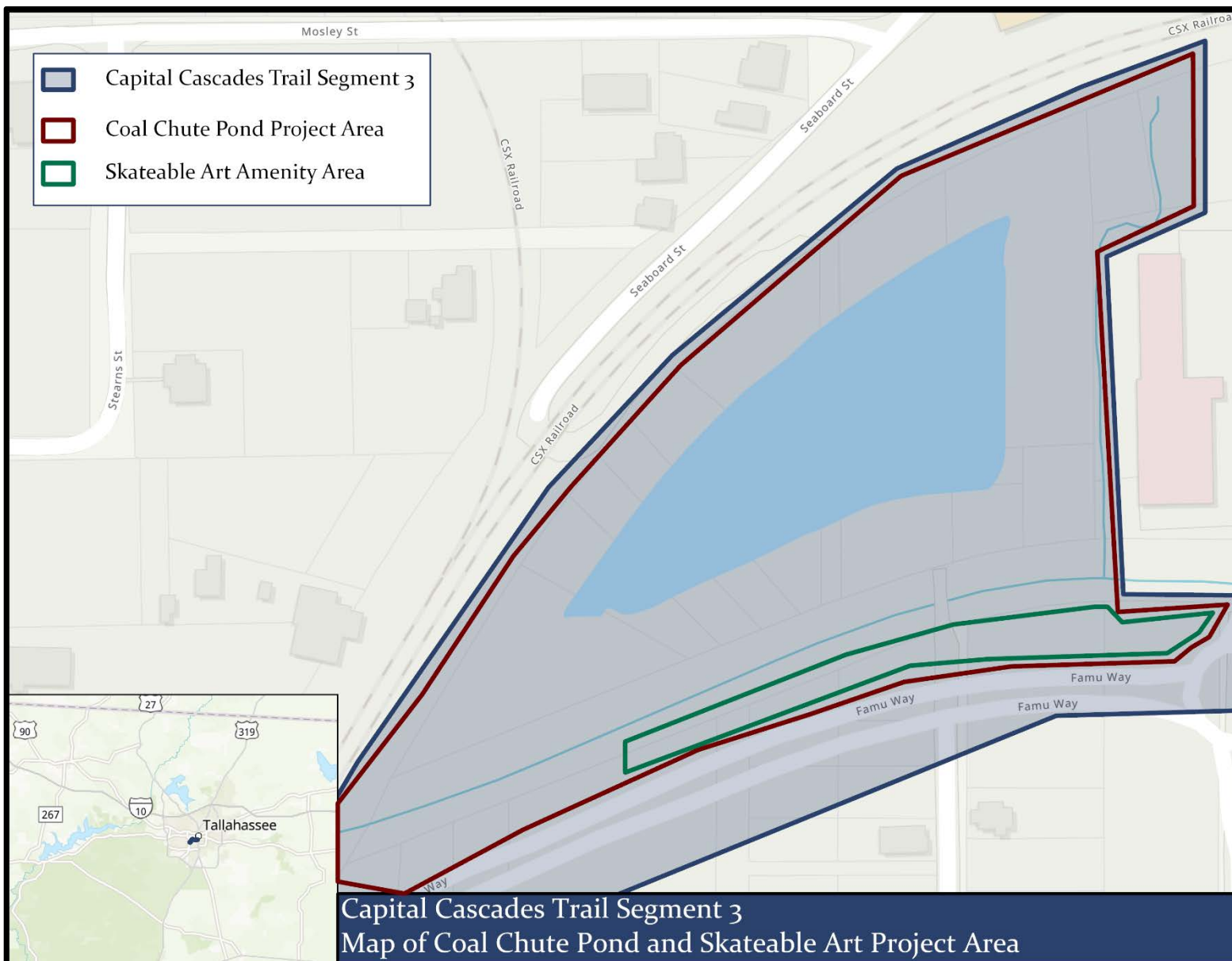
Current Status:

- Construction for Coal Chute Pond is underway as of April 2021.



BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website:

blueprintia.org/projects/cct-segment-3-amenities/

Staff Contact: Susan Tanski, (850) 219-1071

Susan.Tanski@BlueprintIA.org



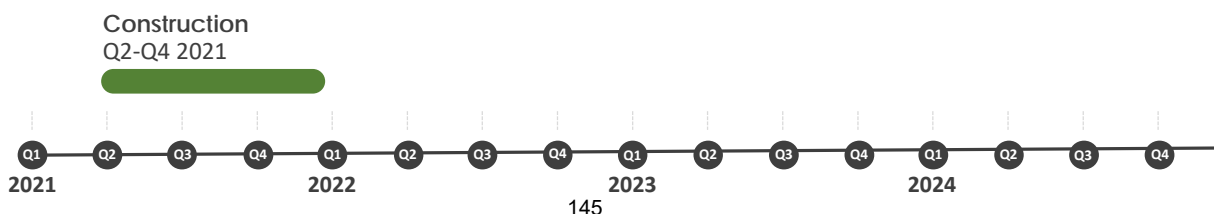
Capital Cascades Trail Segment 3 Skateable Art

Project Highlights

- The FAMU Way Skateable Art Project will develop a world class skate park that embraces artistic elements to provide an optimal riding experience for park users and also provides a visually stimulating space for spectators.
- The skate park will include a snake run feature that stretches roughly 225 feet, making it the longest snake run in Florida.
- The skate park also will feature a 300 foot long linear street course featuring many obstacles.

Current Status:

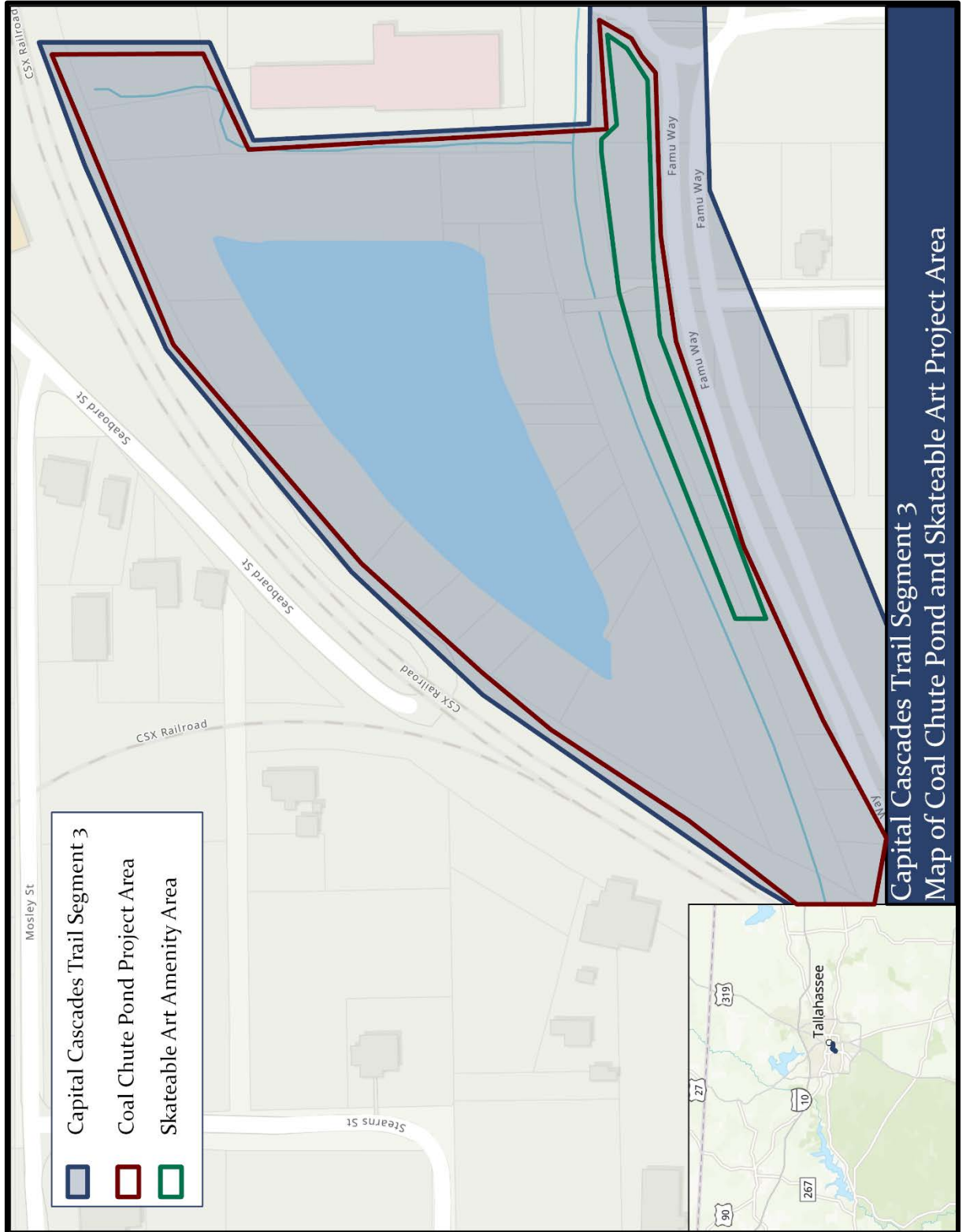
- Skateable Art public engagement took place in January to reveal design concepts that were approved by the IA Board in February 2021.
- Design and permitting is underway on the skate park.



BLUEPRINT



INTERGOVERNMENTAL AGENCY





Project Website:

blueprintia.org/projects/capital-cascades-trail/

Staff Contact: Abraham Prado

(850) 219-1076

Abe.Prado@BlueprintIA.org



Capital Cascades Trail Segment 4

Project Highlights

- This project will complete the Capital Cascades Trail network, which provides connectivity and stormwater improvements linking Leon High School in Downtown Tallahassee to Lake Henrietta.
- The project area is approximately 1.7 miles in length commencing at the confluence of the St. Augustine Branch and the Central Drainage Ditch (CDD), which is east of the new intersection of FAMU Way at Lake Bradford Road, and continues east to the CDD's confluence with Munson Slough, which is south of Orange Avenue and east of Springhill Road.
- The scope of the project includes achieving water quality improvements, greenway interconnectivity, and wetland creation.

Current Status:

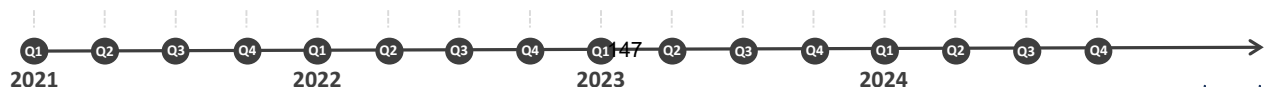
- A consulting team has been selected for the design and planning of the project. Final contract negotiations are underway with a contract expected in the next 60 to 90 days.

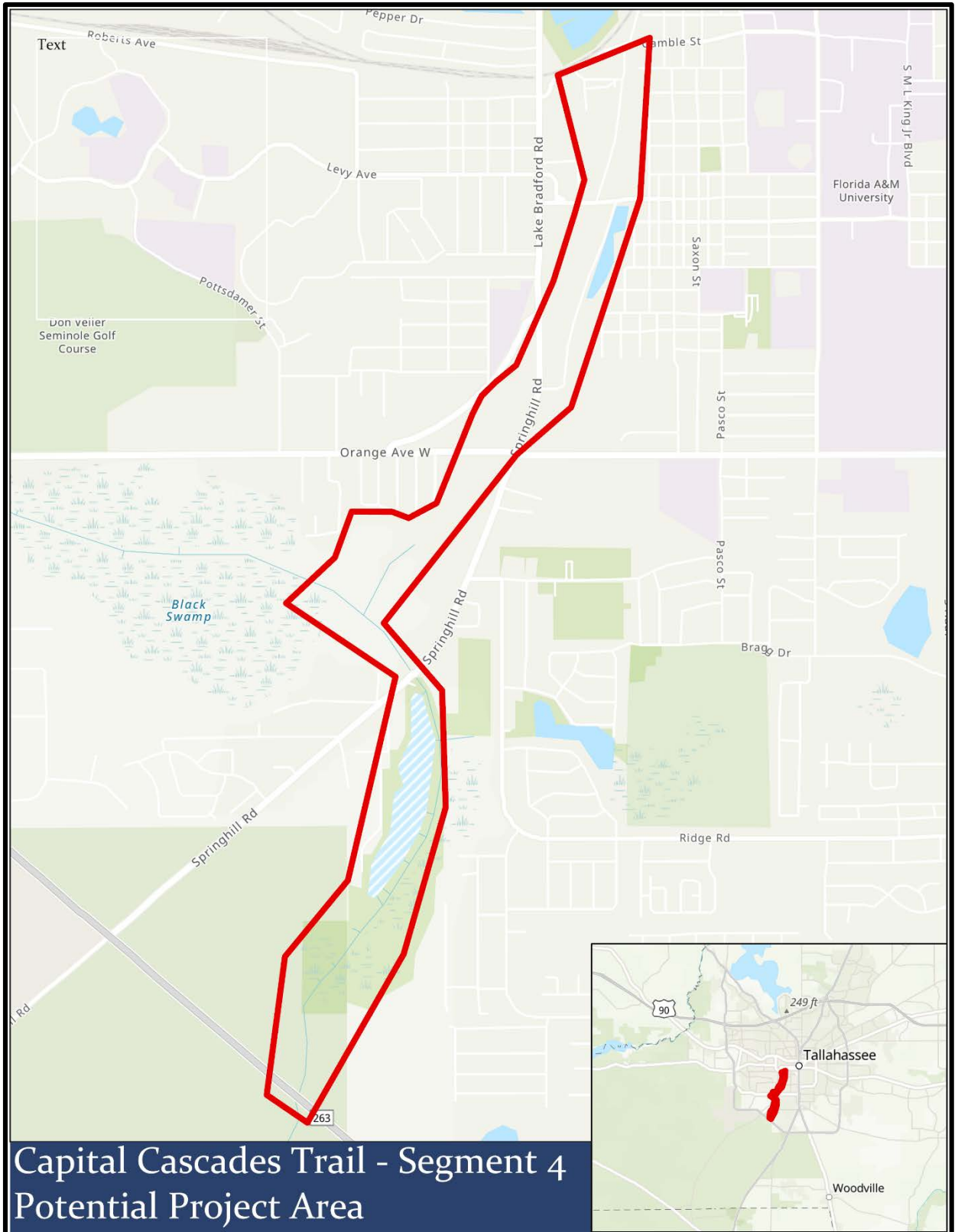
Planning/Pre-Engineering
Q2 2021 – Q2 2022

Design
Q2 2022 – Q2 2023

Right-of-Way Acquisition
Q1 2023 – Q2 2024

Construction
Q2 2024 – Q2 2026







Project Website: www.BlueprintIA.org

Contact: (850) 219-1060

info@blueprintia.org



College Avenue Placemaking

Project Highlights

- This project implements the College Avenue Placemaking Action Plan which includes construction, stormwater improvements, streetscaping, and gateway enhancements.
- Specific improvements to be provided by this project will be determined at the time of project initiation.

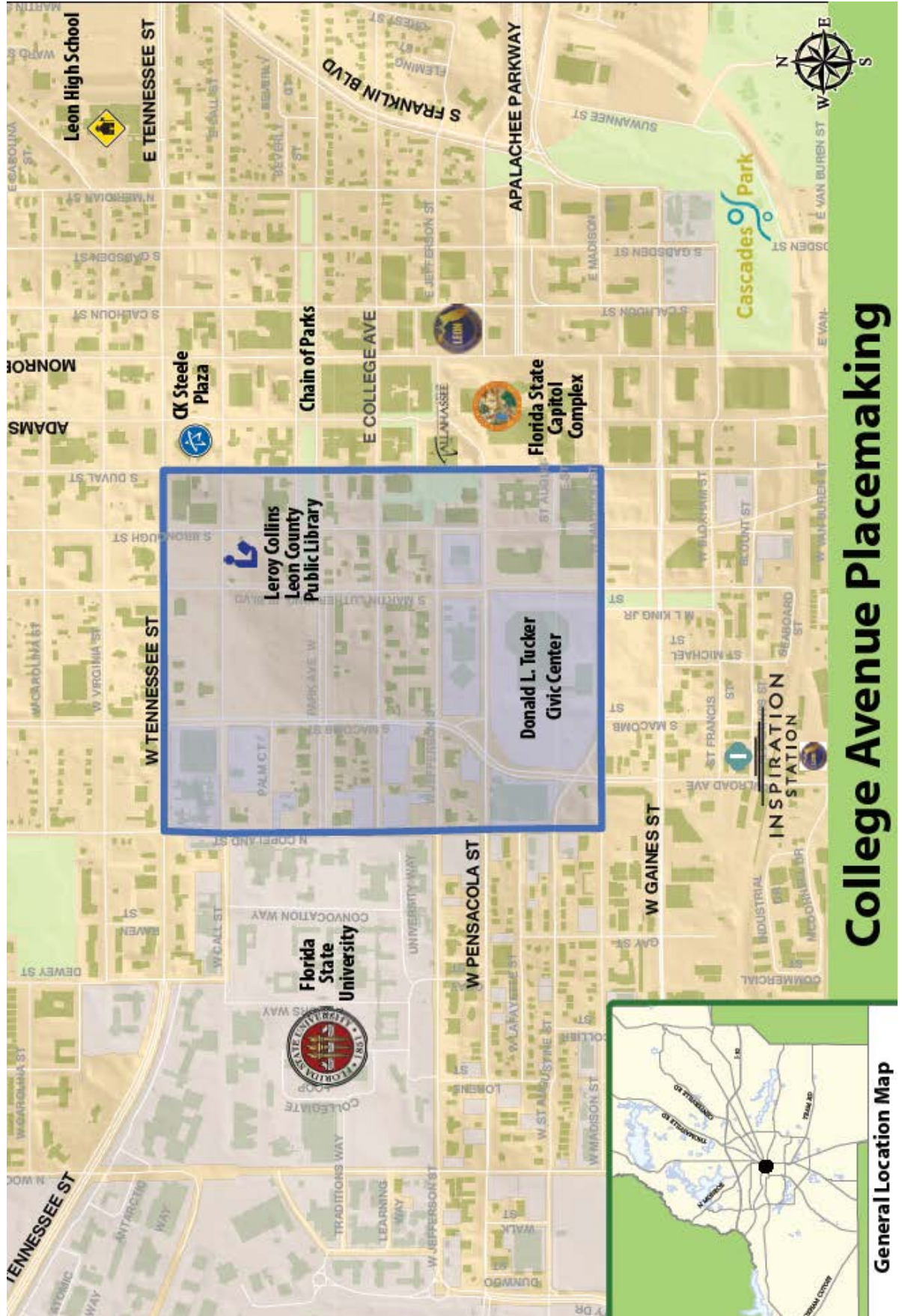
Current Status:

- The College Avenue Placemaking Project is not yet initiated.

BLUEPRINT



INTERGOVERNMENTAL AGENCY



College Avenue Placemaking

General Location Map



Project Website:

blueprintia.org/projects/debbie-lightsey-nature-park/

Staff Contact: Junious Brown, (850) 219-1063

Junious.Brown@BlueprintIA.org



Debbie Lightsey Nature Park
& Capital Circle SW Greenway

Project Highlights

- The project includes development of:
 - Approximately 6.6 miles of greenway trails in the CCSW corridor
 - A 113-acre nature park that includes an approximately 1.6 mile trail network
 - Boardwalks and overlooks for bird-watching
 - Creation of Golden Aster Trail and Munson Slough connection from Lake Henrietta to CCSW.

Current Status:

- Park component concept ideas have been approved by the IA Board.
- Design and permitting are underway and are expected to be completed Summer 2021. Construction advertisement will follow.

Design

Q1 2020 – Q2 2021



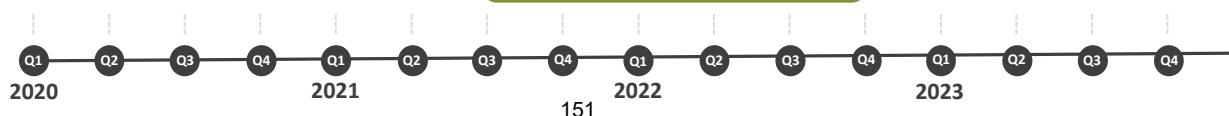
Right of Way

Q3 2021 – Q2 2022



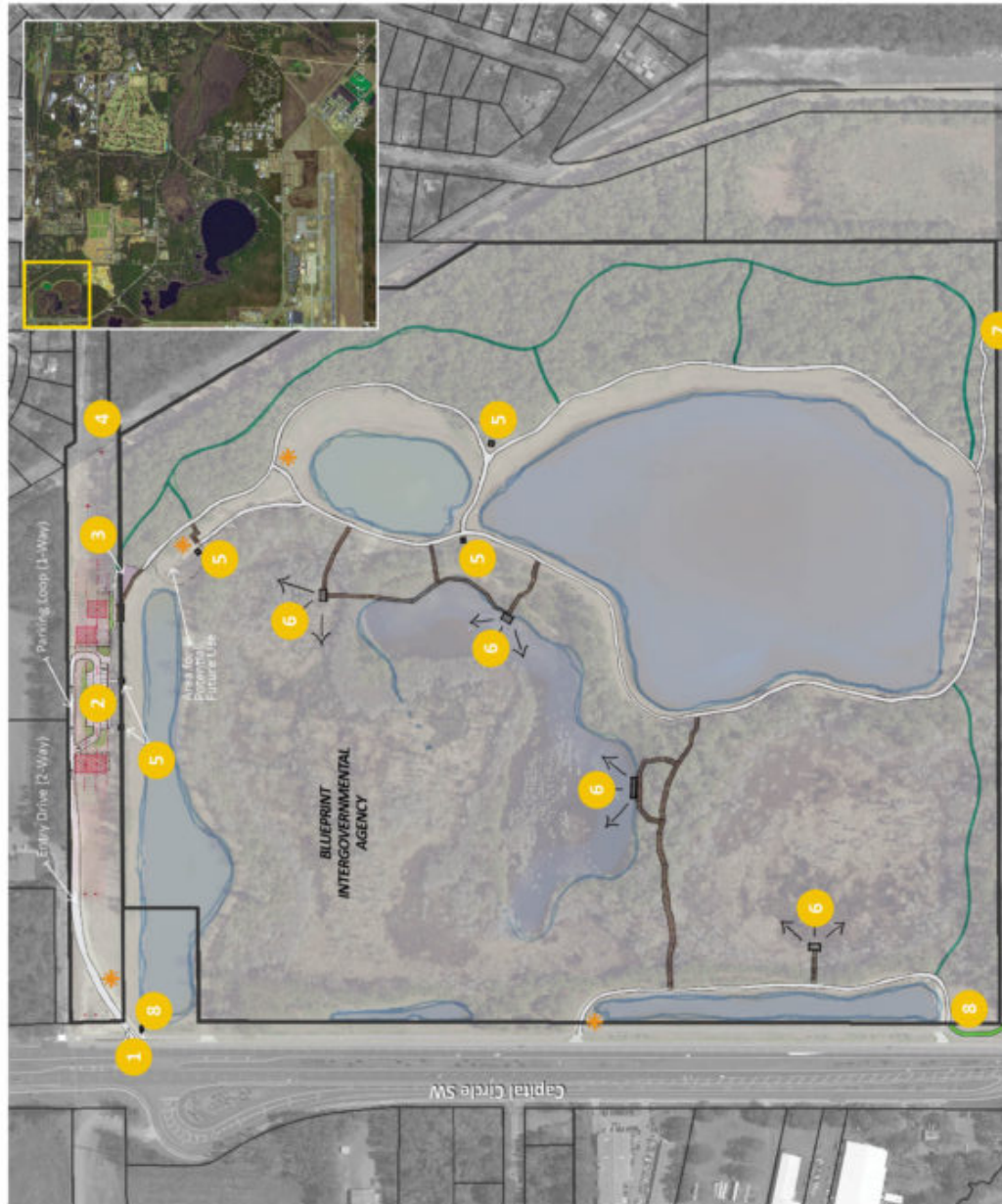
Construction

Q3 2021 – Q4 2022



BLUEPRINT

INTERGOVERNMENTAL AGENCY



- 1 Main Park Entry
- 2 +/- 30 Parking Spaces
- 3 Nature Play Area
- 4 Pedestrian Access (from surrounding neighborhoods)
- 5 Picnic Pavilion
- 6 Overlook Views
- 7 Connection to FSU Rec Fields
- 8 Main Signage

Eco-Art Opportunity



Picnic Pavilion



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



Boardwalk (8' wide)



Rake and Ride bike trails*



Future Capital Circle SW Multi-Use Trail



Parcel Lines



* Exact trail paths to be determined on site



NOT TO SCALE

DL
NP

SOUTHWEST GREENWAYS AND
DEBBIE LIGHTSEY NATURE PARK

BLUEPRINT
INTERGOVERNMENTAL AGENCY

DEBBIE LIGHTSEY NATURE PARK
OVERALL CONCEPT PLAN

WPI
WORKING PARTNERS, INC.

GEORGE & ASSOCIATES
CONSULTING ENGINEERS

1



Project Website: www.BlueprintIA.org

Contact: Tatiana Daguillard, (850) 219-1081

Tatiana.Daguillard@blueprintia.org



Fairgrounds Beautification & Improvement

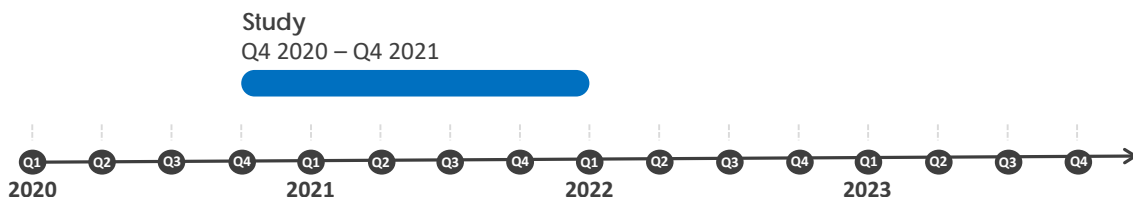
Project Highlights

- This project will enhance the existing Fairgrounds site while providing supporting new or expanded uses.
- A market study commissioned by the Board of County Commissioners was completed in 2015 which identified potential opportunities for improving the Fairgrounds site and supporting expanded uses.

Current Status:

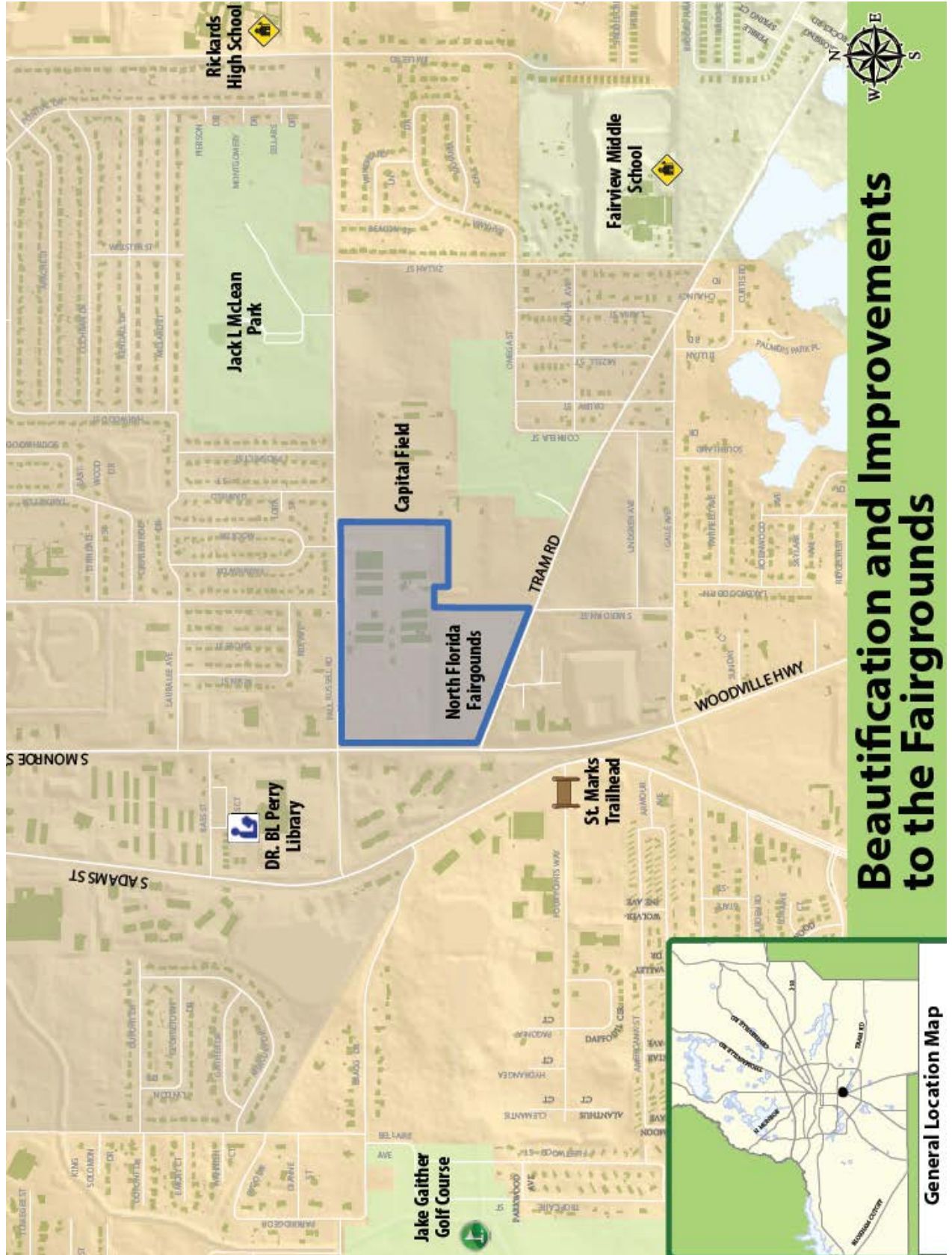
- In September 2020, the IA Board approved \$100,000 for an updated market feasibility study and alternative site analysis for the Fairgrounds.
- A consultant has been selected to conduct the updated market study which will provide a real estate analysis and evaluation of the Fairgrounds to recommend the best use options of the site.

Preliminary Estimated Timeline



BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website: www.BlueprintIA.org

Contact: (850) 219-1060

info@blueprintia.org



Florida A&M Entry Points

Project Highlights

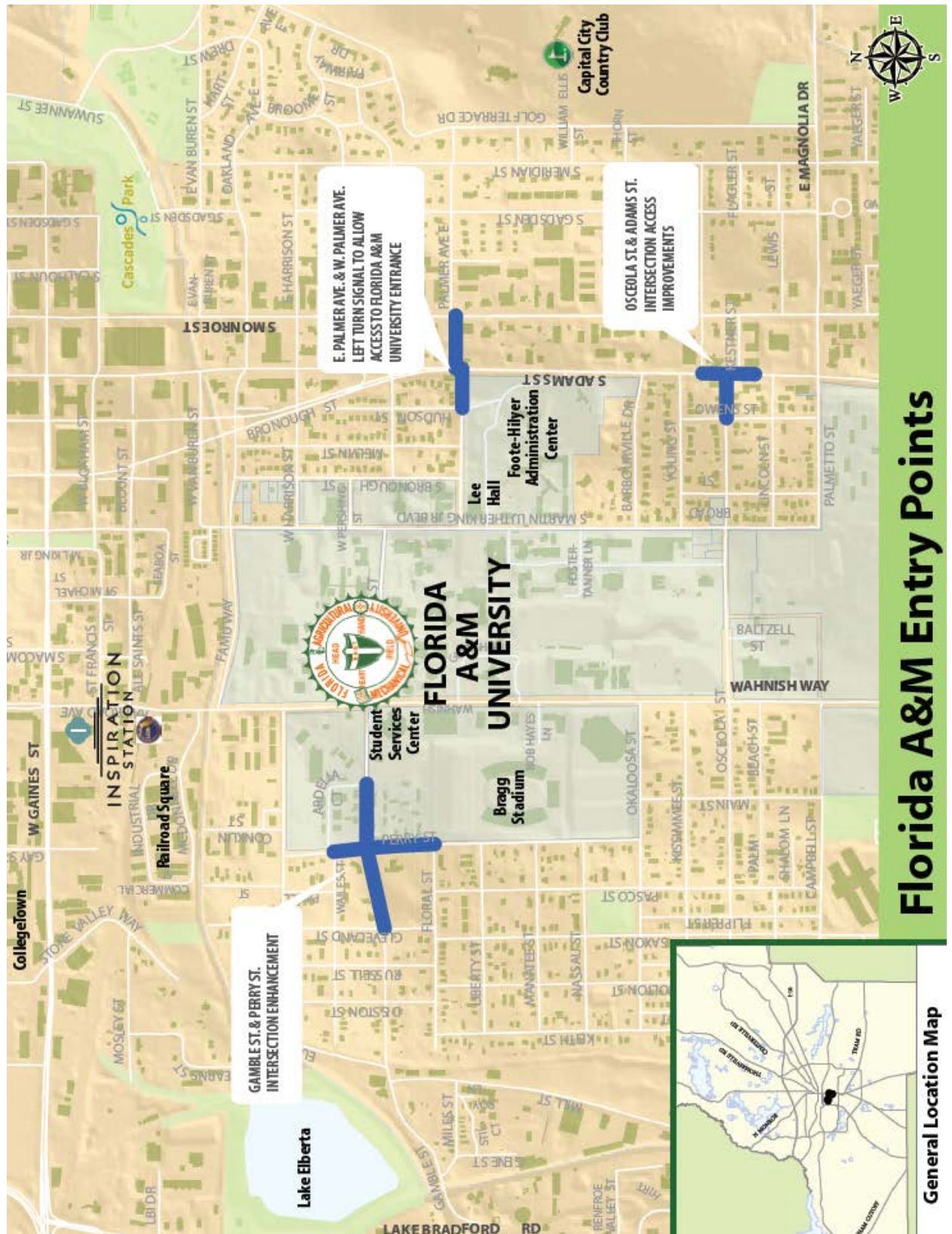
- This project will provide funding to develop entry points to Florida A&M University at Osceola Street/Adams Street and Perry Street/Gamble Street.
- Intersection enhancements, turn signals, and intersection access improvements are potential improvements for this project.

Current Status:

- The Florida A&M Entry Points project is yet to be initiated.

BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website:

blueprintia.org/projects/greenways-master-plan-implementation/

Staff Contact: Mike Alfano

(850) 219-1075 Michael.Alfano@blueprintia.org



Implementation of the Greenways Master Plan

Project Highlights

- There are 32 Projects in the Greenways Master Plan totaling over 150 miles
- Blueprint has been tasked with continuing to implement these projects.
- IA Board has allocated \$15.8 Million in annual installments over 20 years of \$790,000 to implementing Greenways Master Plan projects.
- Blueprint will also be implementing Greenways Master Plan projects as part of their larger roadway projects.
- By the end of 2025, over 70 miles of Greenways Master Plan projects will have begun being implemented by Blueprint, the City, the County, the CRTPA, or private developers.

Current Status:

- The IA Board has prioritized five Greenways Master Plan Projects for Implementation. They are:
 - University Greenway
 - Thomasville Road Greenway
 - Capital Circle Southwest Greenway and Debbie Lightsey Nature Park
 - Lake Jackson & Lake Jackson South Greenways (combined for implementation)
- The IA Board approved a prioritized list of projects at its December 7, 2021 meeting based on criteria and metrics approved at its May 26, 2020 meeting.
- Staff will be bringing an annual work plan proposal to the IA Board at the May 2021 Budget Workshop for their consideration.

BLUEPRINT

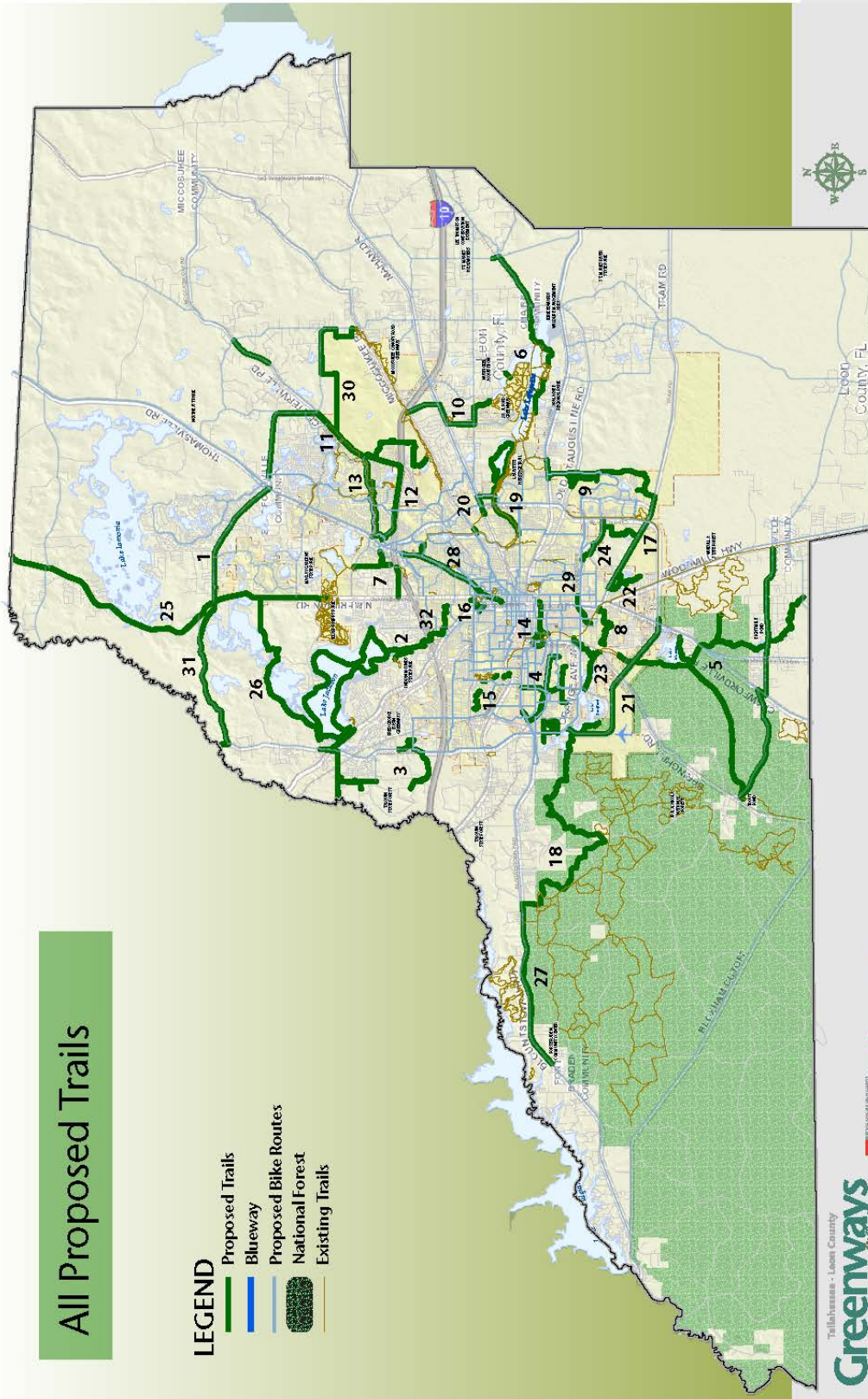
INTERGOVERNMENTAL AGENCY



All Proposed Trails

LEGEND

- Proposed Trails
- Blueway
- Proposed Bike Routes
- National Forest
- Existing Trails





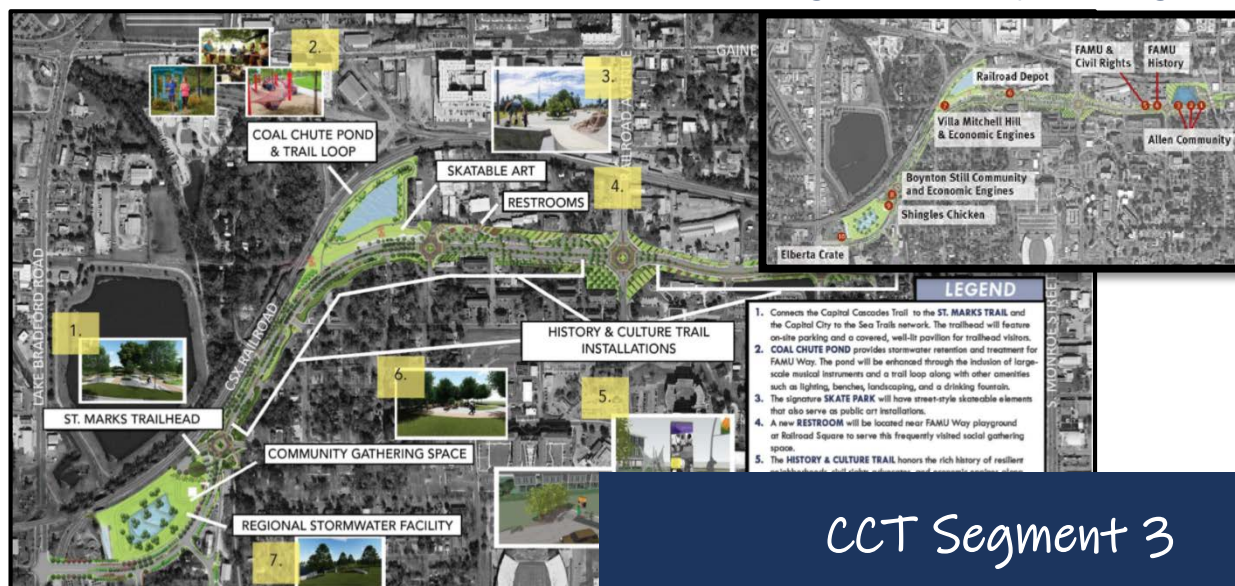
Project Website:

blueprintia.org/projects/cct-segment-3-amenities/

Staff Contact: Tatiana Daguillard

(850) 219-1081

Tatiana.daguillard@blueprintia.org



CCT Segment 3 History & Culture Trail

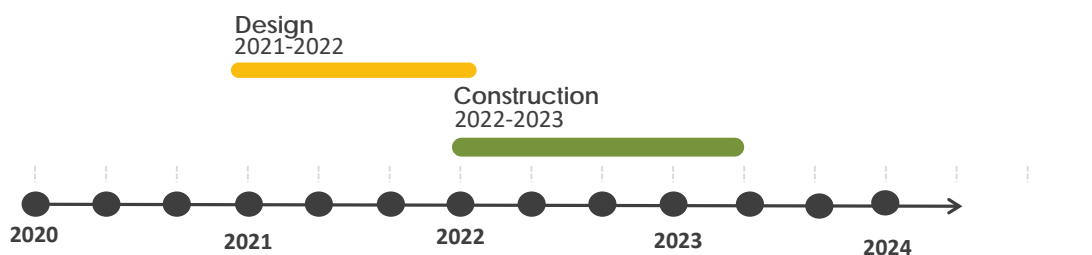
Project Highlights

- The project will celebrate and highlight the history and culture of the neighborhoods and businesses along FAMU Way through artistic cultural and historical interpretative kiosks that will display images, photographs, and historic information.
- Through a partnership with the Council on Culture and Art (COCA), artistic installations are planned to complement the interpretive kiosks.
- The project team includes a citizen working group that will assist in the concept and content development for historical and cultural interpretations

Current Status

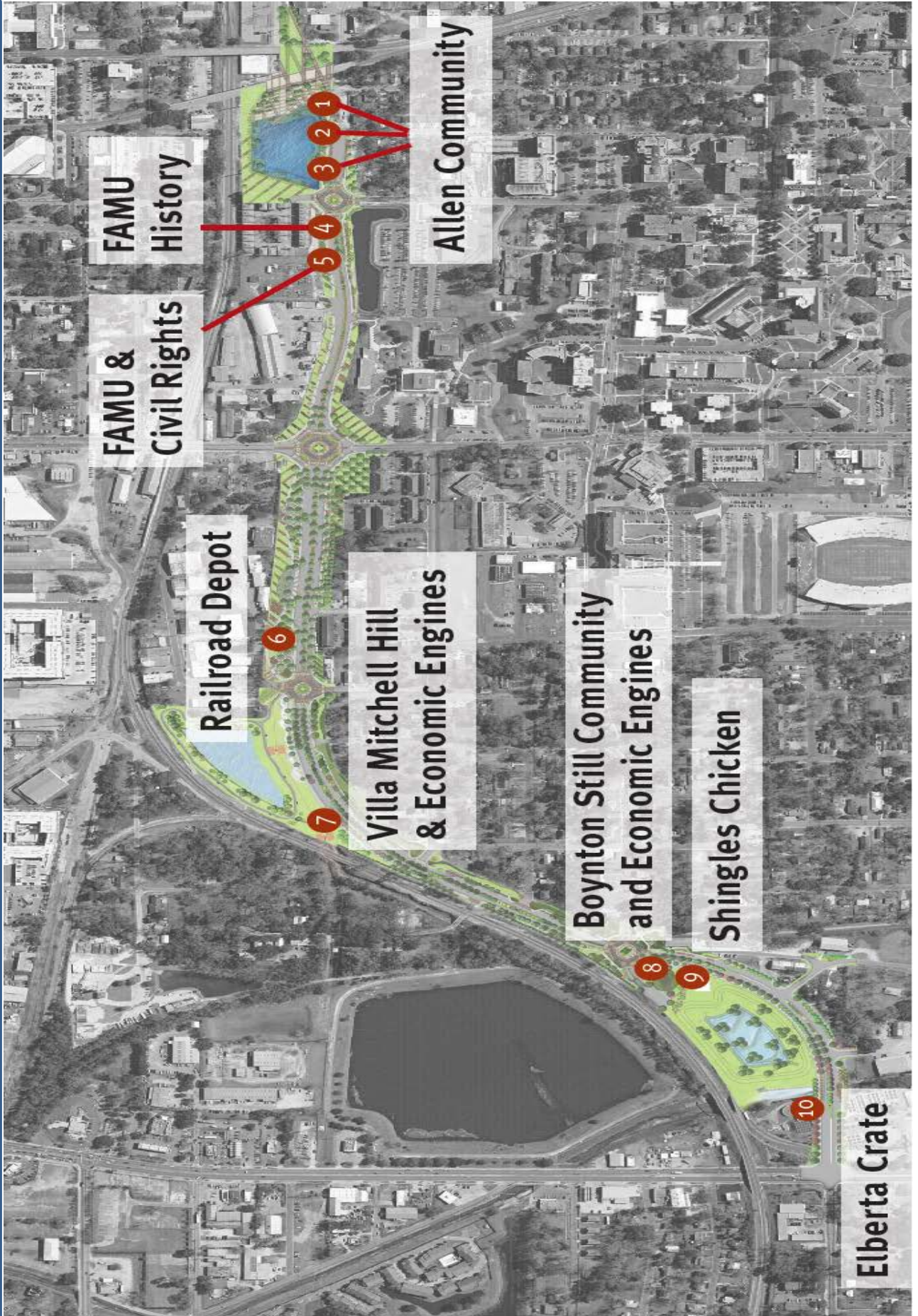
- The project kickoff meeting was held December 18, 2021.
- Design is estimated to be completed in Q2 2022.
- Initial community engagement activities will occur in Summer 2021.

Preliminary Estimated Timeline



BLUEPRINT

INTERGOVERNMENTAL AGENCY





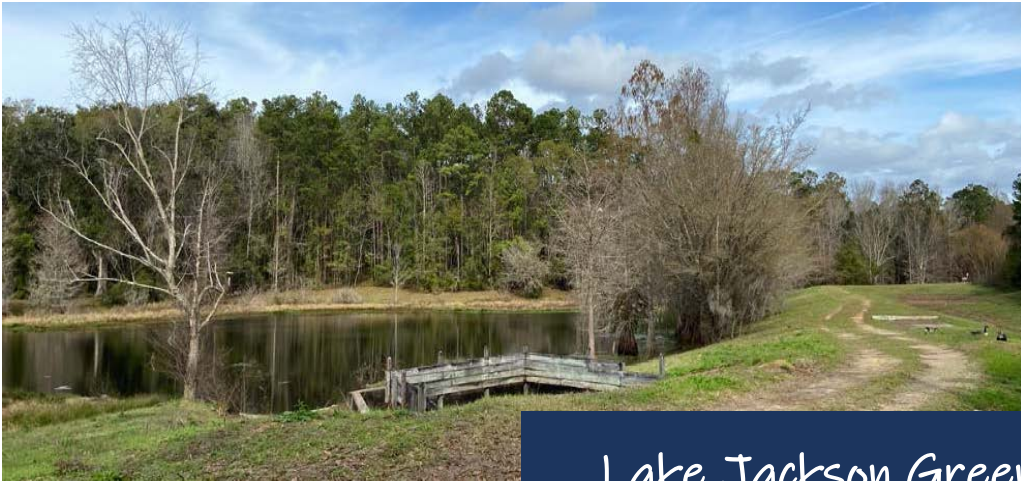
Project Website:

blueprintia.org/projects/lake-jackson-greenway/

Staff Contact: Sue Tanski

(850) 219-1071

susan.tanski@blueprintia.org



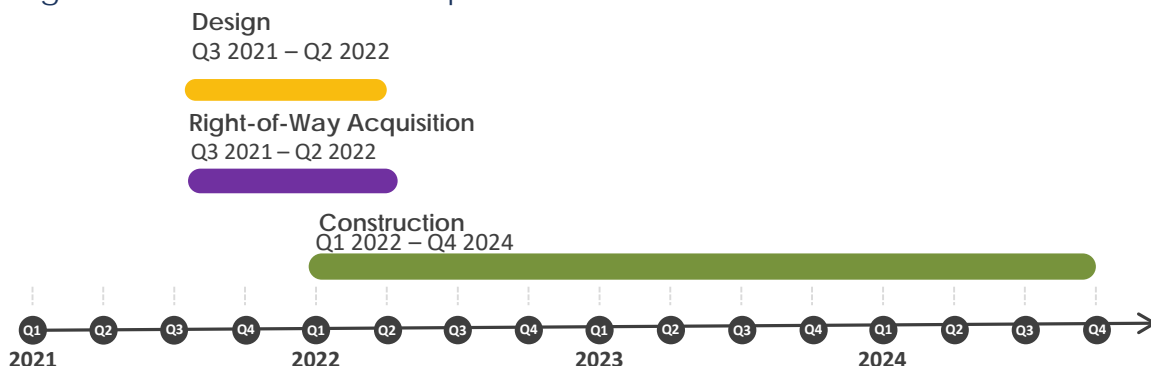
Lake Jackson Greenways

Project Highlights

- Will expand regional bicycle and pedestrian mobility and provide connectivity from Lake Jackson Mounds Archaeological State Park to Lake Ella at Fred O. Drake Park in Midtown Tallahassee
- Includes an over 5-mile long route that will connect a string of public spaces and recreational, residential, and commercial areas.

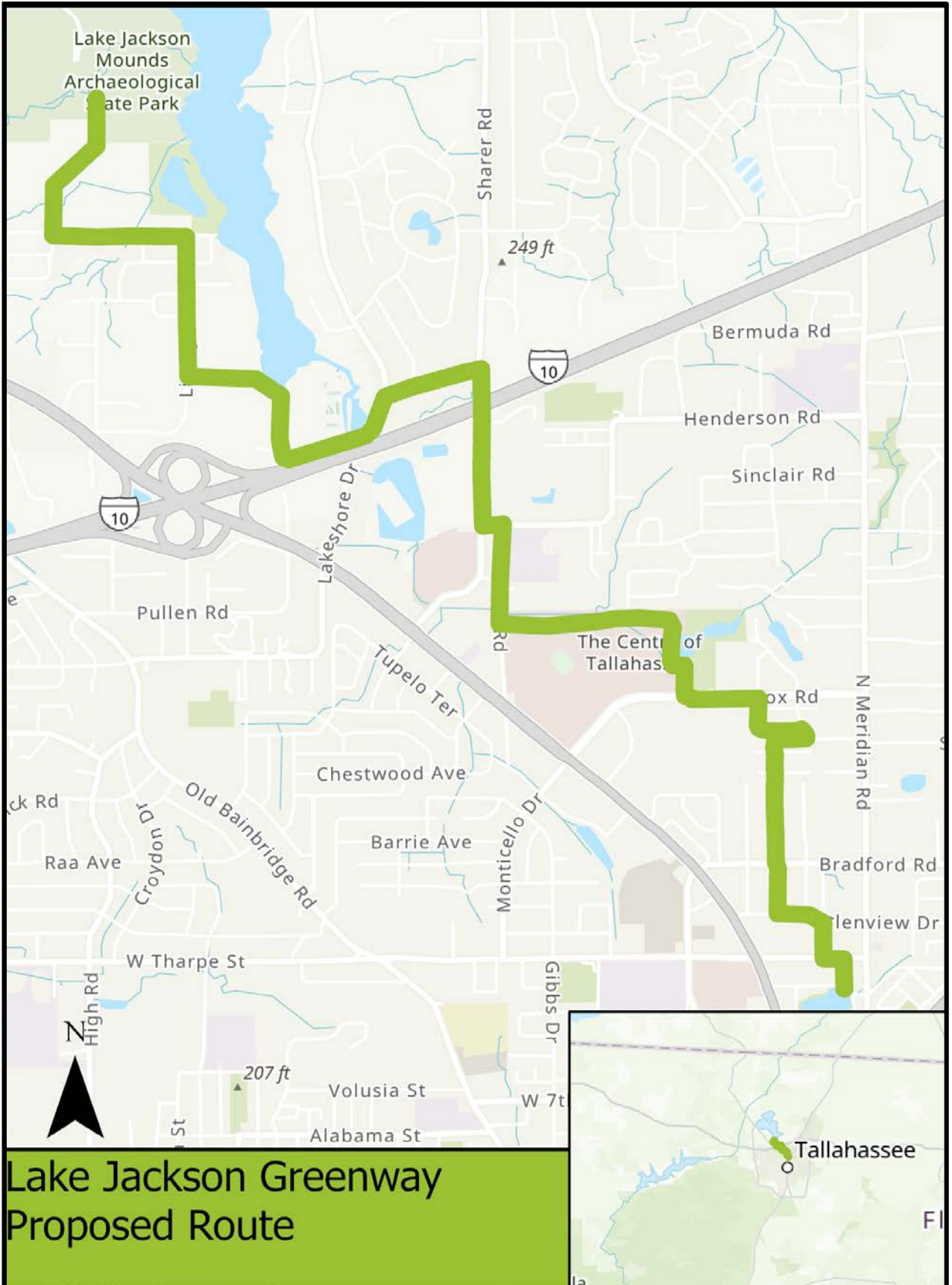
Current Status:

- The Lake Jackson Greenways and Lake Jackson South Greenways, from the 2015 Tallahassee-Leon County Greenways Master Plan, have been combined into one project for implementation.
- The project kicked off in fall 2020 and the first round of community engagement activities was held in March 2021.
- Design is estimated to be completed in Q2 2022.



BLUEPRINT

INTERGOVERNMENTAL AGENCY



Lake Jackson Greenway
Proposed Route



Project Website: www.BlueprintIA.org

Staff Contact: Sue Tanski

(850) 219-1071

susan.tanski@blueprintia.org



Lake Lafayette and St. Marks Regional Linear Park

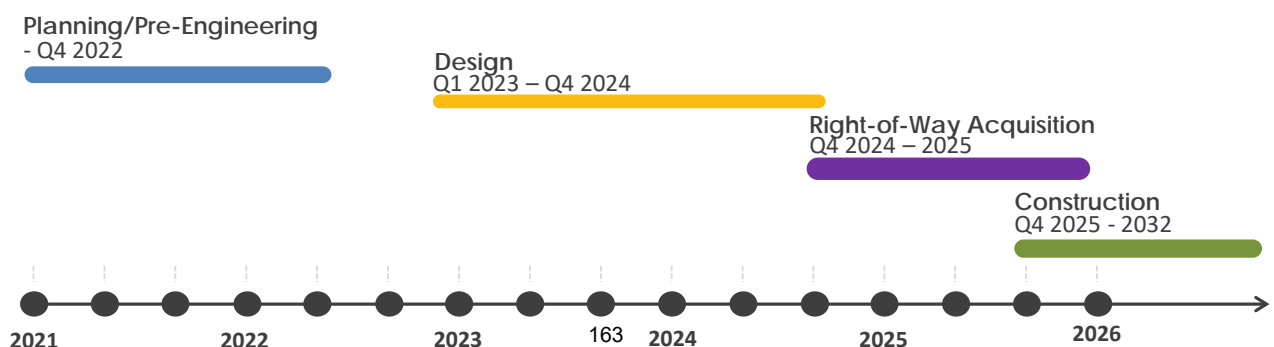
Project Highlights

- This project will connect 7,200 acres of public recreation lands east of Capital Circle Southeast, as well as provides ecosystem restoration and flooding analysis.
- This project will also provide key trail connections to area amenities, including Tom Brown Park, Lafayette Heritage Park, St. Marks Headwaters, and the Apalachee Regional Park.

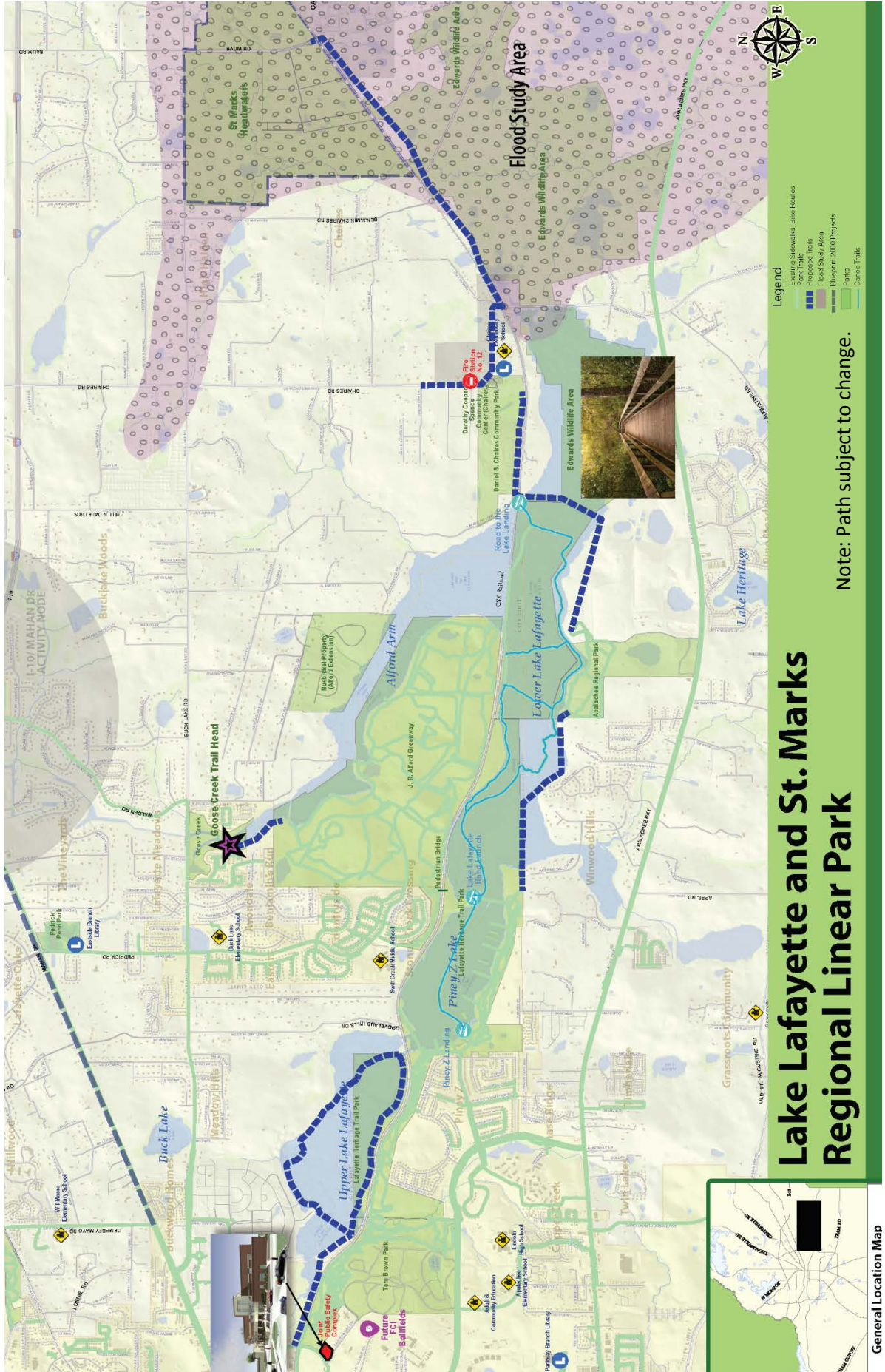
Current Status

- The FY 2021 allocation of \$750,000 will funding initial environmental studies and planning for this project.

Preliminary Estimated Timeline



Last Updated: 05.04.2021





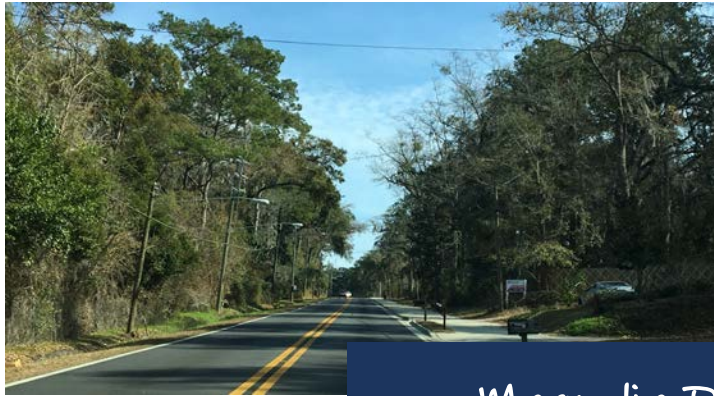
Project Website:

blueprintia.org/projects/magnolia-drive-multi-use-trail/

Staff Contact: Junious Brown

(850) 219-1063

Junious.Brown@BlueprintIA.org



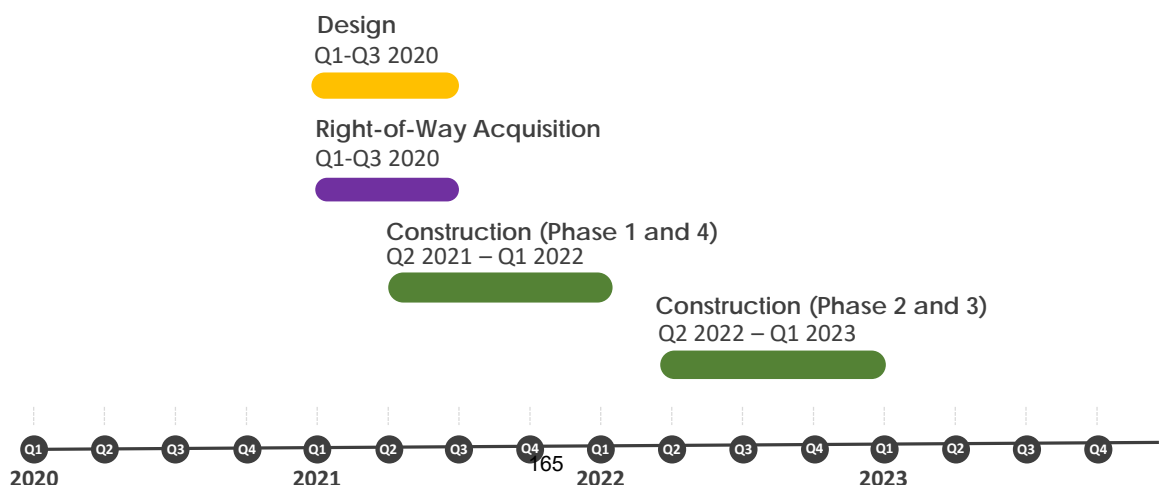
Magnolia Drive Trail

Project Highlights

- The project will construct a new shared-use trail from S. Adams to Apalachee Parkway to provide connectivity and improve safety, as well as underground electric utilities from Chowkeebin Nene to S. Monroe Street.
- Trail construction is complete from Monroe Street to Adams Street (Phase 6).
- Pontiac Drive to Meridian Street will be further improved by undergrounding electric utilities and retrofitting the shared-use trail to add a landscaped buffer.

Current Status:

- Design and right-of-way acquisitions are complete on Phase 1 Retrofit and Phase 4 (S. Monroe to S. Meridian). Construction is expected to begin in Summer 2021.
- Design for Phase 2 (Pontiac to Diamond) and Phase 3 (Diamond to Apalachee) is 90% complete. Right-of-way acquisition is ongoing. Construction is currently scheduled to begin in Summer 2022.



Last Updated: 05.03.2021

BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website:

<http://tallahassee market district.com/>

Staff Contact: Sue Tanski

(850) 219-1071 or susan.tanski@blueprintia.org



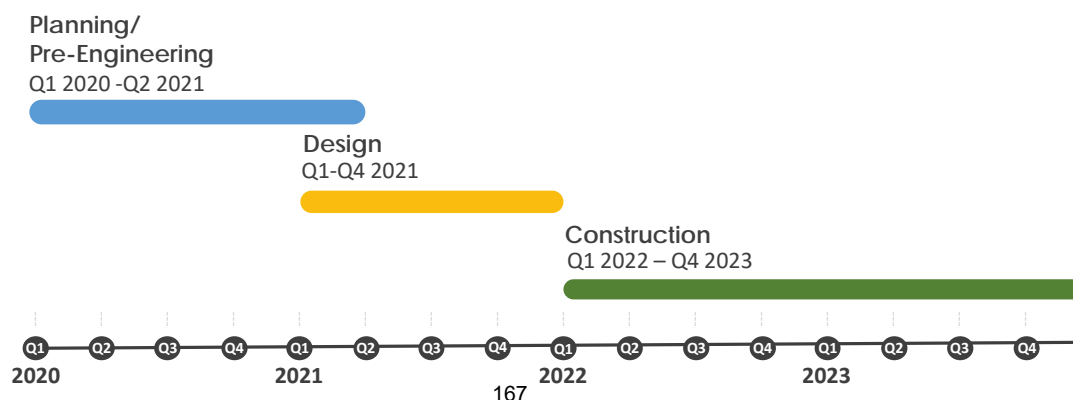
Market District Placemaking

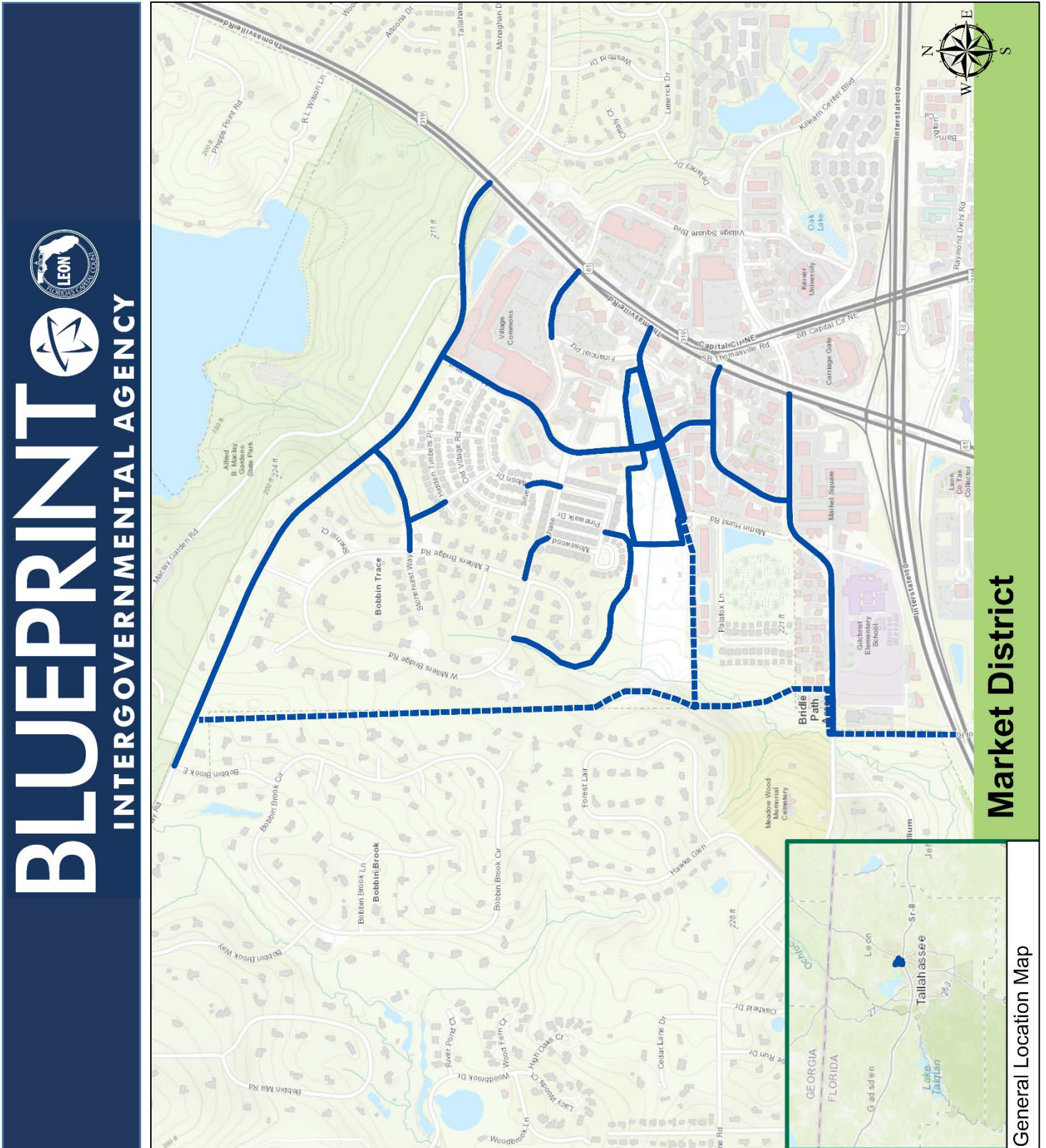
Project Highlights

- This project is being advanced as a component of the City of Tallahassee's Market District Multi-Purpose Stormwater Project.
- This project will create a new park along Maclay Boulevard and will improve pedestrian connectivity in and around the Market District.
- The first phase of the project will create the park. Other improvements, such as planned trails and pedestrian improvement projects, will be implemented following the completion of the park.

Current Status:

- The City awarded a contract for the Market District Multi-Purpose Stormwater Project infrastructure improvement services and park planning services. Blueprint is working with the City's consultant and their subconsultant urban park designers, for the central park planning effort.
- The project kicked off in May 2020 and 3 community engagement efforts have been completed. The consultant analysis the public engagement survey results to develop a conceptual site plan for the Market District Park.
- A fourth round of community engagement was held in Spring 2021.



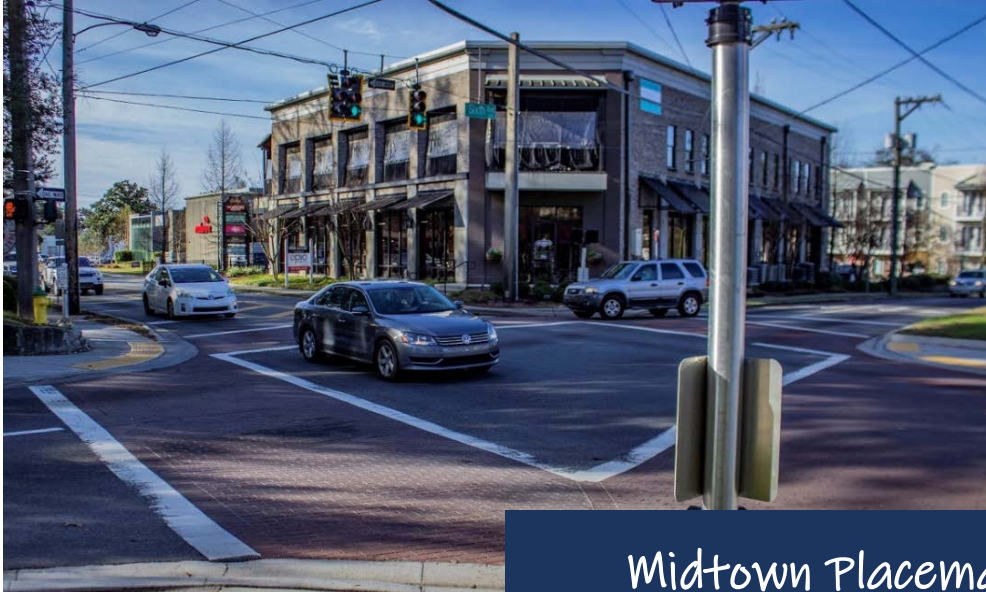




Project Website: www.BlueprintIA.org

Staff Contact: (850) 219-1060

info@blueprintia.org



Midtown Placemaking

Project Highlights

- The IA Board authorized \$1,000,000 in FY2021 for engineering and design services along Thomasville Road from Monroe Street to Seventh Avenue.
- Blueprint will also coordinate with the newly established Midtown Stakeholders Committee as the project is developed.
- Over the past three years, the Capital Region Transportation Planning Agency (CRTPA) has conducted numerous traffic studies and developed proposed concepts for streetscaping, safety, and resiliency improvements along the Thomasville Road and Monroe Street corridors.

Current Status

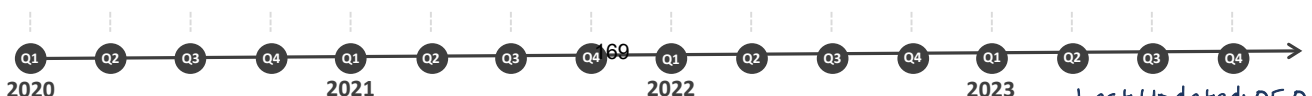
- At the October 19, 2020 meeting, the CRTPA approved Phase 2 of the Midtown Transportation Study, which identified a preferred concept for the improvements on Thomasville Road from Monroe Street to Seventh Avenue.

Planning/Pre-Engineering
Q4 2020 – Q4 2021

Design
Q4 2021 – Q4 2022

Right of Way Acquisition
Q4 2021 – Q4 2023

Construction
Q1 2023 – Q4 2024



Last Updated: 05.04.2021





Project Website: www.BlueprintIA.org

Contact: Michael Alfano

(850) 219-1075

Michael.Alfano@BlueprintIA.org



Monroe-Adams Corridor Placemaking

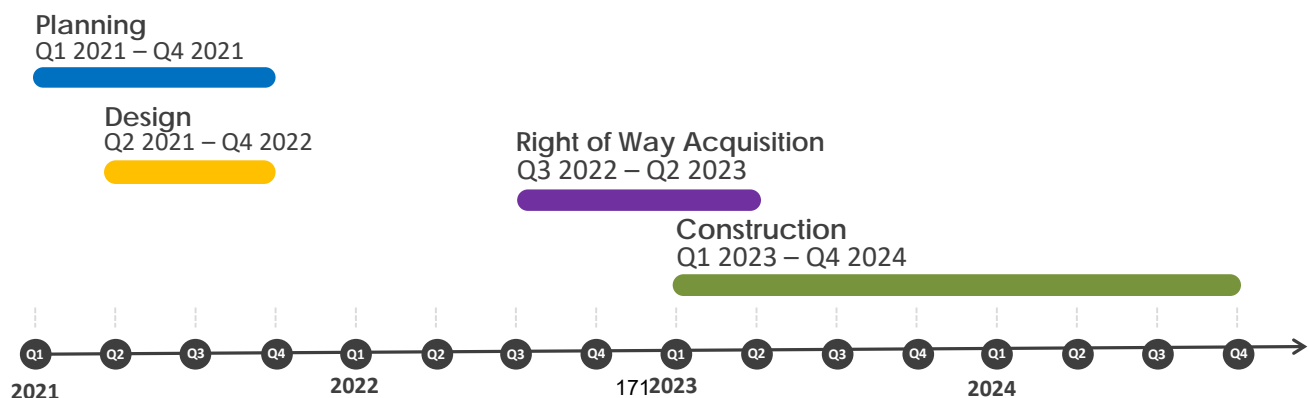
Project Highlights

- This Placemaking Project will create safe, comfortable streets for pedestrians, transit users, and cyclists along the Monroe-Adams corridor.
- This project identifies improvements to five streets connecting the Monroe Street and Adams Street corridors, including: Harrison Street, Pershing Street, Jennings Street, Perkins Road, and Kestner Street.

Current Status:

- The first phase of the Monroe-Adams Placemaking Project will include preliminary survey work and concept design.
- Concepts from the Monroe Adams Action Plan will be updated through public engagement with Florida A&M University, the surroundings communities, and area businesses, to develop project concepts.
- Blueprint staff is seeking to utilize continuing services agreement for this phase to save costs and increase project efficiency.

Preliminary Estimated Timeline



Last Updated: 05.04.2021





Project Website: www.BlueprintIA.org
Contact: (850) 219-1060
info@blueprintia.org



North Monroe Gateway

Project Highlights

- Creates northern gateway entrance into Tallahassee that clearly identifies and brands Tallahassee from Interstate 10 to Seventh Avenue.
- Project goals include improving safety through pedestrian and bicycle enhancements, promoting reinvestment, and improving the quality of life for residents and daily commuters.

Current Status:

- While this project has not yet been initiated by Blueprint, staff has been collaborating with FDOT on improvements to the North Monroe corridor consistent with the goals of the Blueprint 2020 North Monroe Gateway project.
- Since 2014 FDOT has invested \$7.67 million in improving corridor, with the majority of investment supporting the Blueprint 2020 project goals.
- The tentative FDOT FY 2021 –2026 Work Program includes \$486,190 in funding for the design of a sidewalk on the west side of North Monroe from John Knox to Lakeshore Drive. Blueprint is coordinating with FDOT and the City to explore opportunities to enhance landscaping as part of this project.
- Blueprint staff is exploring an additional leveraging opportunity with FDOT for lighting retrofit.

BLUEPRINT



INTERGOVERNMENTAL AGENCY



North Monroe Gateway

General Location Map



Project Website:

www.bannermanroad.com

Staff Contact: Megan Doherty

(850) 219-1060

Megan.Doherty@Blueprintia.org



*Northeast Corridor Connector:
Bannerman Road &
Meridian Greenway*

Project Highlights

- Enhances the Bannerman Road corridor by widening to four lanes from Quail Common Drive to Preservation Road and adding a median to accommodate turn lanes from Quail Common Drive to Meridian Road.
- Improvements also include new multimodal facilities along Bannerman Road to improve accessibility and safety for people walking and biking.
- The Meridian Greenway project will create an approximately 6 mile long shared-use trail project serving equestrians, pedestrians, runners, hikers, bicyclists, and other non-motorized users.

Current Status

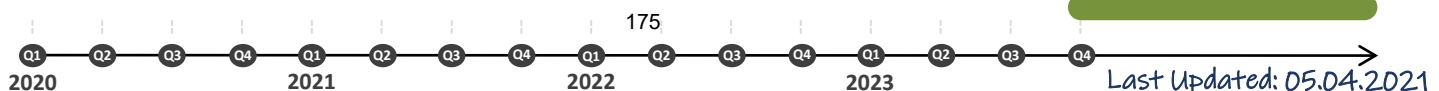
- Field survey and technical analyses, including intersection evaluation, environmental assessment, and stormwater planning, are currently underway.
- Design is anticipated to begin summer 2021.
- The 2020 Traffic Feasibility Analysis and the widening of Bannerman Road to four lanes from Quail Common Drive to Preservation Road was approved by the IA Board at their September 17, 2020 meeting.
- Blueprint Staff are currently reviewing potential routes and implementation options for the Meridian Greenway.

Traffic Feasibility Analysis, Field Survey, and Preliminary Engineering
Q1 2020 – Q2 2021

Design
Q3 2021 – Q2 2022

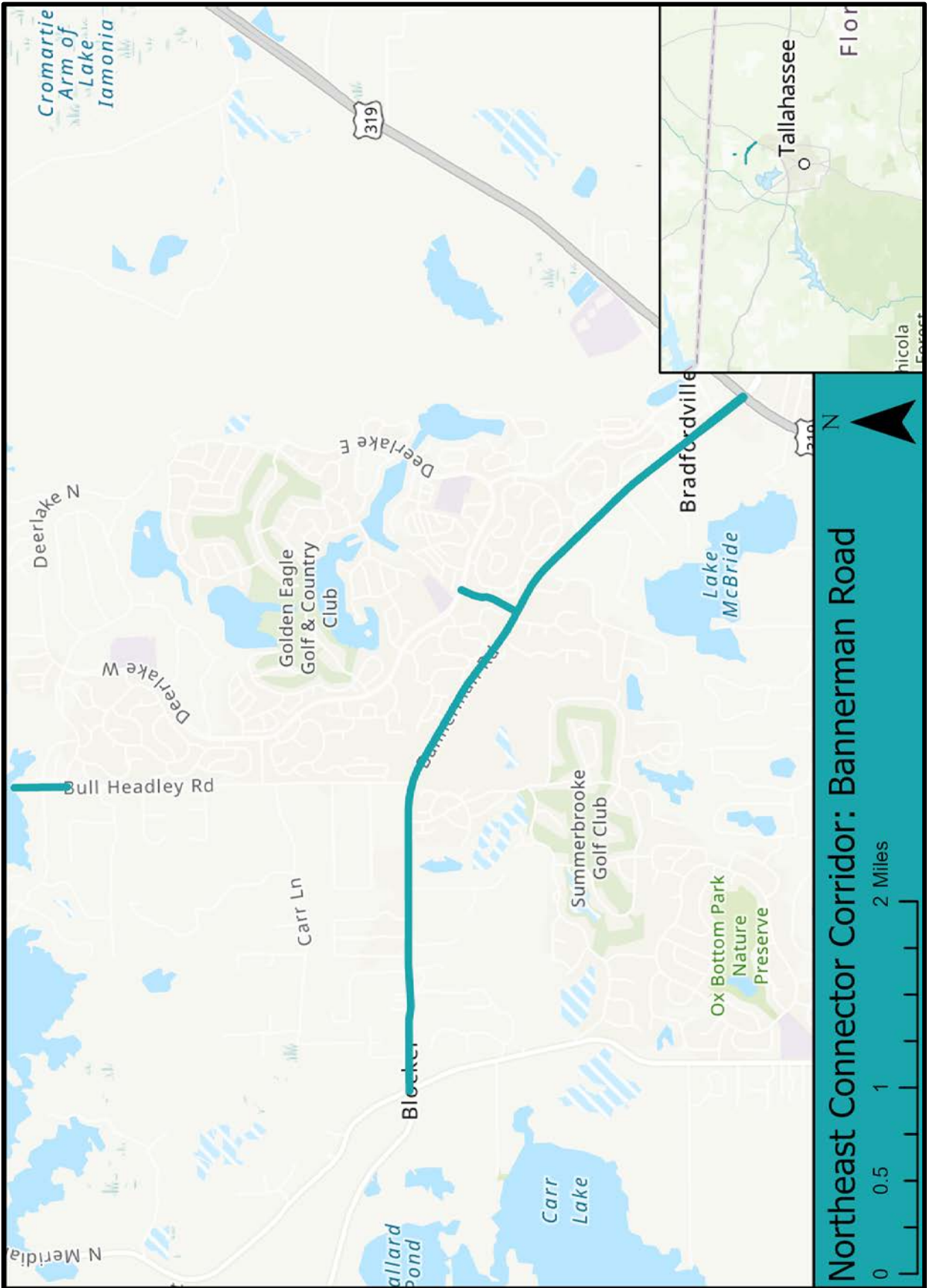
Right-of-Way Acquisition
Q1 2022 – Q4 2024

Construction
Q4 2024 – Q4 2027



BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website: www.NEGateway.com

Staff Contact: Daniel Scheer

(850) 219-1066

Daniel.Scheer@BlueprintIA.org



Northeast Gateway:
Welaunee Boulevard

Project Highlights

- Project goals are to improve regional mobility, enhance connectivity, and reduce transportation pressures on surrounding roadways.
- The project supports developing Welaunee Boulevard to Roberts Road, and creating a two-lane extension of Shamrock Street to create a gateway into northeast Tallahassee-Leon County.
- The Welaunee Greenway will also be developed as part of this project.

Current Status:

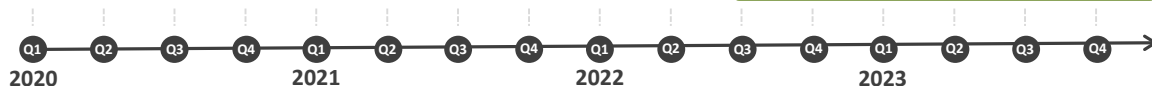
- This project is undergoing project development and environment (PD&E) study and will begin design in early 2021.

Roadway PD&E
Q1 2020 – Q2 2021

Roadway Design
Q2 2021 – Q2 2022

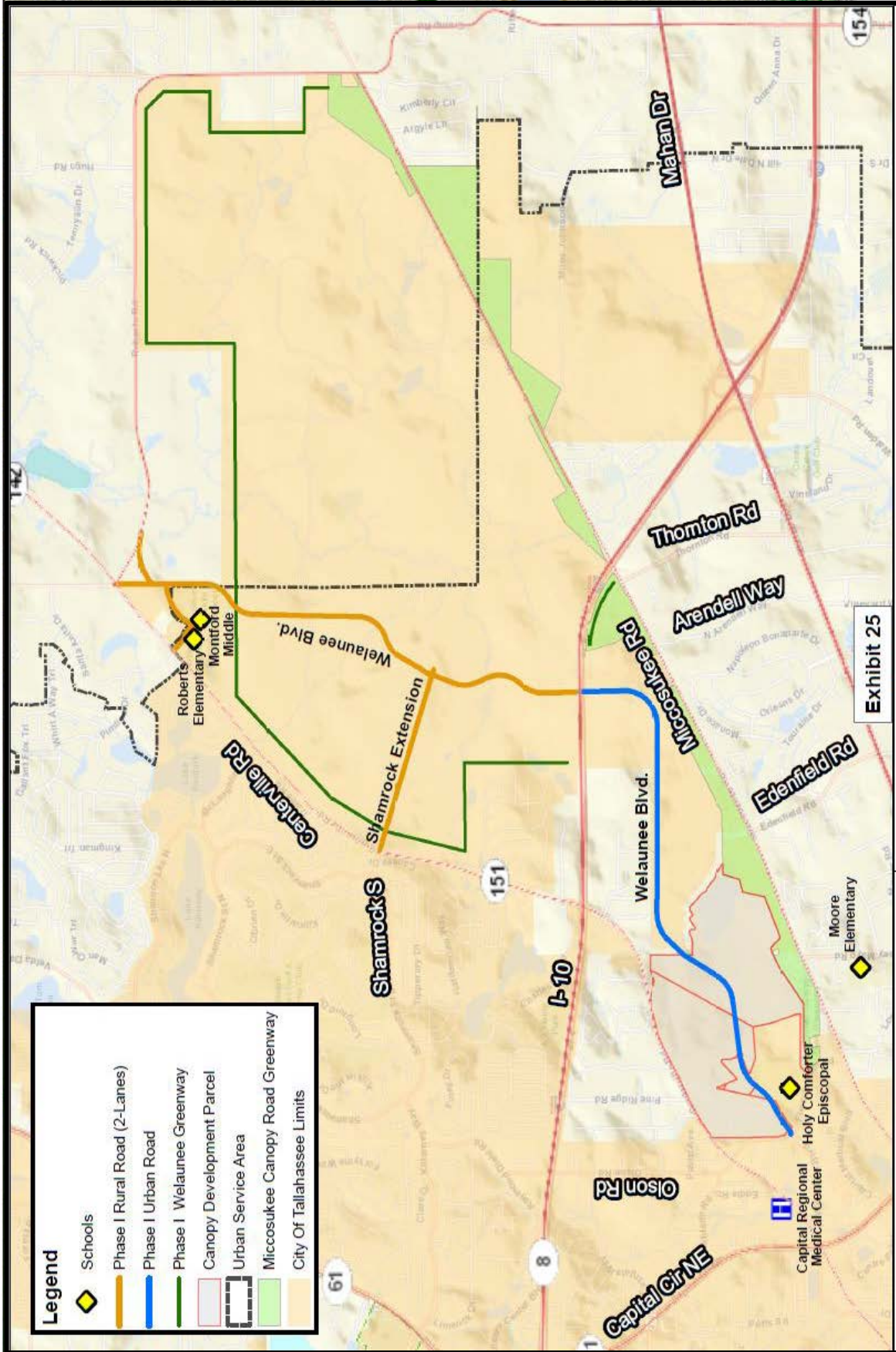
Right of Way Acquisition
Q2 2021 – Q2 2022

Construction
Q3 2022 – Q4 2027



BLUEPRINT

INTERGOVERNMENTAL AGENCY



Northeast Gateway

BLUEPRINT

INTERGOVERNMENTAL AGENCY



Project Website: www.BlueprintIA.org

Staff Contact: (850) 219-1060

info@blueprintia.org



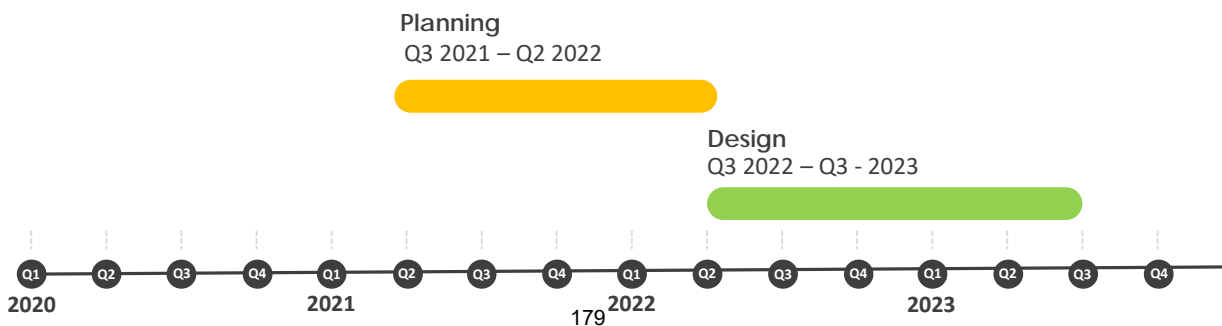
Northeast Park

Project Highlights

- The project provides for the construction of a park in Northeast Tallahassee located on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools.
- A mixture of active and passive uses have been envisioned for this 50-acre park.

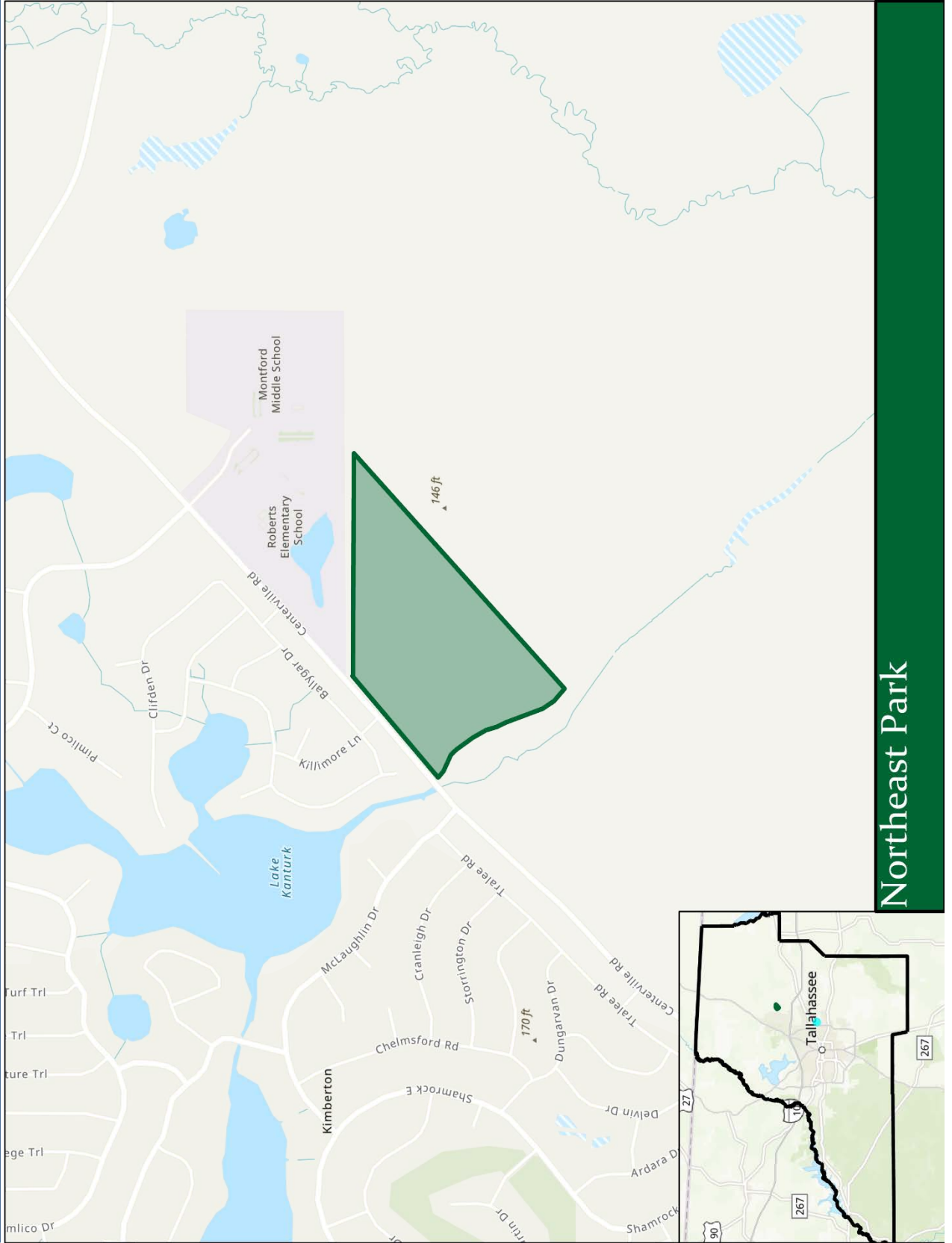
Current Status:

- A new location for the park was approved by the IA Board at their April 8, 2021 meeting. The new location is located on Centerville Road adjacent to the Montford Middle and Roberts Elementary Schools.
- The planning phase and technical analysis is anticipated to begin in Summer 2021.
- Design is anticipated to begin in Summer 2022.



BLUEPRINT

INTERGOVERNMENTAL AGENCY



Northeast Park



Project Website: www.BlueprintIA.org

Contact: (850) 219-1060

info@blueprintia.org



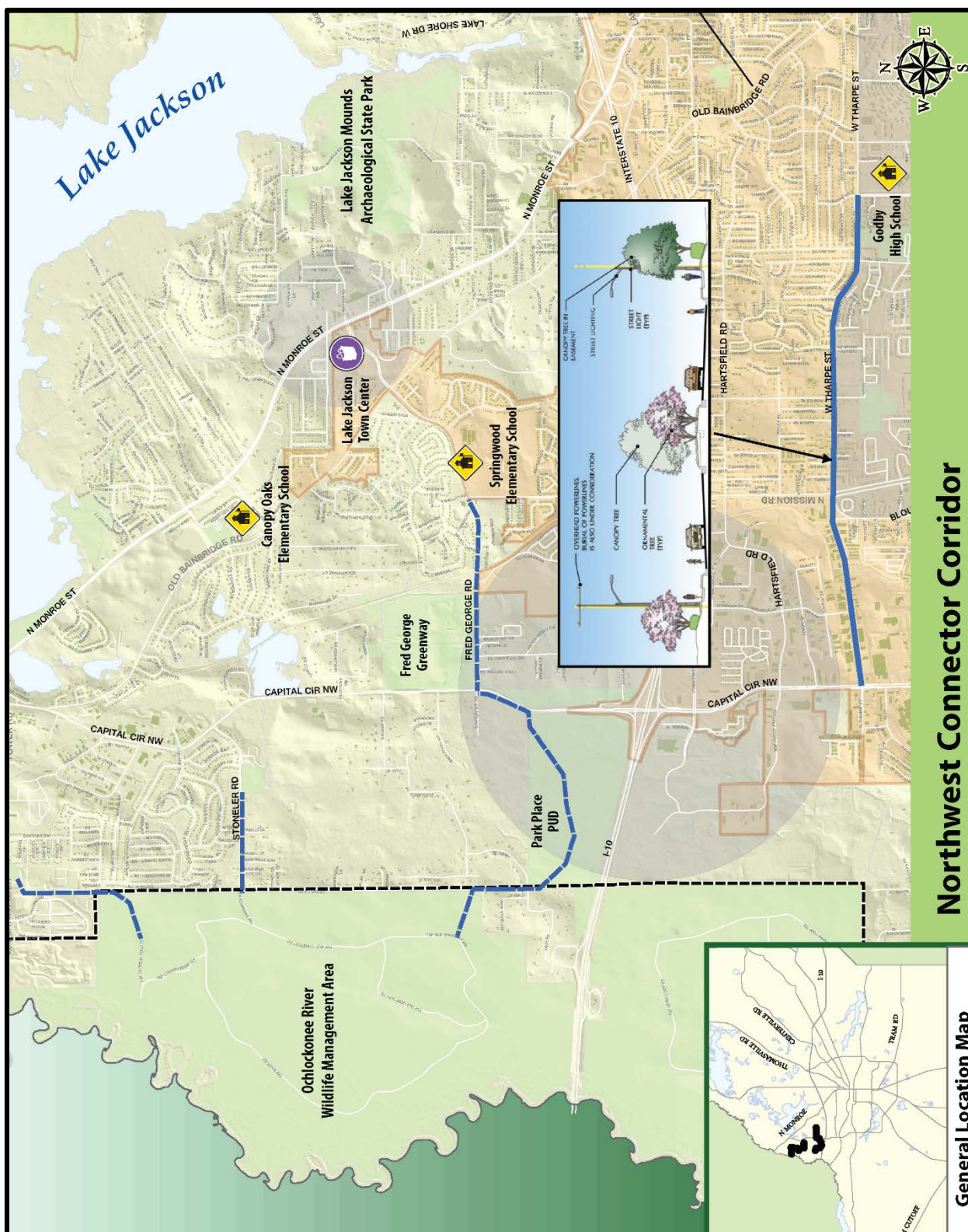
Northwest Connector: Tharpe Street

Project Highlights

- The Northwest Connector will widen Tharpe Street to four lanes from Ocala Road to Capital Circle Northwest.
- The project adds approximately nine miles of additional trail and sidewalk connectivity.
- The project also improves access to Old Bainbridge County Park near Tower Road, and Stoneler Road County Park, on Stoneler Road.

Current Status:

- This project is scheduled to be initiated in FY 2024





Project Website: www.BlueprintIA.org

Staff Contact: (850) 219-1060

info@blueprintia.org



Orange Avenue Widening

Project Highlights

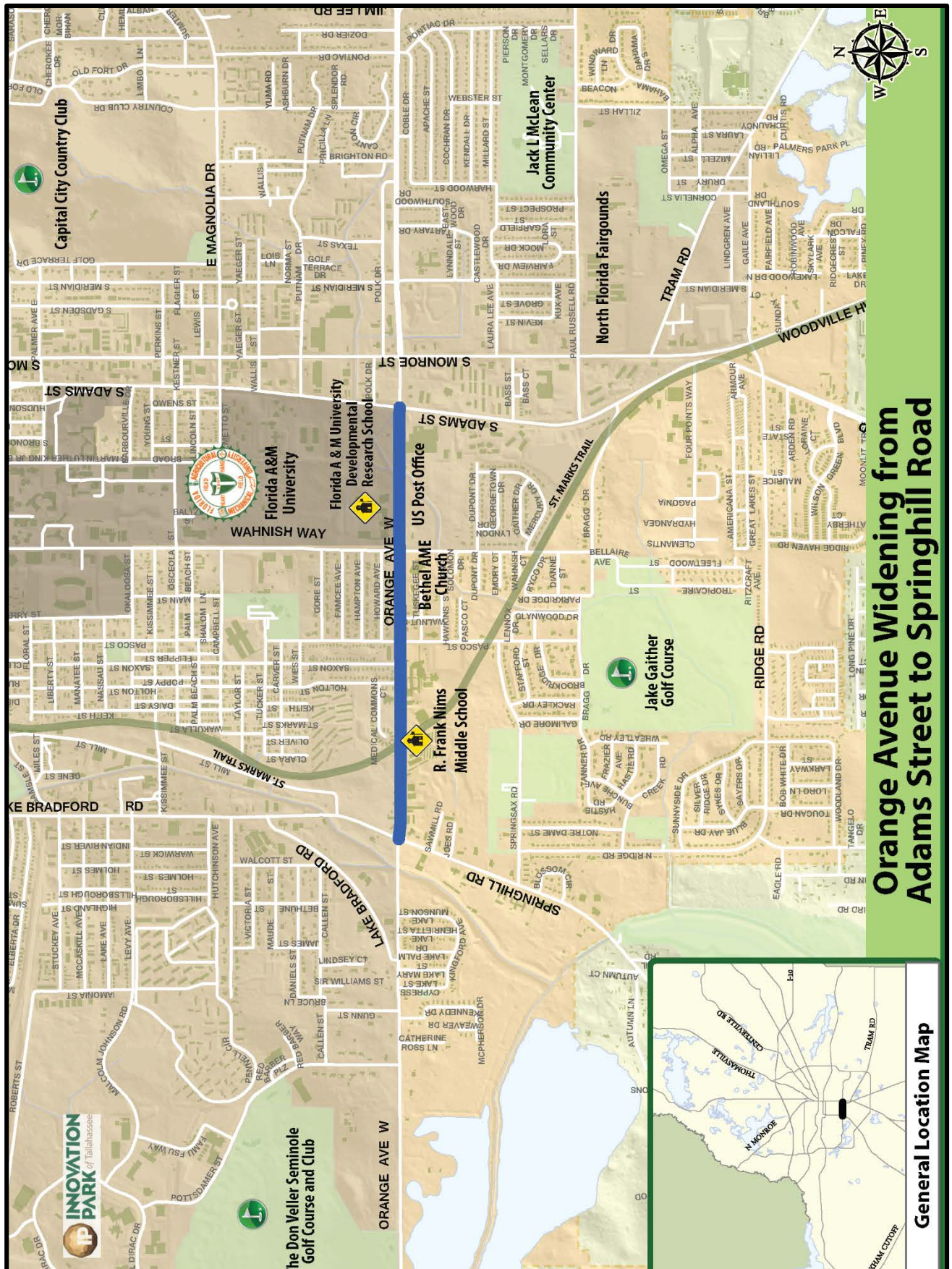
- This project provides improvements to Orange Avenue, a state roadway, including widening the roadway to four lanes from Adams Street to Springhill Road.
- Increases pedestrian and bicycle access with sidewalks and a multi use path
- Enhances the aesthetics of the corridor with additional landscaping
- Design of this project is currently being implemented by the Florida Department of Transportation.

Current Status:

- Blueprint and the Capital Region Transportation Planning Agency partnered on the Southwest Area Transportation Plan Study to develop locally preferred alternatives and options for this corridor. The study was completed in 2019.
- FDOT is currently implementing the PD&E study for this roadway and has also provided funding for Design.
- The PD&E is expected to be complete in 2021.

BLUEPRINT

INTERGOVERNMENTAL AGENCY





Project Website:

blueprintia.org/projects/orange-meridian-placemaking/

Staff Contact: Junious Brown, (850) 219-1063
Junious.Brown@blueprintia.org



Orange-Meridian Placemaking

Project Highlights

- Create a neighborhood park and community gathering space at Orange Avenue and Meridian Street with the opportunity for trails, exercise opportunities, and a kids' play area.
- Enclose the East Drainage Ditch between South Monroe and Meridian streets and build multi-use path in its place to promote safety and connectivity.
- Contributes \$1 million to the development of a planned South City Transit Center.

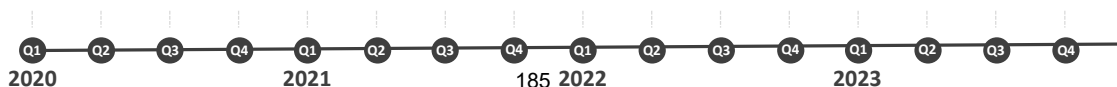
Current Status:

- Stormwater modeling, community engagement activities to guide park design, and design services for the replacement ditch of the portion of East Drainage Ditch between Meridian and S. Monroe streets are underway.
- Planning and Design is expected to be complete in 2021. Construction will follow in early 2022.

Planning/ Pre-Engineering
Q4 2020 – Q2 2021

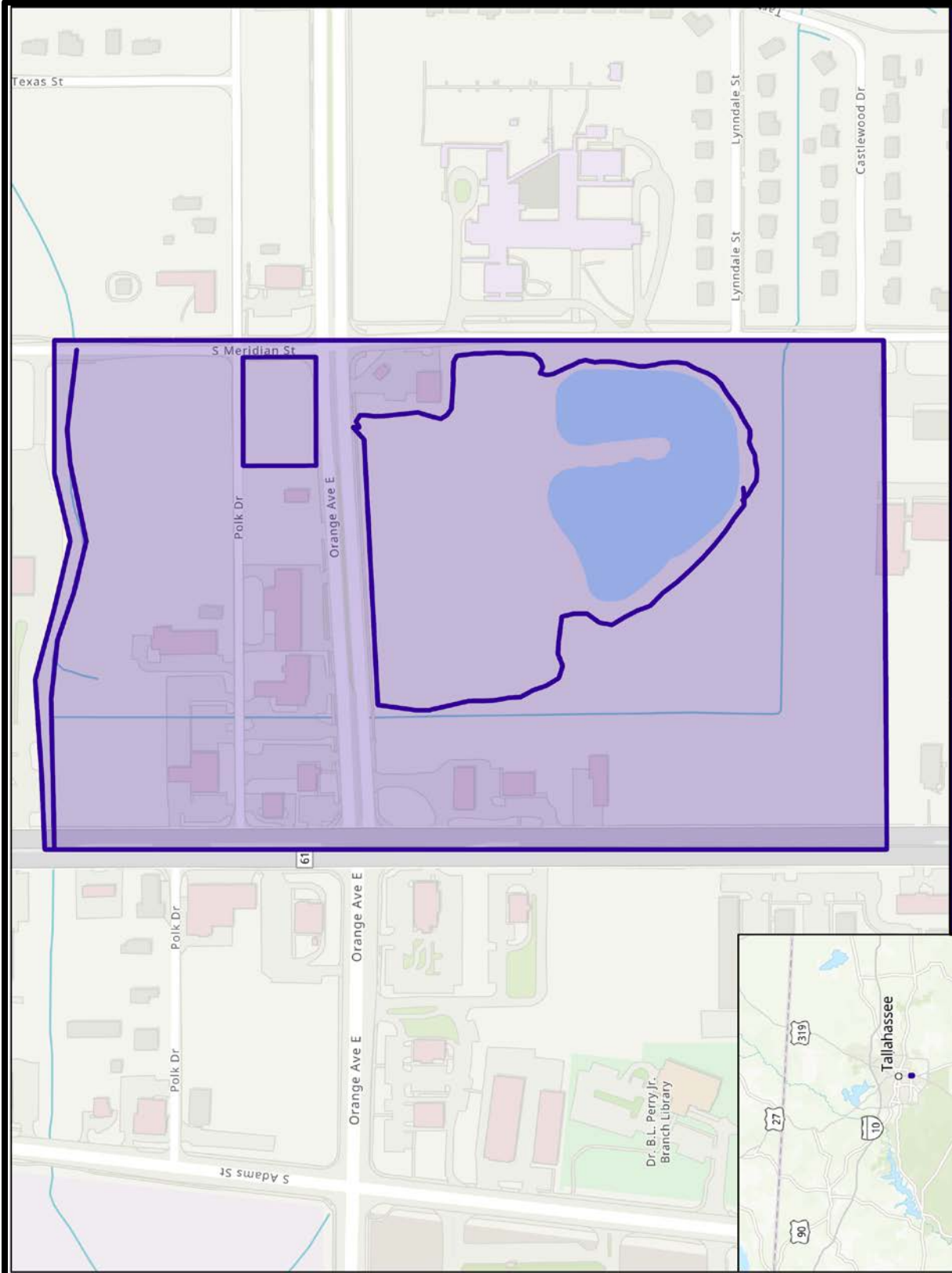
Design / Permitting
Q1 2021 – Q1 2022

Construction
Q3 2022 – Q1 2024



BLUEPRINT

INTERGOVERNMENTAL AGENCY



Orange-Meridian Placemaking



Project Website: www.BlueprintIA.org

Staff Contact: (850) 219-1060

info@blueprintia.org



Southside Gateway: Woodville Highway

Project Highlights

- The Southside Gateway will widen Woodville Highway from Capital Circle Southwest to Tram Road, which will enhance capacity along a key evacuation route.
- The project includes right-of-way acquisition, construction costs, gateway streetscaping, and stormwater for roadway improvements.

Current Status:

- Right-of-Way acquisition is underway by FDOT along Woodville Highway from Capital Circle SW to Gaile Avenue and scheduled through FY21.
- Tentative FY 2021-2026 FDOT Work Program identifies funding for construction for resurfacing along Woodville Highway from Briandav Street to Sunday Court in FY23 in the amount of \$2,176,103.
- Tentative FY 2021-2026 FDOT Work Program identifies funding for construction of lighting along Crawfordville Rd from Capital Circle SW to McKenzie Dr in FY23 in the amount of \$778,465.
- Blueprint has executed an agreement with FDOT for curb extensions.





Project Website: www.BlueprintIA.org

Staff Contact: (850) 219-1060

info@blueprintia.org



Westside Student Gateway

Project Highlights

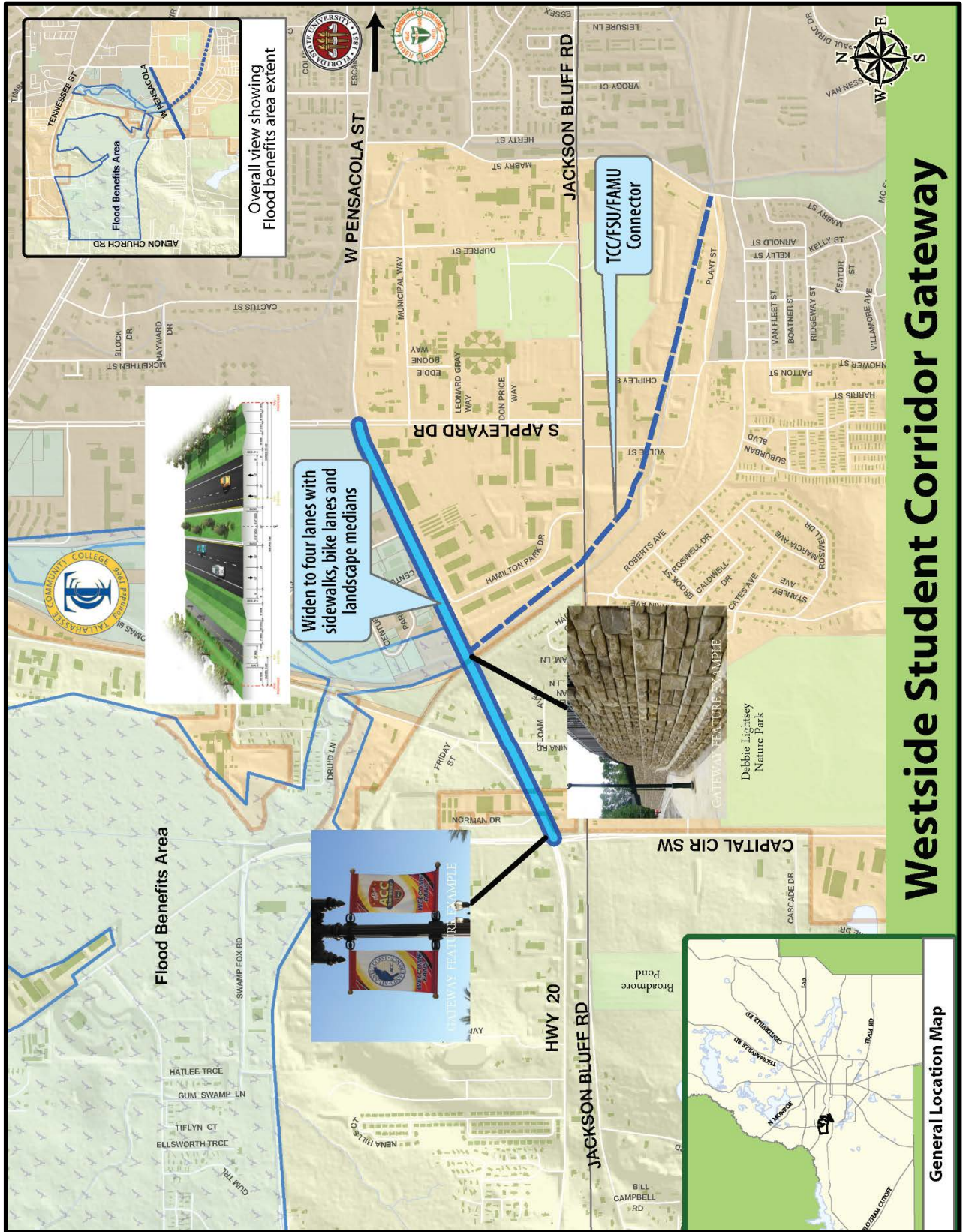
- Widens Pensacola Street/Highway 20 (from Capital Circle to Appleyard) to four lanes and adds landscaped medians
- Includes funding for stormwater improvements in the Gum Creek/West Drainage Ditch
- Will create gateway features and network connectivity

Current Status:

- Funding for PD&E for this project is currently 8th on the CRTPA Road Project Priority List for 2021-2025. No funding has been identified/allocated yet.
- Blueprint has not yet initiated this project.

BLUEPRINT

INTERGOVERNMENTAL AGENCY





To: Ben Pingree, CECD, Director, PLACE

From: Cristina Paredes, CECD, Director, Office of Economic Vitality

Date: May 18, 2021

Re: Office of Economic Vitality – Marketing & Strategic Communications Report

Overview

Since the onset of COVID-19, the Tallahassee-Leon County Office of Economic Vitality met the growing need for timely information, advice and guidance by increasing capacity to improve integration of available communication channels, including media relations, social and online communications, and virtual events and webinars. OEV recognizes that effective, integrated, and coordinated communication is integral to economic success and job growth in Florida's Capital for Business and the Magnetic Capital of the World. Through strategic communications, OEV continues to seek solutions to boost Business Retention & Expansion (BRE) efforts as well as business recruitment efforts. To support these efforts, OEV has utilized social media, news media outlets, newsletters, print materials, and more. Outlined below is the report for the various outlets utilized by OEV.

Daily Operations

Community Engagement

In terms of community engagement, Communications staff has been eventful in strategically sharing our mission and resources with stakeholders, partners, and the Tallahassee-Leon County community through the Friday Five and e-newsletters.

Friday Five

The Friday Five serves as a weekly update to keep partners and stakeholders engaged in the day-to-day work OEV performs. The Friday Five is meant to be a high-level update on actions and accomplishments from every division of OEV (Business Development, MWSBE, and Business Analytics) as well as an update on project activity on the first Friday of every month. Staff has received positive feedback from several stakeholders that appreciate staying informed with a weekly update and feel more aware of the Team's day-to-day operations.

E-Newsletter

As another avenue to keep our targeted audience informed and engaged, OEV distributes e-newsletters, which includes current news, upcoming events, and local business spotlights. The monthly Economic

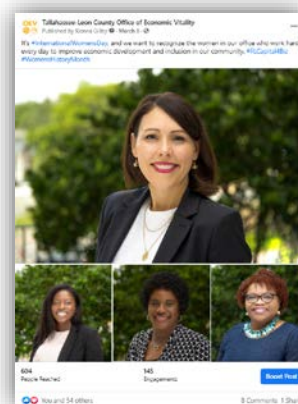
Insider newsletter keeps stakeholders informed and creates a positive image of OEV to its targeted audience (Business leaders, EVLC, MWSBE CAC, elected officials, Chamber members, etc.). The Economic Insider features the monthly Director's Message, staff articles on specific business and community topics, local business news in the "Capital Headlines" section, local business spotlights. The e-newsletter platform is also used to disseminate promotional news, emergency information, and the monthly Data Driver and Quarterly Economic Dashboard to local businesses, ecosystem partners, and stakeholders, totaling **over 6,900** recipients.

Social Media

Social media use is led with a proactive approach to keep our target audience informed and engaged with timely and relevant business news. This includes posting press releases, campaign information, events, and sharing both promotional and emergency information. OEV manages several social media channels, including Facebook, Twitter, and LinkedIn, which can help reach a broad audience with high level messages in real-time. We achieve this through daily posting of strategic content and monitoring user response and feedback to **over 2,500 followers** on Facebook, Twitter, and LinkedIn.

Most recently, OEV has developed several social media campaigns to educate small businesses and showcase those local businesses affected by the pandemic or during commemorative observances. OEV has partnered with Leon County for the Leon CARES campaign, highlighting businesses that are still open with the help of the Leon CARES Small Business Assistance grant program. Since the start of the campaign, we've showcased over 80 businesses and still continuing to shine a light on those companies on our social channels.

During Black History Month, Women's History Month, and Asian American Pacific Islander (AAPI) Month, OEV partnered with Leon County and the City of Tallahassee to feature several Black, women, and AAPI-owned businesses in the community. The posts were accompanied by photos of the business owners or operators and quotes on why it is important to support Black and women-owned businesses. Throughout these two commemorative observances, OEV highlighted over 20 businesses.



Website

OEV uses their website as an important form of communication. Business information, resources, events, and other economic development services are made available on the OEV's website in order to inform site visitors with information needed for their business or potential venture. Most recently, this also includes COVID-19 business resources, like the [Paycheck Protection Program \(PPP\) webpage](#) and [Personal Protective Equipment \(PPE\) webpage](#), to assist local businesses through the pandemic. This information is regularly audited and updated by Communications staff. With the recent redesign of the OEV website, it has been easier than ever for business leaders to find exactly what they're looking for as it pertains to their business needs. In the last 30 days, the OEV website has garnered **over 2,100 sessions** (resulting in a **21% increase** from the previous 30 days) with **more than 4,000 pageviews** (resulting in a **14% increase** from the previous 30 days). As of May 18, 2021, 73% of the OEV website audience are new visitors while 27% of the audience are returning visitors, which indicates that a majority of the website audience is discovering OEV and the services and resources available within our office. In the last 30 days, the OEV website has attracted **over 320 international visitors** from Hong Kong, China, Canada, Indonesia, Germany, the United Kingdom, Spain, the Philippines, and India.

Media Relations

Communications staff utilizes organic media to showcase our organization's values and most current news to media outlets, such as WTXL and WFSU, as well as paid media, such as print advertisement with media outlets, such as 850 Magazine and the Tallahassee Democrat, to reach a new audience. Through media relations, staff is able to tell the story of OEV through press releases and opinion editorials while mitigating any inquiries from news outlets. To tell the story, staff has built and maintained relationships with key media representatives. Strong story-telling and relationship-building has been vital to informing the public of OEV mission, policies, and practices in a positive and credible manner. OEV has developed **34 media engagements** this year and **61 media engagements** since October 2020.



850 Business Magazine Spring 2021



850 Business Magazine Winter 2020

Campaigns

Videography

To showcase Tallahassee-Leon County's dynamic and welcoming business, a video blog series and site selection video series was created. When spreading our message through video campaigns, social media platforms and our website are two common and efficient ways to share with our target audience, but in 2020, YouTube became another proficient way to share videos and stream webinars. According to Forbes, YouTube is the second largest search engine next to Google, meaning people from around the world utilize YouTube for research and direction. OEV saw this as a way to get our video campaigns and resources to a wider audience.

Targeted Industries

To give a deeper dive into the vibrant targeted industries in our community, Tallahassee business owners and leaders were featured to discuss why they chose Tallahassee, how Tallahassee has benefitted their business, and where they see the future of their business. This video series, meant to attract business of similar industries, was debuted on our social media channels, specifically YouTube, and on our website. By documenting each guest, the video series will hopefully establish positive perceptions of our community and its welcoming business environment. The video series is archived on OEV's YouTube page as well as on our website under the Targeted Industries tab: [Targeted Industries – Office of Economic Vitality \(oevforbusiness.org\)](#).

- [Targeted Industry: Information Technology](#)
- [Targeted Industry: Manufacturing](#)
- [Targeted Industry: The People Business](#)
- [Targeted Industry: Life Science](#)

Capturing Champions

The "Capturing Champions" media campaign highlighted 6 MWSBE-certified firms and their business journey. The small business owners and operators featured discussed why they chose Tallahassee-Leon County as the home of their business, how OEV was able to assist them, and why it's vital to be certified as an MWSBE. These public service announcements were aired during Minority Enterprise Development Week events, on social channels, including YouTube, and on the OEV website: [Spotlight on Success – Office of Economic Vitality \(oevforbusiness.org\)](#). The goal of the profiles is to heighten awareness of the MWSBE certification program and its benefits of doing business in Tallahassee-Leon County for small enterprises.

MWSBE Champions

- [Garry Simmons, owner of Data Set Ready](#)
- [Tracey Cohen, president of Target Print & Mail](#)
- [Dr. Adriene Wright, president & CEO of Abelita, LLC](#)
- [Linda Hunkiar, owner of Bannerman Landscape](#)

- [Judy Hayden, president of Environmental & Geotechnical Specialists](#)
- [Teresa Nix, co-owner of Catering with Care](#)

MWSBE Academy

The MWSBE Academy series is a suite of workshops and trainings leveraging existing resources, to help sustain the competitive and economic viability of small businesses owned by minorities, women and other underrepresented groups/constituencies. Through the MWSBE Academy webinar series, OEV can customize messaging to meet the needs and values of minority, women, and small business enterprises. Specified communications ensures the relevance of MWSBE information to target audiences. To further promote and educate MWSBEs, OEV is proud to collaborate with ecosystem partners, such as the City of Tallahassee, Leon County, the Small Business Development Center, and Blueprint Intergovernmental Agency, to facilitate a more informative webinar series. This webinar series is archived on OEV's Facebook and YouTube page as well as on our website under the MWSBE tab: [Learning Resources – Office of Economic Vitality \(oevforbusiness.org\)](#).

MWSBE Academy Webinars

- [Certification: A Key for Accessing Business Opportunities](#)
- [Financing Opportunities for Minority and Women-Owned Small Businesses](#)
- [The ABC's of ACDBE and DBEs](#)
- [Making It Count: The Rules of Bid Estimating](#)
- [Preparing Bid Responses That Win](#)
- [How to Access PPP and other Funding Sources for Minority & Women-Owned Businesses](#)
- [Choose Me!: Qualifying for Continuing Services](#)

Love Your Local

2020 was a tough year for small businesses, so the Office of Economic Vitality (OEV) wanted to stress the importance of shopping local in order to address business and job retention in our community. Our office launched the "Love Your Local" campaign to encourage Tallahassee-Leon County residents to shop local during the holiday season and all year long. The Love Your Local campaign included logos, yard sign, social media graphics, and a video series that featured local businesses in the Food, Retail, and Personal Services industries – a few of the hardest-hit industries during the COVID-19 pandemic, due mainly to shutdowns and stay-at-home orders – sharing how the pandemic has affected their business and what supporting local means to them. These videos were shared through our social media platforms, including Facebook and YouTube, and through our e-newsletter.

The campaign also consisted of a webpage showcasing the purpose of the Love Your Local campaign; how shoppers small business owners, and partner organizations can participate in the campaign; how you can love your local safely with CDC recommendations; the Love Your Local videos; and a list of local businesses that participated in the Love Your Local campaign. The list of local businesses were made up of **over 280 businesses** that received a Love Your Local yard sign, participated in the Love Your Local

social media campaign sharing posts with the hashtag #LoveYourLocal, and were featured in OEV's Love Your Local print ad in the Tallahassee Democrat and Capital Outlook during the Thanksgiving holiday weekend.

Our office also partnered with local ecosystems organizations, like the City of Tallahassee, Leon County, Choose Tallahassee, and Tallahassee Foodies, to take part in the Love Your Local social media campaign. Lastly, our office also partnered with the local newspaper, the Tallahassee Democrat, to allow for small businesses to submit their Black Friday and Small Business Saturday deals to be featured in the paper throughout the weekend. Over 280 small businesses were featured in a full-page print and digital advertisement to the Tallahassee Democrat and Capital Outlook reminding residents to support local.

Communications staff received **over 10 media inquiries** the week of the campaign from media outlets, including the Tallahassee Democrat, WTXL, and WFSU. The Thanksgiving holiday weekend consisted of a full schedule of interviews for our team members to share the story of the Love Your Local campaign. Following a media inquiry from the Tallahassee Democrat, the local media outlet decided to partner with OEV to highlight any deals and specials from small businesses during the Thanksgiving holiday week.

Videography

To support small businesses during this rough period, OEV turned its annual week-long campaign leading up to Small Business Saturday – traditionally the Saturday after Thanksgiving – into a year-long campaign encouraging Tallahassee-Leon County residents to support local business owners and shop keepers with the campaign, [Love Your Local](#). The Love Your Local campaign videos were debuted on social media leading up to Small Business Saturday and archived on YouTube and the Love Your Local webpage: [Love Your Local – Office of Economic Vitality \(oevforbusiness.org\)](#).

The video campaign was also picked up by several local and national media outlets, like the Tallahassee Democrat and The Catalyst, that displayed the videos on their platforms. Through social media outreach, we reached over 1,100 users with the general Love Your Local video; Love Your Local-Personal Services video reached over 4,200 users; the Love Your Local-Food video reached over 3,600 users; the Love Your Local-Retail video reached over 3,000 users. All in all, the Love Your Local videos were viewed **over 11,000 times**.

- [Love Your Local](#)
- [Love Your Local: Retail](#)
- [Love Your Local: Food](#)
- [Love Your Local: Personal Services](#)

Magnetic Capital of the World

Community Engagement

The monthly Economic Insider newsletter also is a great tool to keep the community and stakeholders informed the Magnetic Capital of the World. From the monthly Director's Message and staff articles on specific business and community topics, several have discussed the magnetic assets that lead to the expansion of Danfoss' manufacturing facility and Big Bend Manufacturers Association (BBMA) updates. OEV also partnered with Innovation Park to dedicate a section in the Economic Insider newsletter for organization news and events.

- Director's Message: Magnetic Momentum: [How Florida's Capital Built Magnetic Momentum – Office of Economic Vitality \(oevforbusiness.org\)](https://oevforbusiness.org/How-Florida's-Capital-Built-Magnetic-Momentum-Office-of-Economic-Vitality)
- How Florida's Capital Built Magnetic Momentum: [How Florida's Capital Built Magnetic Momentum – Office of Economic Vitality \(oevforbusiness.org\)](https://oevforbusiness.org/How-Florida's-Capital-Built-Magnetic-Momentum-Office-of-Economic-Vitality)
- Big Bend Manufacturers Association Update: [Big Bend Manufacturers Association Update – Office of Economic Vitality \(oevforbusiness.org\)](https://oevforbusiness.org/Big-Bend-Manufacturers-Association-Update-Office-of-Economic-Vitality)

Electro Magnetic Bitter

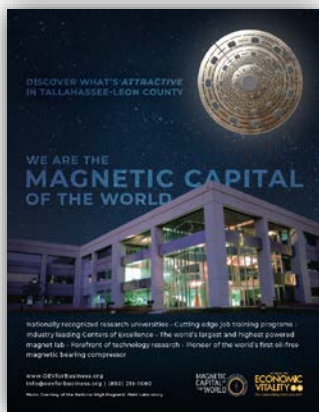
Tallahassee-Leon County is home to several magnetic assets, including the National High Magnetic Field Laboratory the world's first oil-free magnetic bearing compressor, cutting-edge research centers, and one of the top engineering colleges in the state. To celebrate these world-renowned assets, our office, the Tallahassee-Leon County Office of Economic Vitality (OEV) collaborated with a local craft beer organization, the Tallahassee Beer Society, and a local brewery, DEEP Brewing Company, to create a unique marketing campaign to promote Tallahassee as the Magnetic Capital of the World. The collaboration brought forth the Electro Magnetic Bitter, an English ale brew, as a way to foster conversation about the Tallahassee's magnetic resources beyond traditional channels. With every purchase of the Electro Magnetic Bitter, a portion of the proceeds goes to support local STEM education programs, such as SciGirls and Camp Tesla hosted by the National High magnetic Field Laboratory. This campaign was accompanied by an official launch at DEEP Brewing Company, which was well-attended by researchers, scientists, stakeholders, and the Tallahassee-Leon County community. Over the last 2 years of the campaign, the brew has generated **\$20,000 in sales** in addition to \$2,500 in sales in distribution to local bars with **\$3,000 supporting local STEM education programs** at the National MagLab.

Website

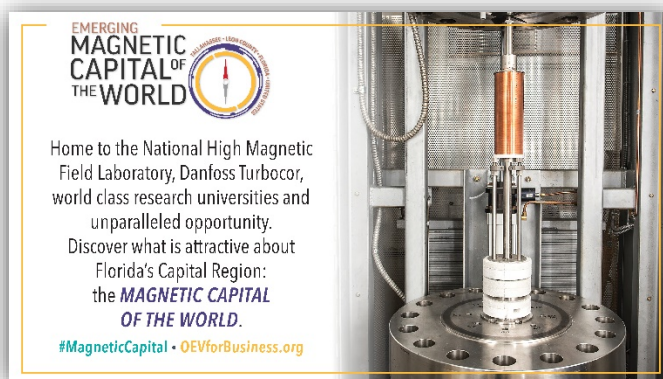
Since the redesign of the website, this most recently includes the Magnetic Capital of the World webpage: [Magnetic Capital of the World – Office of Economic Vitality \(oevforbusiness.org\)](https://oevforbusiness.org/Magnetic-Capital-of-the-World-Office-of-Economic-Vitality). This information is regularly audited and updated by Communications staff. The webpage offers a wealth of knowledge for business leaders looking to grow or relocate their applied science company in Tallahassee-Leon County. The webpage also includes a highlight of the nationally-recognized research centers, companies, and colleges and universities that are in the Magnetic Capital of the World, such as the National High magnetic Field Laboratory, the FAMU-FSU College of Engineering, and Danfoss Turbocor.

Media Relations

Similar to how we promote the Office of Economic Vitality, Communications staff utilizes organic media to showcase our organization's values and most current news to media outlets, such as WTXL and WFSU, as well as paid media, such as print advertisement with media outlets, such as 850 Business Magazine and the Tallahassee International Airport, to reach a new audience. Of the **61 media engagements** since October 2020, **9 media engagements** were directly tied to the Magnetic Capital of the World Campaign.



Tallahassee Innovation & Technology Magazine



Tallahassee International Airport Advertisement

Tallahassee Innovation & Technology Magazine

Communications staff partnered with Rowland Publishing to highlight our innovation and technology sectors as a part of the Magnetic Capital of the World campaign. The [Tallahassee Innovation & Technology issue](#) highlighted several programs that the Office of Economic Vitality is working on, like the creation of the GIS WebTech site selection tool. The issue also profiles several companies in Tallahassee-Leon County that are boosting the magnetic momentum, including Danfoss Turbocor, MagCorp, Innovation Park, QuarryBio, and Weather Tech.

- Welcome To Tallahassee Tech: [Welcome To Tallahassee Tech - 850 Business Magazine](#)
- Tallahassee Office of Economic Vitality Leverages Data Control: [Tallahassee Office of Economic Vitality Leverages Data Control - 850 Business Magazine](#)
- Cristina Paredes Owns Her Place At The Table: [Cristina Paredes Owns Her Place at the Table - 850 Business Magazine](#)

Videography

Magnetic Capital of the World

As home to the National High Magnetic Field Laboratory, Danfoss Turbocor, and the FAMU-FSU College of Engineering, there are world-renowned magnetic assets in Tallahassee that need to be showcased to a greater audience, which is why Communications staff developed the Magnetic Capital of the World video series. The series includes interviews from Dr. Gary Ostrander of the FSU Research Foundation, Ricardo Schneider of Danfoss Turbocor, Dr. Farrukh Alvi from the FAMU-FSU College of Engineering, and Dr. Gregory Boebinger from the National High Magnetic Field Laboratory.

- [Magnetic Capital of the World – Danfoss Turbocor Kickoff](#)
- [Magnetic Capital of the World](#)

Site Selection

At OEV, we understand that the right location is critical to the success of a business. Our office developed a site selection video series to leverage everything that Florida's capital has to offer and identify available land and properties. As many resources move virtual and travel has slowed down since the pandemic, this series opens the door to learn about our community and the other services OEV has to offer in relation to site selection, such as labor market studies and economic incentives. The video series is archived on OEV's YouTube page as well as on our website under the Locate and Grow tab: [Site Selection Videos – Office of Economic Vitality \(oevforbusiness.org\)](#).

- [Innovation Park Site Selection Video](#)
- [Innovation Park Site Selection Aerial Tour](#)
- [Innovation Park Site Selection Highlight Video](#)
- [Innovation Park Conceptual Site Plan Lot 4E](#)
- [Innovation Park Conceptual Site Plan Lot 1F/7E](#)
- [Innovation Park Conceptual Site Plan Lot 1A](#)

Analytics

Communications staff is committed to making sure that relevant business information and guidance effectively reaches key audiences to develop and grow the economic vitality of Tallahassee-Leon County. Through reliable communications channels, OEV can reach local business leaders, disseminating relevant business information and news. Sharing core messages across the community enhances the perception of the Tallahassee-Leon County business environment, promotes consistency, and strengthens OEV's reputation. We touch metrics to obtain a data-driven assessment of our reach and ability to provide quality communications effectively; these are noted as Key Performance Indicators (KPIs). The following report details the analytics for this year (January 1 – April 22, 2021) using the following metrics:

Key Performance Indicators

| | January 2021 | February 2021 | March 2021 | April 2021 | May 2021 (to date) |
|----------------------------|--------------|---------------|------------|------------|-----------------------|
| Media Engagements | 5 | 14 | 5 | 6 | 4 |
| Emma Email Blasts | 4 | 5 | 8 | 4 | 3 |
| Twitter Impressions | 21.4k | 34.9k | 29.9k | 24.7k | 12.1k |
| Facebook Post Reach | 6,120 | 18,082 | 19,372 | 4,837 | 10,774 |

Social Media

Facebook

- Page Views: 1,577
- New Page Likes: 153
- Post Reach: 55,154
- Post Engagements: 8,245
- New Page Followers: 179

Twitter

- Tweets: 221
- Tweet Impressions: 125.6k
- Profile Visits: 6,942
- Mentions: 179
- New Followers: 39

LinkedIn

- Page Views: 337
- Impressions: 10,311
- New Followers: 75

Summary & Long-Term Plan

As set out above, the Communications team is leading the effort to communicate and engage widely with Florida's Capital business community. The marketing strategy focuses on generating growth, with a focus on existing Tallahassee-Leon County businesses, recruiting new businesses to Tallahassee-Leon County, and growing our workforce. Communications staff promotes our targeted industry sectors, entrepreneurial spirit, and startup cultures. We bridge the gap between available local and state and

services resources and services to businesses. This summer, Communications staffs will be hosting a workshop at the Greater Tallahassee Chamber of Commerce on the magnetic momentum that Tallahassee-Leon County is experiencing. The workshop will include business leaders in the magnetic research and technology industry. Long-term planning and goals require a formal strategic process, which is why the Communications staff has identified growth factors and works with VisionFrist to create a road map for future communications. OEV will strive to ensure that all communication is inclusive, accessible to the whole community, maintains consistency and accuracy, and is the leading voice for economic vitality in the region.

Attachment

1. OEV Key Performance Indicators FY21 – Communications
2. OEV_Social Media Calendar_Feb 2021_FINAL
3. OEV_Social Media Calendar_March 2021_FINAL