

Blueprint Intergovernmental Agency Citizens Advisory Committee Meeting Minutes

Date: January 16, 2020
To: Citizens Advisory Committee
From: Benjamin H. Pingree, PLACE Director
Subject: Summary Minutes for December 5, 2019 CAC Meeting

Committee Members present:

JR Harding	Alan Stucks
Bill Berlow	Claudette Cromartie
Sean McGlynn	Linda Vaughn
Robert Volpe	Jim McShane
Daniel Petronio	Peter Okonkwo
Elva Peppers	Neil Fleckenstein

Committee Members absent:

Kathy Bell	Hugh Tomlinson
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I. AGENDA MODIFICATIONS

- Item #1: Revised minutes were provided and the item was pulled for CAC review.
- Item #4: Attachment #1, the draft Annual Report, was provided and the item was pulled for CAC review.
- Item #10: A letter from the Killearn Homes Association was provided as supplemental information.

III. CONSENT

ACTION TAKEN: Alan Stucks moved, seconded by Daniel Petronio, to approve the consent agenda. The motion passed 9/1 with Linda Vaughn casting the dissenting vote and Neil Fleckenstein and Elva Peppers absent.

2. Recommendation of Acceptance of the Status Report on Blueprint Infrastructure Projects
Option #1: Recommend the IA Board accept the December 2019 status report on Blueprint Infrastructure Agency infrastructure projects.
3. Recommendation of Acceptance of the Status Report on the Tallahassee-Leon County Office of Economic Vitality
Option #1: Recommend the IA Board accept the Quarterly Operations Report of the Tallahassee-Leon County Office of Economic Vitality.

5. Recommendation of Acceptance of the Southwest Area Transportation Plan Final Report
Option #1: Recommend the IA Board accept the Southwest Area Transportation Plan Final Report.

6. Recommendation of Approval of a Local Funding Agreement with the Florida Department of Transportation for Pedestrian Crosswalk Improvements on South Monroe Street
Option #1: Recommend the IA Board authorize the Intergovernmental Management Committee to approve execution of a Locally Funded Agreement with the Florida Department of Transportation for the construction of pedestrian crosswalk improvements on South Monroe Street.

7. Recommendation of Authorization to Advertise, Negotiate and Award Continuing Services Contracts for Planning and Design Services
Option #1: Recommend the IA Board proceed with the procurement of Continuing Service Agreement contracts for design services.

8. Recommendation of Acceptance of the Status Report on the Emerging Florida Hemp Sector in the Capital and Northwest Florida Region
Option #1: Recommend the IA Board accept the Status Report on the Emerging Florida Hemp Sector in the Capital and Northwest Florida Region.

IV. GENERAL BUSINESS

10. Northeast Gateway: Welaunee Boulevard – Traffic Modeling Summary Report

Autumn Calder and Ryan Wetherell, Consultant Team Project Manager with Kimley Horn & Associates, provided a brief presentation on the Northeast Gateway including:

- Project purpose and need, history, planning, voter approval, Project Development & Environmental Study (PD&E), community feedback, IA Board direction to advance the evaluation of alternatives, and traffic modeling analyses and coordination.
- Public engagement and community collaboration through meetings, presentations, and pop up events with stakeholders, as well as updated to the Blueprint Technical Coordinating and CAC.
- Killlearn Homes Association (KHA) endorsement of the recommendation to initiate the substantial amendment process for Roberts Road only or for Roberts and Shamrock Streets, on two conditions: that the projects be fully funded and that Roberts Road open first. (Presented as Corridor 3 and Corridor 1 respectively.)
- The analysis of the Capital Region Transportation Planning Agency (CRTPA) Traffic Demand Model detail including:
 - Focus on the 29 primary arterial and collector roadways of northeast Tallahassee; considering principal or major roadways and minor

roadways also. Welaunee Boulevard was included as a principal arterial for modeling purposes.

- Two independent peer reviews of data input and results occurred.
- Evaluation criteria specific to traffic modeling was developed that aligned with the purpose and need of, the project including regional mobility, relief to canopy and primary roads, and potential support for a future Interstate-10 (I-10) interchange.
- The original project description called for four-lane roadway north of I-10. However, the traffic modeling process determined two-lanes to be sufficient for the need. The original requirements for right-of-way would be reserved in order to accommodate future transportation needs along the corridor. The reduction to a two-lane roadways would reduce the total cost for this segment of the project.
- Staff recommended Corridor 1 as it was most consistent with the purpose and needs criteria through the 2045 evaluation model and could be realized within the approved project budget.
- Cost comparisons and economic benefits that supported the potential development of approximately 6,000 acres identified in the Welaunee Critical Area Plan could include 6,500 homes and 4,500 new jobs over the next 20-30 years.
- The proposed I-10 interchange, while not yet approved, was included in the CRTPA's Long Range Transportation Plan and the Florida Department of Transportation's (FDOT) I-10 Master Plan. Furthermore, an I-10 interchange provides enhanced roadway connectivity, improved roadway safety through reduced congestion and relief to adjacent interchanges. It also increases leveraging opportunities with state and federal partners.
- Next steps included continued community engagement with focused stakeholder groups and a public meeting.
- A copy of the presentation is on file at Blueprint Intergovernmental Agency.

Ben Pingree stated that Blueprint staff and the consultant team worked diligently on the modeling process and closely with the stakeholders and their representatives. The methodology was agreed to, the findings reviewed, and KHA issued a letter, included in the agenda material, expressing their support for Corridors 1 and 3.

Speakers:

Max Epstein spoke to the timing of the construction and relief provided.

Casey Donovan spoke in opposition to a Northeast Gateway connection to Shamrock.

Max Hurley, representative of KHA, spoke in favor of Alternatives 3 and 1 and endorsed opening the Roberts Road connection prior to Shamrock Street or simultaneously with Shamrock.

Bill Berlow requested clarification of "best performing roadway." Ryan Wetherell stated that in engineering terms it meant that the roadway, from a traffic perspective and regardless of any other criteria, provided the best relief and moved the most traffic on

the facilities. The Traffic Modeling Report was a data driven analysis intended to determine the best performing routes, not to provide a recommendation.

Jim McShane questioned if the roadways would widen in the future by FDOT or connections to Mahan Drive. Ryan Wetherell stated that conversations with FDOT, were extremely high-level regarding the Northeast Gateway because it was in the early stages of development. There had been no discussion, that he was aware of, regarding Mahan Drive.

Neil Fleckenstein requested clarification on the connection to Roberts Road and the phasing of the project. Ryan Wetherell stated for modeling purposes the intersection was reworked to prevent a five-legged intersection that would create future issues. It was a preliminary concept that would be considered in detail later in the study.

Neil Fleckenstein questioned what the phasing of the project might be. Autumn Calder stated that all of the corridors fit within the approved project budget, and noted the cost benefits of constructing portions of the project simultaneously. However, the opening of one could be delayed until the other was opened and/or operational for a period of time. Ben Pingree stated that KHA understood the economy of scale and that their greatest concern with phasing was that Roberts Road open simultaneously, or ahead of, the opening at Shamrock Street.

Claudette Cromartie inquired as to the inclusion of the Roberts Road area stakeholders. Autumn Calder stated that the majority of the land at the proposed connection was owned by Leon County Schools, Welaunee Plantation, and one other family. Representatives of each attended the public meetings and Blueprint was in direct conversation with them regarding potential effects to their property.

Linda Vaughn stated that at the September 5, 2019 IA Board meeting several citizen spoke in opposition to the project. She questioned how that factored into the proposed alternatives. Ben Pingree stated that the majority of the citizens who spoke on the subject at that meeting self-identified as residents of Killlearn. He encouraged her to consider the comments of two of the earlier speakers, Mr. Hurley, the representative of the Killlearn Homes Association and Mr. Donovan, a private resident of Killlearn.

Jim McShane moved, seconded by Sean McGlynn, to accept the staff report and recommend to the IA Board the approval of Alternative 3, the extension of Northeast Gateway-Welaunee Boulevard, over I-10, to Roberts Road.

Bill Berlow recommended a friendly amendment to include the language for order of priority, from the Killlearn Homes Association endorsement letter.

- 1. Direct staff to initiate the substantial amendment process for Roberts Road only.**
- 2. Direct staff to initiate the substantial amendment process for Roberts Road and Shamrock Street, on two conditions: that the project be fully funded and that Roberts Road open first.**

Jim McShane accepted the amendment and Sean McGlynn concurred.

Neil Fleckenstein stated that while he understood the concerns of KHA and the larger planning challenges of Tallahassee-Leon County, the lack of interconnectivity, in general, concerned him. The Roberts Road only alternative was less than ideal and presented potential long-term challenges with connectivity to future development along Welaunee Boulevard or in the Canopy District.

The motion passed 7/3 with Neil Fleckenstein, Linda Vaughn, and Daniel Petronio casting the dissenting votes; Robert Volpe abstained; and Peter Okonkwo absent.

II. **INFORMATIONAL ITEMS/PRESENTATIONS**

- Office of Economic Vitality Project Updates

Drew Dietrich and Darryl Jones, Deputy Directors of the Office of Economic Vitality (OEV), provided a brief presentation on OEV project activities including: awards received by OEV, an overview of the quarterly and data driver reports, startup week activities and the hemp summits, MWSBE consolidated policy updates, and the development of mentor protégé and joint venture relationships with sub and prime contractors.

Allen Stucks asked about the loan program with the Apalachee Regional Planning Council discussed at the August 22, 2019 CAC meeting. Richard Fetchick stated that the application was still under consideration by the Economic Development Administration.

Elva Peppers expressed her support of the consolidated policies and progress made by the MWSBE program.

Claudette Cromartie noted that unemployment numbers were down and questioned if that included who had exhausted their unemployment. Jim McShane stated that approximately 60% of the upper age group were long-term or discouraged workers.

- Blueprint Project Updates

Speakers:

Max Epstein spoke on the environmental and health concerns of stormwater ponds.

Jerry Miller spoke on the benefit of the citizen involvement.

Gerry Seay spoke on the Airport Gateway impacts to Providence Neighborhood.

JR Harding requested that staff provide a follow up on the water quality of stormwater ponds at a future meeting.

Autumn Calder provided a brief presentation on Blueprint project updates including: staff updates, procurement and schedule updates, and community engagement activities.

Allen Stucks questioned how much right-of-way was needed for the Airport Gateway project and when the design would be available for CAC consideration. Dan Scheer stated that the project was in the very early stages of development and that it could be a few years before conceptual renderings were designed. Those concepts would be designed in harmony with the feedback received through the public engagement process.

Autumn Calder stated that all Blueprint projects begin with a simple project description and map. The Airport Gateway project has the benefit of data from the Southwest Area Transportation Plan (SATP) (Consent Agenda Item #5) that was completed by the Capital Region Transportation Planning Agency (CRTPA). Blueprint would use the public comments received through the SATP along with their own planning and public outreach; plus public comments received through the substantial amendment process in 2017 and 2018 in the development of design concepts. Right-of-way needs would be determined through that process as well.

III. CONSENT – continued

ITEMS PULLED FROM CONSENT

1. Approval of the August 22, 2019 Blueprint Citizens Advisory Committee Meeting Minutes

Bill Berlow moved, seconded by Robert Volpe, to approve the revised August 22, 2019 Blueprint Intergovernmental Agency Citizens Advisory Committee meeting minutes.

Linda Vaughn stated that she could not support the motion because she did not think that they reflected the public speakers opposition to the removal of the trees at the Regional Stormwater Facility/Pond 3DB site. Susan Dawson clarified that the CAC Bylaws did not require verbatim minutes.

The motion passed 8/3 with Linda Vaughn, Allen Stucks, and Sean McGlynn casting the dissenting votes; and Peter Okonkwo absent.

4. Recommendation of Acceptance of the Blueprint Intergovernmental Agency Annual Report

Allen Stucks moved, seconded by Elva Peppers, to accept Option 1.

Option 1: Recommend the IA Board accept the annual report.

Linda Vaughn stated that it was difficult to accept a report that was provided at the table without review time. She stated that there seemed to be an ongoing issue with the CAC receiving information. JR Harding concurred.

Bill Berlow suggested holding the discussion for the upcoming CAC Retreat.

The motion passed 10/1 with Linda Vaughn casting the dissenting vote.

V. GENERAL BUSINESS – continued

9. Election of Blueprint Citizens Advisory Committee Vice-Chair

Jim McShane volunteered to serve as Vice-Chair for 2020.

Claudette Cromartie moved, seconded by Allen Stucks, to elect Jim McShane as Vice-Chair for 2020.

The motion passed 11/0.

11. Recommendation of Approval of Revisions to the Blueprint Real Estate Policy and Blueprint Relocation Policy and Procedures Manual

Kristen Mood provided a brief presentation on the recommended revisions to the Blueprint Real Estate Policy and the Blueprint Relocation Policy and Procedures Manual including: expanded benefits for moving cost schedule, relocation housing payments, business reestablishment expenses, and an incentive offer program; less stringent occupancy requirements; and new relocation assistance for owner-occupants and replacement housing of last resort.

Bill Berlow questioned if the components that Blueprint previously provided were memorialized in policy. Autumn Calder noted the importance of replacement housing of last resort, balanced with the flexibility to provide assistance in hardship cases as they were identified. Mr. Berlow stated that he wanted to ensure that policy reflected the extension of professional courtesy. Kirsten Mood offered to review the policy and the requirements of relocation consultants with Mr. Berlow.

Daniel Petronio requested clarification on the housing of last resort action. Kirsten Mood stated that it was through application and documentation of financial hardship.

Linda Vaughn questioned if the Blueprint Relocation Policy conformed to that of FDOT and if the rates of compensation would be standardized across the state. She stated that it did not seem feasible or sustainable. Kirsten Mood stated that at the September 5, 2019 IA Board meeting the IA Board directed staff to bring Blueprint relocation payment rate up to match that of FDOT. The rates utilized in the FDOT manual were based on federal regulations established by the Federal Highway Administration for each state.

JR Harding reminded the CAC that their role was to recommend action to the IA Board to revise, or not, the Blueprint Relocation Policy, not to set the policy. Through the motion and action of the CAC, members could express weak points for the IA Board to consider.

Speakers:

Dr. Gerry Seay requested the consideration of impacts that Jim Crow era laws still had on property values, as well as educational poverty and economic segregation.

Max Epstein stated that the revisions did not meet the federal guidelines and the limited stock of affordable housing options.

Allen Stucks moved, seconded by Jim McShane, to accept Option 1.

Option 1: Recommending that the IA Board approve the revisions to the Blueprint Real Estate Policy and Relocation Policy and Procedure Manual.

Claudette Cromartie suggested that houses in the Providence Neighborhood be purchased, rehabilitated, and offered rent free to the people affected by. Those that could and would work, could be in the apprenticeship program through OEV.

The motion passed 11/0.

12. Consideration of a Blueprint Affordable Housing Policy and Recommendation of Approval of a Proposed Revision to the Blueprint Real Estate Policy to Support Affordable Housing

Susan Dawson provided a brief presentation on the proposed revisions to the Blueprint Real Estate Policy and the Blueprint Relocation Policy and Procedures manual including: the formalization of a process for Blueprint to partner with the City and County Affordable Housing Offices to convey existing surplus property to support affordable housing use; and a draft policy allowing Blueprint to purchase land for donation to the City or County for use as affordable housing when a Blueprint project affected affordable housing stock.

Allen Stucks moved, seconded by Jim McShane, to accept Option 2.

Option 2: Recommend that the IA Board approve the Proposed Revision to Blueprint Real Estate Policy Section 107.12

Jim McShane stated that he served on the City's Affordable Housing Committee. He preferred to call it "workforce" housing because it was imperative for business to understand that if people could not afford to live in the housing available in the region, the business owners would not find the type of person they wanted to hire for their company. It was a significant issue for the community; he fully supported the motion on the floor and felt that it could be even more aggressive in nature.

Allen Stucks expanded on Mr. McShane's comments and the associated issues of economic stratification. Mr. Stucks stated it was essential that the City and County address the issues of housing. He was grateful to see the progress of the past year and glad to support the policy revisions.

Bill Berlow questioned what, if any, requirements were in place to ensure the availability of existing inventory of affordable housing prior to the resident's relocation. Susan Dawson stated that currently there was no policy to support Mr. Berlow's suggestion.

Robert Volpe questioned if the IA Board amended the Interlocal Agreement to add Affordable Housing if would it add that component to each project. He also questioned the cost implications as well. Susan Dawson stated that the substantial amendment process would add Affordable Housing to Exhibit 2, Section D, where detail could be included for the 2020 projects. Cost impacts were unknown and would need to be determined on a case by case basis and approved by the IA Board.

Bill Berlow requested legal guidance for the CAC, stating that Mr. McShane presented a case for more work on an Affordable Housing policy in Tallahassee-Leon County. He wondered which of the options presented, would best position the IA Board for progress. Susan Dawson stated that she could not answer that for the advisory committee. Their recommendation would need to be their decision based on the presentation and discussion.

Claudette Cromartie offered a friendly amendment to also include Option 4: IA Board guidance.

Allen Stucks accepted the amendment; Jim McShane concurred.

The motion passed 11/0.

- Improving the Blueprint Citizens Advisory Committee Agenda and Meeting Processes

Megan Doherty provided a brief presentation on improvements to the CAC agenda and meeting process including: clarification of the CAC's role as an advisory committee to the IA Board and community liaisons for Blueprint projects and

programs; upcoming public engagement events and community presentations; and recommendations for IA Board action follow up emails, joint meetings with the Technical Coordinating Committee, and the upcoming CAC Retreat.

Neil Fleckenstein stated that the CAC Retreat may provide the opportunity for a deeper dive into complex or controversial projects, for example the environmental and planning concerns presented at the August 22, 2019 CAC meeting on the Regional Stormwater Facility/Pond 3DB, than was suitable for a CAC meeting format.

Robert Volpe noted that the bylaws state that the CAC operated by open vote and the voting sheets could be considered ballot votes. Furthermore, voting sheets would not address or resolve complicated vote process, such as at the August 22, 2019 meeting, or even the earlier vote for Item #12 where options two and four could have been separated. He recommended keeping to the bylaws for an open vote process with the CAC Secretary recording the outcome. Various members of CAC express agreement and suggested show of hands or roll call votes.

Bill Berlow stated that he understood the voting sheet to be a supplement to the open vote, not a replacement.

JR Harding stated that the details could be discussed at the CAC retreat on Wednesday, February 12, 2020, at 9:00 am.

IV. CITIZENS TO BE HEARD

Speakers:

Terry Ryan spoke on issues with the underground sewage collection system.

Brian Lupiano spoke on impacts to public confidence when the Democrat misrepresents a story without a published correction.

V. ITEMS FROM MEMBERS OF THE COMMITTEE

There were no items from members of the committee.

VI. ADJOURN

The meeting adjourned by consensus at 8:00 pm.