Blueprint 2000 Intergovernmental Agency
Program Background

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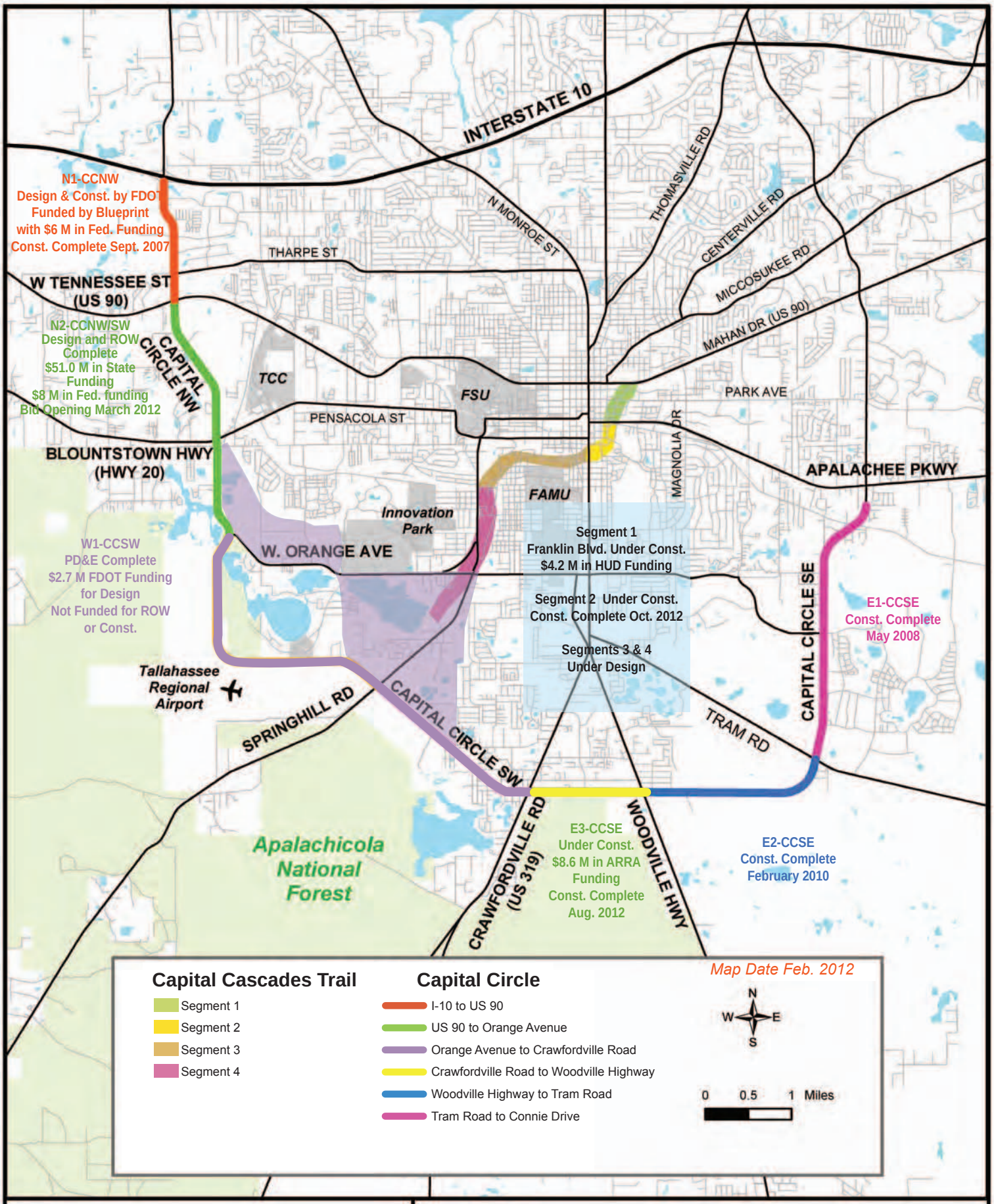


Overview Map of Blueprint 2000 Project Locations

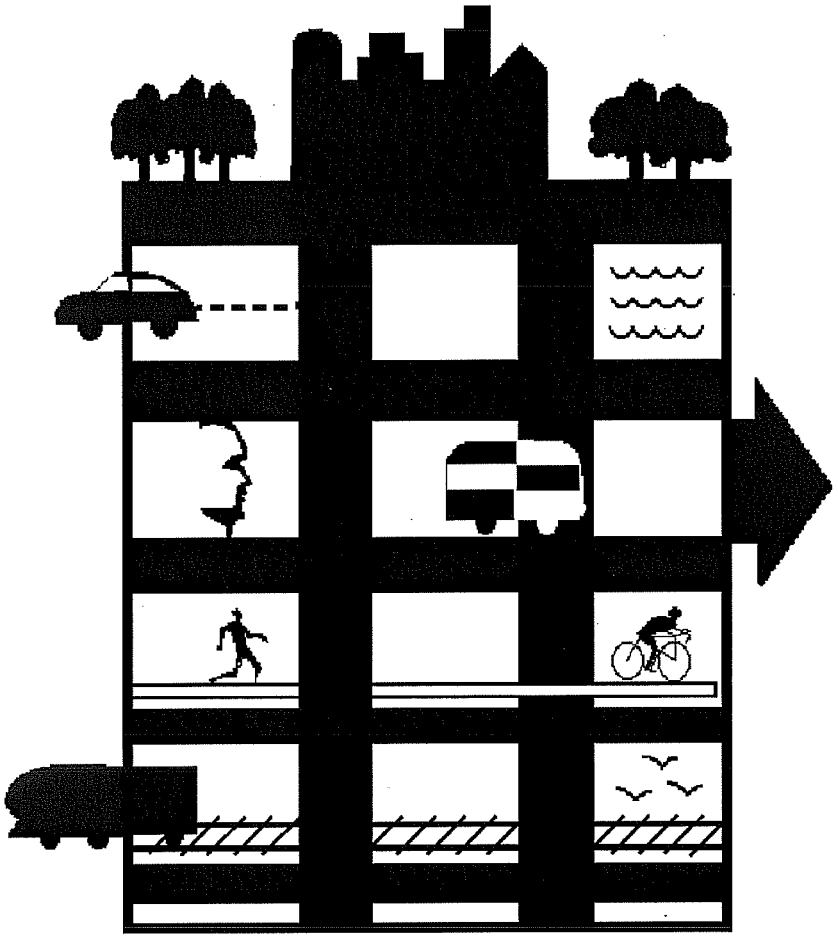
CITY OF TALLAHASSEE - LEON COUNTY
BLUEPRINT 2000 & BEYOND
INTERGOVERNMENTAL AGENCY

850-219-1060

www.blueprint2000.org

Project Definitions Report

Blueprint 2000 and Beyond...



...a community based guide for economic development and natural resource management.

Prepared by

The Economic and Environmental Consensus Committee

Agency Staffs of Leon County and the City of Tallahassee

February 7, 2000

BLUEPRINT 2000 and BEYOND
PROJECT AND PROGRAM SUMMARIES

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EXECUTIVE SUMMARY

Blueprint 2000 and Beyond taken, as a whole is a suggestion that we change the way we plan and think about our community and its resources. Since the report was submitted in April 1999, members of the Economic and Environmental Consensus Committee and members of the City and County staffs have been meeting on a regular basis to fine-tune the projects and concepts suggested in the Blueprint 2000 report. The results of eight months of work are presented in this report. We emphasize the fact that the recommendations herein are those of the EECC, and do not necessarily reflect the opinion of the City and County staff. We highlight the following items for your consideration.

Blueprint 2000 was not intended to be merely a vehicle to sell a sales tax extension. Blueprint 2000 recommended a possible extension of the one-cent sales surtax as one of the possible funding sources to finance the projects it recommends. However, its recommendations go much deeper than simply highlighting a list of sales tax projects. We remind you that, whether or not a sales tax extension is implemented, the ideas presented, including sector planning, the development of a joint water resource plan, the construction of storm retrofit ponds, and the general concept of planning fir infrastructure on a holistic basis, deserve to be implemented. In the attached report, the Blueprint 2000 "projects" are well developed, while many of the "programs", such as the concept of economic incentives in the south-side area, have not been put into specifics. In sum, there is still much work to be done, even after any sales tax referendum.

Additionally, please remember that the sales tax extension was only one of numerous sources that Blueprint 2000 suggested might be used to finance these projects. We have not really begun the effort of looking at federal resources, matching grants, conservation easements and other resources to finance these projects. Although the sales tax seems to us a logical source to look for financing, it should not be looked at as a substitute for what otherwise might be available.

Relationship with the Comp Plan. The intent of Blueprint 2000 was not to supplement or replace the Comp Plan. In fact, our review indicates that many of the concepts contained within Blueprint 2000 were already in the Comp Plan, just not implemented or actualized. We hope that our efforts enhance integrated planning and make the Comp Plan a more meaningful, realistic document. Though a cursory review of the Comp Plan does not indicate and obvious inconsistency with Blueprint 2000, any inconsistency between the proposals presented herewith and the Comp Plan will necessitate a change to the Comp Plan.

The Process. A team of City and County staff and members of the EECC have reviewed each of the projects suggested by Blueprint 2000. Of necessity, cost estimates have been general in nature, as detailed drawings and specifications of the various projects have not been developed. Where possible, staff used information from existing capital improvement programs. Additionally, cost estimates for land acquisition for environmentally sensitive land, greenways and flood prone areas maybe reduced by

utilizing preservation measures other than fee title acquisition, such as conservation easements, etc. Cost estimates are total cost estimates, and do not take into account available federal, state or other funding.

Project Phasing. The attached project summaries and cost breakdowns have followed Blueprint 2000's format on a watershed and map basis. As a result of discussions with staff, we added to this report certain projects that were not originally in Blueprint 2000 but which seemed to tie in with the overall thrust of the report; other Blueprint 2000 recommendations have been modified based on additional information. Although we firmly believe that the Blueprint 2000 projects should be funded in total, we have taken the additional step of attempting to set forth what we believe to be appropriate phasing of the various projects, as set forth below.

It seems to us that, given the existing sales surtax runs to 2004, to attempt to access any amounts to be derived from a sales tax extension before 2005 or later will require some level of borrowing against the later sales tax receipts. We suggest that, if the sales tax is extended, a portion of the proceeds be bonded so that immediate needs may be addressed. To avoid spending a huge chunk of the future sales tax receipts on paying interest on bonds, we suggest that an initial, relatively small amount be bonded for project design costs and land acquisition, and that an additional amount be bonded closer to the time when actual construction and acquisition dollars are needed. For purposes of discussion, we have worked with bonding a total amount of approximately $200 million (as compared to the expected $800 million or so of projected sales tax receipts over a 15-year period). The mechanics of the financing structure obviously need to be discussed with your experts; however, this exercise enabled us to divide the proposed projects into two phases: those that would be funded out of the bond issues, and those that would be funded by future sales tax receipts (after 2005). We have not attempted to further prioritize those projects in the second phase.

In trying to determine which projects to include in the first phase, our focus was on practicality (transportation projects which have not yet been designed are not going to be constructed with the three-year bond expenditure window), adherence to the thrust of Blueprint 2000 and, in our view, those projects which represent the most dire need, either in terms of environmental security or as producing the most economic impact. As such, we suggest the following as first phase projects:

- <u>Franklin Boulevard/Cascades Park/St. Augustine Branch</u>. This is perhaps the signature project of Blueprint 2000. It ties together our attempts to provide additional Stormwater capacity, alleviate flooding, provide infrastructure to enhance the south side of our community and at the same time produce an attractive public amenity, which can be enjoyed by everyone in the community. It ties in with the Gaines Street revitalization efforts, and promotes the "holistic infrastructure" that Blueprint 2000 is all about. What has become apparent during the committee's deliberations is that the incremental cost of converting this badly needed drainage and Stormwater project to an attractive economic development opportunity is relatively small. If you have seen examples of what improved parkways/waterways have done for economic

development for other urban areas, you realize the potential of what a dynamite project this can be.

- Improvement of NW Capital Circle. Our ability to enhance growth on the south side of our community is dependent on our ability to improve our infrastructure, particularly with respect to transportation. Our committee recommends as a priority the improvement of Capital Circle NW from I-10 down to Blountstown Highway. As stated above, out-year costs may not be feasible to finance from an initial bond issue, but as some of the design is already completed for this roadway it makes sense, to move it forward as quickly as possible. An additional benefit is the acquisition of the Gum Swamp and other environmentally sensitive areas referenced in the project summary for this project.

- Other right-of-way and sensitive land purchase. We hope that Blueprint 2000 is, if nothing else, forward thinking. As such, it appears to our committee that the maximum benefit of initial spending would be for use in acquiring property at today's values that we know will be needed for the future right-of-way, green space, stormwater pond and environmental preservation suggested by this report. We suggest that the EECC and City and County staff produce a list of such priority acquisitions, based on the total dollars to be allocated to an initial bond issue.

Interlocal Agreement. What our committee strongly suggests we not do is divide the proposed projects up into a "city list" and a "county list". One of the issues with the existing sales tax is that there seems to be considerable confusion about who has done/is doing what. We suggest that the City and the County enter into an interlocal agreement agreeing on the projects to be funded and the way they will be acquired/constructed/ preserved. In our view, these are community projects, which don't recognize political boundaries. Additionally, we believe that the appointment of a citizen's committee to assure compliance with sales tax-funded projects will enhance the passage of the tax and taxpayer comfort.

Where do we go from here? If we've done nothing else in Blueprint 2000, we have been able to achieve a consensus from dispirit groups that do not usually agree. In order to achieve the goals of Blueprint 2000, we need to spread that consensus to the community. We are hopeful that the City and County commissions will, as a starting point, reach a similar consensus. A survey was distributed at the initial town meeting help with respect to Blueprint 2000; its results showed that 74% of those responding agreed with Blueprint 2000's emphasis on protection of water resources, promoting economic development and encouraging redevelopment of the southern part of the community; 24% agreed somewhat; and only 2% disagreed. We hope that we have set the stage for a vision of what our community can be.

FLORIDA

Jeb Bush
Governor

Department of
Environmental Protection

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David B. Struhs
Secretary

December 3, 1999

Mr. Mark Mustian
Economic and Environmental Consensus Committee
Post Office Box 1639
Tallahassee, FL 32302

Dear Mr. Mustian:

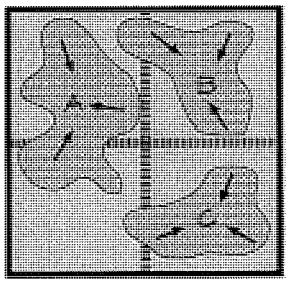
I want to thank you for your presentation of "Blueprint 2000 and Beyond . . .a Community Based Guide for Economic Development and Natural Resource Management" at the Governor's Natural Resource Policy Council meeting on November 15. Your presentation was eloquent and your report has great merit. The vision you shared for Tallahassee/Leon County reminds me of the philosophy of the founder of American landscape architecture, Frederick Law Olmsted. In his work, he planned and designed infrastructure and natural landscapes to provide for transportation, sanitation and recreation. The communities he helped design over 100 years ago are still beautiful and thriving today.

I believe Olmstead would endorse Blueprint 2000's "holistic infrastructure" with its multi-use corridors, abundant greenspace, park-like regional stormwater facilities, and floodplains, flowways, and greenways for water quality protection, alternative transit, passive recreation, and wildlife habitat.

The Department of Environmental Protection strongly supports your vision for Tallahassee/Leon County. I have designated Mollie Palmer, my Deputy Chief of Staff, as your point of contact for the department's support for "Blueprint 2000." She is also an advocate of your plan and is looking forward to working with you. I thank you and all of the other members of the Economic and Environmental Consensus Committee for seeking a path toward a strong economy within a beautiful, healthy environment.

Sincerely,

David B. Struhs
Secretary



Initiative 1
Watershed and Sector Planning

In order for change to occur, we must modify processes, perceptions, and responsibilities that have operated independently rather than systematically. Our current systems revolve around processes that are either "too macro" in nature such as countywide comprehensive and long range transportation planning, or "too micro" such as a re-zoning, site plan approval, or roadway corridor study. Both levels are necessary, but neither provide the important steps to develop clear visions for areas or sectors of a community.

In other words, both the "one size fits all" approach, and the "not in my backyard" syndrome lose sight of the day-to-day transitions that communities experience and which will eventually determine the form a community takes on. What is proposed in this report represents a fundamental change to "how we do the business of planning, managing, and implementing growth in Leon County" with regards to moving the agenda of economic development and natural resource management.

Initiative 1
Recommendations:

- Prepare sector plans for identified lands within watersheds which have potential for new development and infill redevelopment.
- Adopt a Joint Comprehensive Water Resources Plan. Currently, the City is primarily responsible for urban stormwater, and the County is responsible for lakes. This situation inhibits necessary coordination.

The following section includes program development reports for *Watershed and Sector Planning* and a *Joint comprehensive Water Resources Plan.*

BLUEPRINT 2000 Program Summary
Watershed and Sector Planning

I. PROGRAM DESCRIPTION: This first program of the *Blueprint 2000 and Beyond* report is based on the premise that

> ...our current systems revolve around processes that are either 'too macro' in nature such as countywide comprehensive and land range transportation planning, or 'too micro' such as a re-zoning, site plan approval, or roadway corridor study.

The report recommends preparing sector plans for "identified lands within watersheds which have potential for new development and in fill redevelopment."

Sector plans are an intermediate level of planning between the City/County-wide Comprehensive Plan and more detailed plans for individual corridors, neighborhoods, etc. Sector planning is a popular trend in planning throughout the nation, as a means of focusing on the specific character, needs and potential of particular districts, and allowing for greater, more meaningful, public involvement in the planning process. Because sector planning is done above the neighborhood level, it is better able to deal with broader issues, such as the provision of infrastructure and services, and how various uses fit together and interact to make up an entire community. Finally, it can accommodate planning around larger environmental features, such as watersheds.

Sector planning is not a new concept in Tallahassee, and is mandated by the Comprehensive Plan for both the Southern Strategy and Central City areas. The Southeast Sector plan has already been completed, and another sector plan is underway for the Gaines Street area. Sector plans have frequently been requested by the elected officials in connection with a wide variety of planning issues, where a more customized solution is needed in order to protect the character of the particular area in question. Nevertheless, sector plans are costly, and cannot be done expeditiously with existing staff resources.

II. DESIGN PRINCIPLES: One of the purposes of the sector plans will be to identify the specialized design considerations that should shape both public and private development within the sector planning areas. These design principles may be based on the existing natural and built character of the area, on environmental impact considerations, and on the function the sector is serving with respect to the rest of the community. These principles will differ from one sector plan to the next, because the basic premise of planning at this level is that "one size does not fit all."

III. SPECIAL CONSIDERATIONS:

- The 21st Century Citizens Study Committee on Transportation and Land Use Planning (November 1995) recommended that sector plans encompass areas with

an average population of 10,000 to 15,000. While this is generally consistent with research conducted by the Planning staff on sector planning in other jurisdictions, many factors must be considered in delineating sectors. Boundaries of sector plans should respect watershed boundaries, and will generally take in multiple watersheds. Other factors that should be considered in setting sector boundaries include: the sense of identity of neighborhoods, neighborhood clusters and business districts, school locations, adjacent employment, recreation, and shopping destinations, travel patterns, economic development considerations, and natural and manmade physical boundaries.

- Due to the cost and time considerations in preparing sector plans, areas must be prioritized. Prioritization should be based on existing commitments (e.g., Southern Strategy and Central City), risk factors (e.g., high growth, environmental impact potential, incipient decline) and opportunities for proactive planning to achieve community goals (e.g., the already completed Southeast Sector Plan).

- Sector planning will require a combination of additional staff time, as well as consulting resources. Consultants can provide specialized expertise in areas such as urban design and environmental impacts. Staff are needed to help convey the history and planning background of an area, to deal on a daily basis with public participation, to ensure that the results of the sector planning process are fully integrated into the local planning framework, to help inform the public and elected officials, and to ensure implementation of the plan.

IV. COST ESTIMATE: Recent experience with sector planning suggests that the average cost of each sector plan will be approximately $100,000, depending on the scope and complexity of the issues addressed. Additional costs may be incurred for extensive environmental studies. As noted above, some of these costs should be allocated for consulting services, and some for additional planning staff. Based on the concept of doing a sector plan for each 10,000-15,000 residents, a total of 10-16 sector plans would be needed. The total cost for these plans is estimated at $1.0 - $1.6 million. This cost will be spread over several years, depending on the schedule for completing the plans.

BLUEPRINT 2000 Program Summary
A Joint, Comprehensive Water Resources Plan for the City of Tallahassee and Leon County

I. PROGRAM DESCRIPTION: It has long been a community goal (expressed in goals and objectives of the Stormwater and Conservation elements of the Comprehensive Plan) to adopt a joint comprehensive plan which addresses all of the water resource components within our community. Though each government implements various elements of water quality and stormwater management, the lack of coordination of resources and consistency of priorities remains a hindrance. Disconnect is obvious when one arm of government elects to spend millions for clean up of degraded lakes while lacking a comprehensive program to prevent the situation from recurring.

Recognizing that past discussions between local governments seeking to begin the process of adopting a joint plan have yielded little progress, we recommend approaching the problem differently – by benefitting from the experience of the process adopted in Bradfordville. A Blue Ribbon Committee of professionals, similar to the Bradfordville Stormwater Study Group, should be convened to recommend the scope of work and logical allocation of responsibilities for inclusion in a joint water resources plan and to suggest specific funding sources and revenue streams for implementation. This would free staff to act as resource and liaisons to the study committee without the fulltime commitment of producing the plan themselves. Thus a plan consistent with the goals of the entire community would be recommended without regard to jurisdictional boundaries and conflicting political priorities.

Once the Blue Ribbon Committee established the parameters, components, and scope of the overall plan, smaller scale watershed-specific plans could be written in detail, consistent with the master plan – much like the method adopted in Bradfordville. These smaller scaled plans could be produced with a special staff of engineers and biologists hired by local governments or produced by outside consultants. The special committee would also peer review the detailed plans for consistency and accuracy. This would ensure an arms-length transaction between those who establish the scope of study and those who actually provide the services included in the report.

II. DESIGN PRINCIIPLES: To successfully address all the major aspects of water resource protection, the plan must, at a minimum, include the following components:

Watershed Management:

- Develop water resources plan and management based on watershed approach. Coordinate with transportation and land use planning.
- Identify specific hydrogeological features in each watershed. Tailor regulations to fit specific conditions.
- Gather all water resource data (studies, models, literature, etc.) into a single location (public library?).

Water Quality Monitoring:

- Include representative wells, ditches, ponds, creeks, lakes and conveyances. Focus on key parameters for each system. Focus on turbidity data to direct immediate remedial action. Insure adequate field personnel.
- Engage the public. Utilize neighborhood associations to aid in monitoring. Expand Lake Watch countywide.

Stormwater Management:

- Construct regional facilities in each watershed. (Approx. 6% of each watershed based on studies.) Utilize for both pretreatment and flood control. Incorporate conveyance as well as impoundment into system management, operations and maintenance.
- Integrate natural systems (use as nutrient uptakes) and greenways/conservation areas with constructed systems. Build regional ponds as multipurpose facilities -- passive recreation, open space, hiking/bike trails connected to other greenways. Use as a combination functioning facility and a public amenity.
- Provide a payment-in-lieu-of construction system for developers to cover the cost and maintenance of regional facilities. Look at on-site alternatives to individual holding ponds (swales, graveled conveyances, landscaping, etc)
- Prioritize construction of regional facilities based on most pressing water quality need and most severe flood conditions.
- Coordinate all transportation, land-use, and water resource planning. Whole system approach.

Lake Protection:

- Develop appropriate water quality parameters for natural lakes and stormwater management lakes. Develop protection plan to include all tributaries and conveyances within each natural lake's watershed.
- Have a plan ready for immediate implementation of sedimentation removal from specified lakes when natural drawdowns occur, or when artificial drawdowns can be activated.
- Seek innovative solutions to conservation of resources: purchase, regulations, transfer of development rights, conservation easements, wetland mitigation banking. Establish greenways acquisition in conjunction with lake protection.

Revenues:

- Reevaluate countywide stormwater fee. Consider billing alternatives. Establish interlocal agreements for program coordination.
- Seek revenue sources other than ad valorem property taxes. Identify grants through both state and federal governments. Utilize sales tax revenues for specific stormwater/water quality capital infrastructure projects.

III. SPECIAL CONSIDERATIONS:

State stormwater regulations restrict local government's ability to implement a regional stormwater management approach. Two specific issues which need to be addressed are the regulatory design standards applicable to regional treatment facilities and the problem with conveying untreated water to a regional facility via "waters of the state." This creates a particular constraint on providing capacity for "new development" in regional facilities. Conversations between the EECC and the state DEP indicate a willingness on their part to address these issues.

IV. COST ESTIMATES:

Based on the costs of the Bradfordville stormwater study and the Southeast Sector Plan master stormwater study, it seems reasonable to estimate an average of $250,000 per plan, with some costing more and others costing less. Estimating that there would be approximately ten such areas to be planned, total costs would be around $2,500,000 for the entire county. While this is costly in terms of revenue, the entire amount would be not be expended at once. If each local government contributed $250,000 annually to producing the area plans, within five years, master planning would be accomplished for the entire county. Continuing to do nothing will never decrease the costs and will only increase the problems.

NOTE: There is some disagreement among staff and some EECC members concerning the proposed method for establishing the scope of study for the joint plan. However, there is consensus that the above figures reflect fairly accurate assessments of the costs involved. The proposed method is supported by the EECC and some staff members.

No one disagrees that the joint plan must be done. There is simply not a clear consensus at this time on exactly how to proceed. More discussions should be held among the parties to determine the best method for all involved.

Initiative 2
Holistic Infrastructure

A key to solving our local challenges is first to view economic, environmental, and social values as complementary and interdependent. Then we can begin to design long-range solutions that have "synergy" - multiple benefits to our community that become greater than their sum. Each public or private project can have synergy, if *"green"* infrastructure projects are integrated with the *"gray"* in funding and design, and if the preservation of natural resources is carefully tied to appropriate transportation and land use planning.

Traditionally, public or private projects have a specific goal - a new road, sewer line, commercial center, stormwater facility, park, subdivision, or greenway. This compartmentalization may reflect the current structure of local government, but it does not meet the public's need that services be adequate and timely without causing undo harm to our natural environment. With projects coordinated to achieve multiple goals, community needs will be better served. If these projects are planned on a community-wide basis to integrate greenways with roadways, stormwater facilities with lake protection, mixed use development with open spaces, and floodplain preservation with recreational lands, the net result will be the implementation of public policy in a more timely and efficient manner.

Initiative 2
Recommendations:

•Employ "new thinking" for transportation and stormwater systems to include alternative modes (i.e. transit greenways), demand management techniques, and watershed specific standards (i.e. OFW for sensitive areas).

•Identify and obtain pre-development approvals of target locations for mixed use development areas containing two new (2) business parks.

•Protect floodplains, build wet detention facilities for retrofit, create flowways, protect and restore lakes in the Bradford, Jackson, Lafayette, Munson, and St. Marks Watersheds to combine structural and nonstructural systems for water quality improvement and flood control.

•Conduct an investigation of alternate transit success stories in similar communities and determine the feasibility of implementing a prototype project here.

The following section includes program development reports for *Economic Development & Business Parks, Stormwater Quality Enhancement Program and Regional Ponds, & Mobility Options.*

BLUEPRINT 2000 PROGRAM SUMMARY
Economic Diversity and Business Park Development

I. **PROJECT DESCRIPTION:** Outlined in Initiative 2: Holistic Infrastructure, Blueprint 2000 and Beyond calls for the development of two (2) new Business Parks, with at least one located in the Southern Strategy Area (SSA). These parks are viewed to provide economic development/diversity and the establishment of the geographic areas in Leon County for these types of uses. The success and recent sell-out of Commonwealth Centre represents the type of parks proposed as well as the level of cooperation of public and private sector interests. For example, the City agreed to sell a parcel of land at Commonwealth to a developer, without requiring payment for the land until it was leased or sold to an end user. This speculative building would not have been built without this incentive.

Another example is at Tallahassee Regional Airport where the City received a $700,000 grant to construct the Flightline general aviation terminal, and $600,000 in state grants to redevelop the old passenger terminal into Tallahassee Aerospace Centre. Without these incentives, it is doubtful that these facilities would have been constructed. While our community has had past successes, the time is now for a "stepping up" of our approach to economic diversity and strengthening.

It is important to note that the objective here is not to direct all new office, warehouse, distribution, and light industrial projects into these two sites, but to provide the opportunity for well planned and sited areas for these uses. In other words, these types of land uses are employee based and depend on significant infrastructure to serve it. Without taking the lead on planning for these parks, the community will likely end up with many smaller sites scattered throughout or few if any large scale end users. These parks offer economies of scale for businesses while maximizing public investment in infrastructure. Lastly, the planning for these locations provide the community and businesses a level of certainty for the future.

II. **DESIGN PRINCIPLES:** To achieve a difference in the quality of development proposed, articulated design standards must be employed to ensure a high quality product is produced which attracts both businesses and residential development around these parks. These standards or principles are further reflected in the anticipated sector planning process and must be connected to the environmental and cultural conditions found in each sector planning area.

However, these standards must be based on criteria and multi-purpose goals to construct certain features on such a large scale. For example, during the planning process, local government may conduct specific area-wide analyses regarding stormwater, transportation, land uses and utilities. The outcome of these studies could form the basis for both guiding private investment, but also serve as incentives such as fast-tract

permitting and joint infrastructure development. Additionally, coordination with commercial and residential contractors as well as economic development specialists, must be a part of establishing such design principles.

III. SPECIAL CONSIDERATIONS:

One criteria is that each park contain a minimum of 250 acres which could translate into approximately 2.0 to 3.5 million gross square feet of total building space per park. With this magnitude of built space comes collateral issues of adjacency and compatibility with surrounding neighbors - both residential and non residential neighbors, and the adequacy of infrastructure to serve such a large development. Efforts have been made in other components of *Blueprint 2000 and Beyond* to describe expectations of the roadway/traffic issues as well as stormwater standards anticipated for future capital projects of the City and County. It is this level of new infrastructure which would be required to serve the proposed business parks.

To attract and retain high-skill, high-wage jobs for the entire community, local government should plan the parks locations and assure the necessary infrastructure and zoning to allow targeted businesses to quickly expand or relocate. Both parks should be compatible for mixed-use projects that allow both jobs and housing, and be located within the Urban Services Area (USA). It is important that the development of these new business parks be a cooperative effort of public and private sectors and that sufficient public input is achieved.

Of equal importance is the creation of financial incentives to improve properties (both residential and non-residential) which currently exist within the selected areas. With the combination of these incentives and the active participation of local government to construct adequate infrastructure it is hoped that the desire to improve and stay within the area will be an option not previously considered, especially concerning the Southern Strategy Area. It is critical to build on the strengths which the Southern Strategy Area has to offer. The presence of the Tallahassee / Leon County Regional Airport as well as the Innovation Park facility, and proximity to both state universities and the community college make the area ripe for particular types of business and industry. With these businesses and industries comes the opportunity to alter the housing mix and to provide new homes for new employees without the commuting patterns of our existing community.

IV. COST ESTIMATE:

The price associated with these proposed parks covers land cost, development / construction costs, and off-site infrastructure costs. All of these will vary substantially depending upon geographic location, physical condition of the property (is it easy or

difficult to build on), and the existing capacity of infrastructure which serves the property. It is not necessarily anticipated that these costs be completely passed on to local government as these parks can be private and still provide the desired benefit of employment to the community.

Also, depending upon the location of one of these parks within the Southern Strategy, it may be necessary to have local government absorb the cost of assimilating lands, initial planning efforts to rezone or establish appropriate land use expectations, and to construct the infrastructure framework to serve such a park. This level of cost, again is dependent upon many unknown factors.

Other proposed programmatic changes to permitting fees or property tax deferment / abatement are costs only in the sense of lost potential revenue within each category, rather than capital outlay for local government. The anticipated benefit of long-term property taxes and sales tax revenue from employees with higher wages, far outweighs these initial costs as does the unmeasured benefit from a more desirable land use distribution, and related traffic and environmental benefits.

BLUEPRINT 2000 PROGRAM SUMMARY
Stormwater Quality Enhancement Program and Regional Ponds

I. PROGRAM DESCRIPTION: While some retrofit facilities are specifically identified in the Recommended Projects Section, others are needed to prevent flooding and treat runoff from past development. This summary documents the necessity to reserve funding for stormwater retrofit projects. Though the specific details of additional structural facilities are not yet defined, all agree that more retrofit is needed, and therefore, financial allowances must be made.

A systematic process is needed to move the community toward an adequate water quality enhancement program. Pollutant problems should be defined and quantified on a watershed basis. The objective will be obtaining quantifiable data on the location and relative magnitude of pollution problems, the sensitivity of receiving waterbodies, techniques for mitigation, and costs of implementation. Then, technical decisions can be reached regarding what can be achieved and at what cost. Policy makers can then use this information to set realistic, affordable, water quality enhancement goals for the community. The next step in the program would be to assess the community's willingness to pay. In essence, this information will allow local government to set goals, establish funding, and implement the program at a level the community is willing to fund.

Stormwater fees or other operating revenues should provide for program administration and maintenance.

II. DESIGN PRINCIPLES: The final design of treatment facilities must incorporate the following design principles:

- Be attractive amenities within multi-use greenways connecting neighborhoods, parks, and waterbodies.
- Channels should resemble meandering, natural streams.
- Be integrated with corridor and/or sector plans to ensure holistic planning so that infrastructure supports other community initiatives.

III. SPECIAL CONSIDERATIONS:

State stormwater regulations restrict local government's ability to implement a regional stormwater management approach. Two specific issues are state design standards and prohibitions against conveying untreated water to a regional facility via "waters of the state." The latter is a particular problem for providing capacity for "new development."

The capacity of channels to carry stormwater can limit use of regional facilities, particularly for "new development". If flooding exists between a new development site and a regional facility, added runoff cannot just be turned lose on the downstream property owners. Expanding channel size is not affordable in most areas. The retrofit function of regional ponds does not further exacerbate flooding because the runoff from existing development is already in the channel.

Numerous policies in the Comprehensive Plan speak to surface water quality, stormwater retrofit, and lake protection, reflecting broad public support. The fiscal reality of achieving all of the objectives in the Comprehensive Plan may be beyond what the community would be willing to spend. One estimate of the cost to completely retrofit the Urban Service Area is $791,000,000.

A reevaluation of stormwater retrofit goals is needed. It is better to set an attainable goal and make progress in the right direction, than it is to set an unattainable goal and make no progress at all. Local government should assess the magnitude of problems and quantify mitigation costs, adopt a retrofit program that public is willing to fund, and move forward.

IV. COST ESTIMATE:

Funding for water quality retrofit projects.....$100,000,000

As noted in the program description, this cost estimate represents a reservation of funds for water quality enhancement capital projects. These projects will be constructed at key locations to be defined in a Water Quality Enhancement Capital Improvement Plan (WQE/CIP), developed as a fundamental element of the program. The WQE/CIP will be based on analysis of pollutant loading, sensitivity of the receiving waterbodies, pollutant removal effectiveness, and facility costs. Through a focus on costs and benefits, the WQE/CIP will maximize progress toward water quality goals with available funding.

BLUEPRINT 2000 PROGRAM SUMMARY
Mobility Options

I. **PROGRAM DESCRIPTION:** Providing more mobility choices requires a commitment to several distinct but interrelated actions. Underlying the feasibility of successful transit, cycling, and pedestrian choices are 1) land uses that support these forms of transportation, and 2) a high standard of service that encourages people to walk or use transit. Particularly for transit and walking, land uses generally need to be of a "finer grain," that is, contain a greater mixture of use at a higher density and intensity. Generally, densities of 6-8 units per acre are considered the minimum density to support transit. The community needs sidewalks that are safe, comfortable, well lit and sheltered from traffic and the sun. Safe, comfortable bus shelters that provide basic information and buses that run frequently enough to encourage ridership are needed. Similarly, continuous bikepaths and workplaces with bike storage facilities, storage, and locker rooms support cycling.

To achieve these objectives, government can use land development regulations and allocate fiscal resources to these facilities and services. Local businesses can provide facilities to encourage these alternate forms of transportation.

The City and County can learn from the successes of other communities. Innovative approaches and regional thinking are also critical parts of this process.

II. **DESIGN PRINCIPLES:**

- Identify areas where the potential for increasing walking and the use of transit are most likely to be achieved under current conditions (such as the central city) and implement the following steps:
  1) revise zoning code to achieve minimum densities;
  2) revise zoning codes to incorporate pedestrian and transit friendly design;
  3) improve transit service;
  4) provide transit and pedestrian amenities (lighting, bus shelters, safer sidewalks, and crosswalks, etc.);
  5) use traffic calming to reduce speeding.

- Identify opportunities for furthering the use of transportation alternatives in the future and implement the following steps:
  1) take regional approach, considering commuters from surrounding counties;
  2) incorporate opportunities for transportation alternatives into future transportation projects.

- Pursue opportunities for coordinating land use and transportation issues on projects. Gaines Street is an example of a project incorporating alternate forms of transportation and mixed land use.

III. SPECIAL CONSIDERATIONS:

- The Long Range Transportation Plan update currently underway is the community's first transportation plan which will evaluate needs in the community for all forms of transportation -- for walking, cycling, transit, and motor vehicles. The Metropolitan Planning Organization needs to provide adequate funding for a fully balanced transportation system for the community.

- Use the experience of other communities to build a successful transportation system. Specifically, we need to compile a list of transportation alternatives in operation in other cities; evaluate their success or failure in terms of cost and ridership; apply the most appropriate alternatives to Tallahassee and Leon County and estimate the cost and potential for success here; compare the total estimated cost of the most promising alternatives with the total cost of continued dependence on the automobile over an extended period of time; identify potential long term funding sources—local, state and federal—for implementing the best options; and recommend routes for prototypical mass transit projects.

IV. COST ESTIMATES:

Long range transportation planning costs are currently funded through federal, state and local funds.

Costs for bicycle and pedestrian improvements are small, compared to costs for major road improvements. Some communities, such as Miami-Dade County, have committed a small percent of all transportation dollars to fund bicycle and pedestrian improvements.

Operating costs for transit have historically been more difficult to fund. These costs cannot be funded from the sales tax. A significant expansion of transit service will require a dedicated source of funds for this purpose. More specific cost estimates will be developed as part of the long range transportation plan update.

Initiative 3
Corridor Level Implementation

In many cases, our challenges and their solutions revolve around corridors - corridors for cars, mass transit, pedestrians, stormwater, recreation, greenspace, and wildlife. Transportation corridors can be used to focus and attract growth. By improving certain roads and connecting them with economic centers, we can finally jumpstart the "Southern Strategy," a key concept in the Comprehensive Plan. Economic development will follow improvements in transportation infrastructure. This investment will mean little, however, if the natural assets that make Tallahassee special are destroyed.

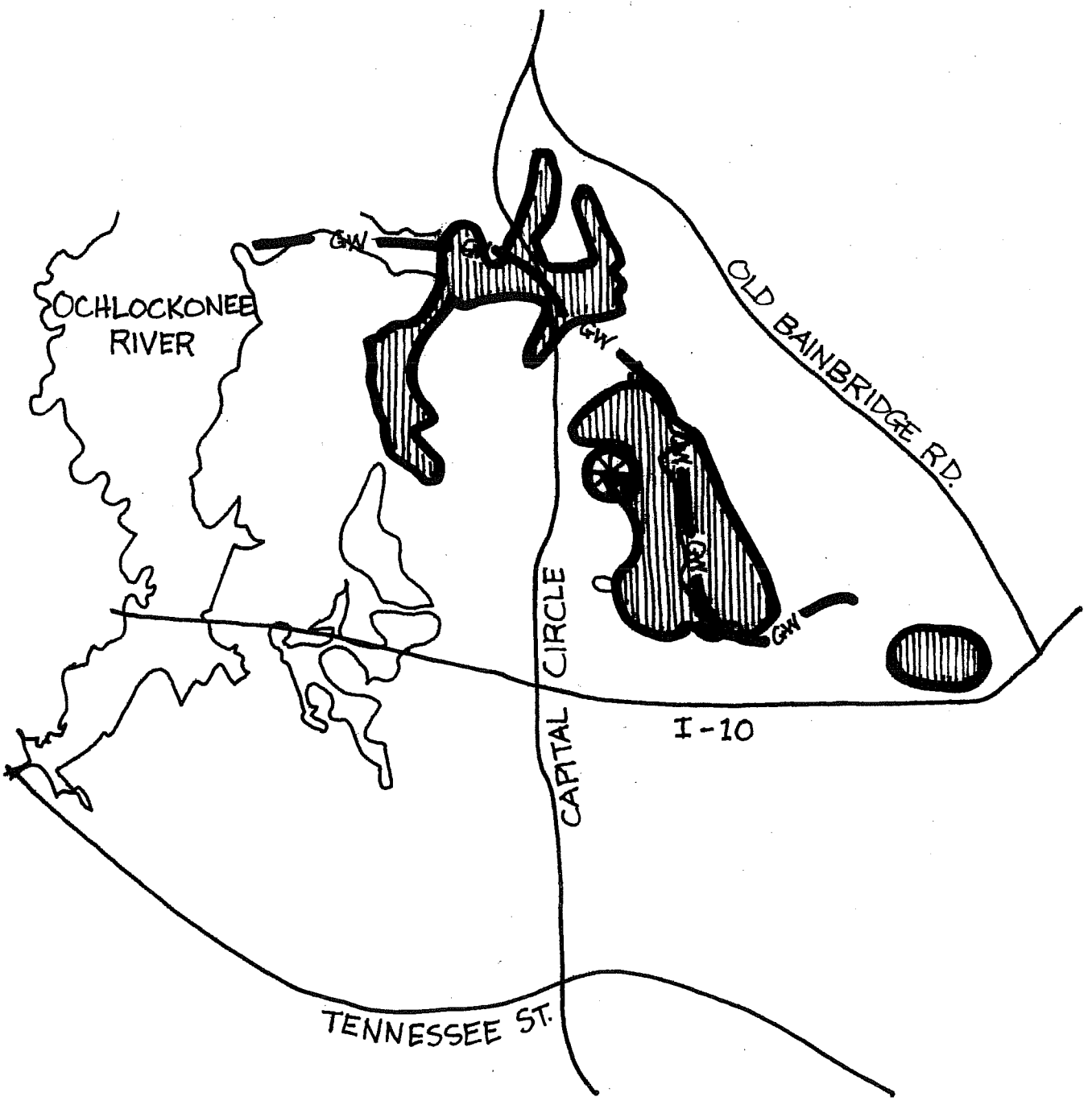
Transportation corridors can have serious impacts on water quality because of their physical attributes as well as the growth they promote. Our community has repeatedly expressed a strong desire to see water resources protected. This can be accomplished by siting and designing transportation facilities to minimize the pollution of our lakes and drinking water, and retrofitting existing development with regional stormwater facilities to accommodate the roadway improvements and infill development. Lastly, we must capitalize on the water treatment and flood protection capabilities of existing floodplains, flowways, and greenways.

Initiative 3
Recommendations

- Improve transportation infrastructure by enhancing strategic portions of Orange Avenue, Crawfordville Highway, Springhill Road, South Adams Street, US 90 East, Tram Road and Capital Circle (Apalachee Parkway to I-10 West)

- Expand floodplain protection using innovative methods in addition to acquisition, such as conservation easements, management agreements, conservation zoning, land banking, and purchases from willing sellers, in addition to regulation.

The following section includes program development reports for Maps 1, 2A, 2B, 2C, 3 (Overview), 3 (Segments 1, 2, 3, 4), 4, 5A, 5B, 6, and 7.



Project Map 1

Legend

Intersection Improvements	Floodplain or Environmentally Sensitive Area
Road Widening (Six Lanes)	Infrastructure Projects
Road Widening (Four Lanes)	-GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 1
Capital Circle, NW
Fred George and Ochlockonee River Basins, Interstate 10 to Stoneler Road

I. **PROJECT DESCRIPTION:** The primary benefits of this project are natural floodplain preservation, water storage, flood attentuation, and protection of groundwater through land acquisition.

Greenways. The major acquisitions in this map are two floodprone areas, Stoneler Road and Riverwood Road Swamps. The latter connects to the state forest and wildlife management area. Acquisition of the floodplains, a remnant cypress swamp, and portions of adjoining parcels will minimize future flood damages. An environmentally sensitive area of old growth forest of about 75 acres off of Old Bainbridge Road is also proposed for acquisition.

Greenway connections between these systems, the City's Northwest Park and environmentally sensitive areas adjoining Old Bainbridge Road are proposed. Bicycle and pedestrian access in the core floodplain areas are not addressed at this time.

Stormwater. Acquisition of Fred George Sink and much of the undeveloped portions of the Fred George Closed Basin will preserve groundwater quality in the area. A wet detention pond is proposed to be constructed within the Fred George basin to ensure that stormwater entering the sink has been treated.

Transportation. Road widening is proposed for Capital Circle, NW south of Interstate 10.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Stormwater:

- The floodplain acquisitions are intended primarily to provide passive storage and biological treatment of stormwater, minimizing costs for retrofit in the future.

Land Use:

- The land uses throughout most of the area will remain primarily residential, with commercial uses limited generally to Capital Circle, NW south of Interstate 10. Under existing zoning, residential densities are anticipated to remain low.
- New development should reflect the public access associated with the greenway. There should be no negative impacts associated with commercial development and inter-activity with the greenway should be enhanced.

Greenways:

- Link the Fred George basin and Northwest Park to the Phipps-Overstreet greenbelt via logical connections involving Old Bainbridge Road and acquisitions leading towards Meridian Road north of Interstate 10.
- Use existing easements in the Settler's Creek area for connections to Northwest Park.

- Connect Northwest Park to Old Bainbridge Road via new acquisitions.

III. SPECIAL CONSIDERATIONS:

- Coordinate with City and County Parks and Recreation Departments and Department of Environmental Protection (State Parks unit) regarding control of points of access to properties.
- Coordinate with Bicycle and Pedestrian Advisory Committee on route design standards and requirements.
- State and local environmental regulations may restrict local government's ability to implement a regional stormwater management facilities in the 100 year floodplain and related wetlands. More flexibility may be required to implement retrofit facilities.

IV. COST ESTIMATES:

Map 1 costs are estimated to be as follows:

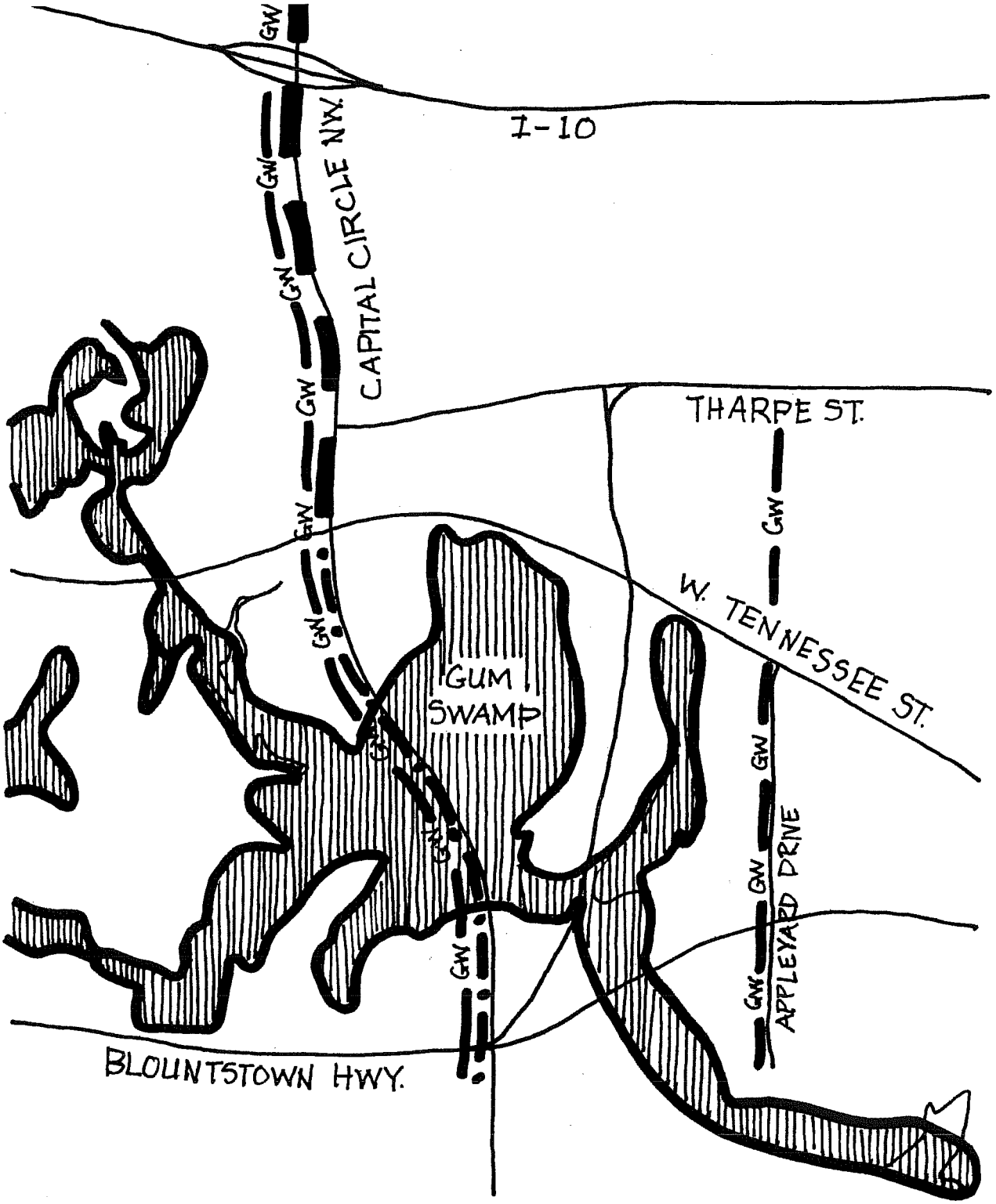
Floodplain Acquisition (79 parcels; 1,053 acres)	$ 7.4 million
Stormwater Improvements	$ 1.7 million
Greenspace Land Acquisition (13 parcels; 292 acres)	$ 1.9 million
Greenway Amenities and Trail Development	$ 0.9 million
Total	$ 11.9 million

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.

MAP 1: OLD GROWTH FOREST

MAP 1: CYPRESS SWAMP



Project Map 2A

Legend

Intersection Improvements	Floodplain or Environmentally Sensitive Area
Road Widening (Six Lanes)	Infrastructure Projects
Road Widening (Four Lanes)	-GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 2A
Water Resource Protection & Capital Circle Widening
(Interstate 10 [I-10] to Blountstown Highway [SR 20])

I. **PROJECT DESCRIPTION:** The project consists of two elements, from Interstate10 to West Tennessee Street (US 90) and from West Tennessee Street (US 90) to Blountstown Highway (SR 20).

The Capital Circle, NW widening project from I-10 to US 90 (W. Tennessee Street) is currently in the Project Development and Environmental (PD&E) phase, with a six (6) lane major arterial approved by the MPO. The final design phase is not currently funded, nor is the right-of-way or construction. However, the $22.2 million FDOT project could be implemented near term, with enhancements to follow in later phases based on a BP2000/TLCPD revised "build out" master plan for this roadway section.

West Tennessee Street (US 90) to Blountstown Highway (SR 20) - benefits of this project are preservation of extensive floodplains associated with Gum Swamp and enhancing economic opportunity via improved access throughout the southwest part of the county. The Capital Circle, SW widening project from W. Tennessee Street (US 90) to Blountstown Highway (SR 20) is conceived as a "controlled-access" four (4) lane facility with few at-grade intersections and includes significant stormwater improvements associated with the acquisition of Gum Swamp and a grade separated interchange with West Tennessee Street (US 90). These projects have the following components:

Interstate 10 to West Tennessee Street (US 90):
Transportation. The Florida Department of Transportation/Metropolitan Planning Organization approved project includes continuous right-turn lanes on both sides of a six (6) lane road. However, the preferred configuration would include a set of parallel service roads to serve site access requirements. Service roads located in the rear of parcels fronting Capital Circle, NW would provide primary site access and therefore limit driveways. Enhancements to the approved Florida Department of Transportation project should include additional right-of-way, landscaping in buffer areas such as planting strips between road and sidewalk, and service roads that would be funded through local Blueprint 2000 initiatives.

West Tennessee Street (US 90) to Blountstown Highway (SR 20):
Greenways and Stormwater. Greenways/floodplain protection and stormwater improvement are to be accomplished via acquisition and restoration of the remainder of Gum Swamp, west of Capital Circle, as well as a section north of Tennessee Street along the North Branch of Gum Creek. A greenway connection to the Cascade Chain and Lake Munson is proposed along the West Drainage Ditch.

Transportation. This roadway section is envisioned as a controlled-access facility. The "controlled-access" facility differs from a limited-access roadway (*i.e.*, Interstate10) in that a small number of intersections are allowed but are strategically located to

discourage traffic signals. The idea is that by limiting access, this roadway section may only be widened to a four (4) lane facility.

II. DESIGN PRINCIPLES: The final design of the project and land development regulations must incorporate the following design principles:

Transportation:

Interstate 10 to West Tennessee Street (US 90)

- Roadway cross-section should provide for significant through traffic related to Interstate 10 and should therefore limit access points.
- Provide right-of-way envelope of 25'-50' for future alternative transportation.
- Interchange improvements at Interstate 10 should facilitate enhanced capacity to/from the east.
- The future inclusion of rear access service roadways should be designed now and right-of-way acquired in initial phase (service roads are in rear of fronting properties).

West Tennessee Street (US 90) – Blountstown Highway (SR 20)

- Roadway cross-section would likely be rural with a wide median and only off-street bike/pedestrian facilities (paths).
- Provide right-of-way envelope of 25'-50' for future alternative transportation.
- An urban interchange with West Tennessee Street should be constructed within a confined right-of-way to allow adjacent commercial development and access. Its purpose is to provide unencumbered north-south movement to Interstate 10.

Land Use:

Interstate 10 to West Tennessee Street (US 90)

- Ensure zoning and applicable standards to ensure access restrictions are consistent with roadway, including right-of-way for service roadways.
- The land uses adjoining the project are primarily commercial office, retail or industrial.

West Tennessee Street (US 90) – Blountstown Highway (SR 20)

- The land use adjoining the project is primarily low density or vacant. Coupled with the acquisition of Gum Swamp on either side of the roadway, land uses in this section are *not* likely to develop intensely, thereby supporting the ability to construct the "controlled-access" type facility.
- Ensure proper zoning to assure access restrictions are consistent with "controlled-access" roadway.
- Evaluate potential for passive recreation opportunities around Gum Swamp.

Greenways:

- Link the Gum Swamp system to the Cascades Chain-of-Lakes via the West Drainage Ditch.
- Develop a trail network from San Luis Mission Park to Tallahassee Community College.

Stormwater:

- The floodplain acquisitions are intended primarily to provide passive storage and biological treatment of stormwater, minimizing costs for future retrofit.
- Acquire and restore the west side of Gum Swamp.
- A water quality facility should be considered on the City owned land in the area of Countryside Village Mobile Home Park, if pollutant load assessment indicates adequate cost effectiveness given competing uses for funds allocated to water quality enhancement facilities.
- In addition, floodplains and wetlands associated with North Gum Creek between Interstate 10 and Gum Road should be preserved in advance of large scale developments.
- All stormwater enhancements shall be designed to the greatest extent feasible as park-like amenities.
- Attenuation and treatment will be maximized within the constraints (e.g., side slopes, meandering pond and channel footprints, etc.) imposed by such park-like designs.

III. SPECIAL CONSIDERATIONS:

- Coordinate with City Parks and Recreation Department and Department of Environmental Protection (State Parks unit) regarding control of points of access to properties.
- Coordinate with Bicycle and Pedestrian Advisory Committee on route design standards and requirements.
- Ownership and management of all existing easements need to be clarified.

The current Florida Department of Transportation project (Interstate 10 to West Tennessee Street [US 90]), while not a full implementation of the ultimate project, is affordable and could be implemented in the near term. Therefore, this project should be considered a high priority with current funding sources. The acquisition of Gum Swamp and its proximity to Capital Circle, SW will require non-standard stormwater design.

IV. COST ESTIMATES:

Map 2A costs are estimated to be as follows:

Floodplain Acquisition (62 parcels; 163.1 acres)	$ 3.4 million
Stormwater Right-of-Way	$ 13.5 million
Stormwater Improvements	$ 3.2 million
Greenway Land Acquisition (10 parcels; 35 acres)	$ 5.0 million
Greenway Amenities and Trail Development	$ 0.4 million
Sub-Total (non roadway)	$ 25.5 million

Interstate 10 to West Tennessee Street (US 90): Two separate cost estimates are provided for the FDOT approved project (six [6] lane) and the "build-out" project, suggested by the EECC, with service roads (in millions of dollars).

Phase	FDOT Project (Continuous Right Turn Lane)	"Build-Out" Project (w / Service Roads)
Construction	$ 17.5	$ 22.5
Right-of-Way	$ 5.0	$ 31.0
Interchange at West Tennessee (US 90)	$ 15.0	$ 15.0
Total	$ 37.5	$ 68.5

West Tennessee Street (US 90) to Blountstown Highway (SR 20): Two separate cost estimates (four [4] lane and six [6] lane) are provided given the lack of a defined cross-section and detailed planning/design (in millions of dollars).

Phase	Six Lane	Four Lane
Construction	$ 21.1	$ 14.0
Right-of-Way	$ 6.0	$ 4.0
Interchange at Blountstown Highway (SR 20)	$ 15.0	$ 15.0
Stormwater Enhancements	$ 2.7	$ 1.8
Total	$ 44.8	$ 34.8

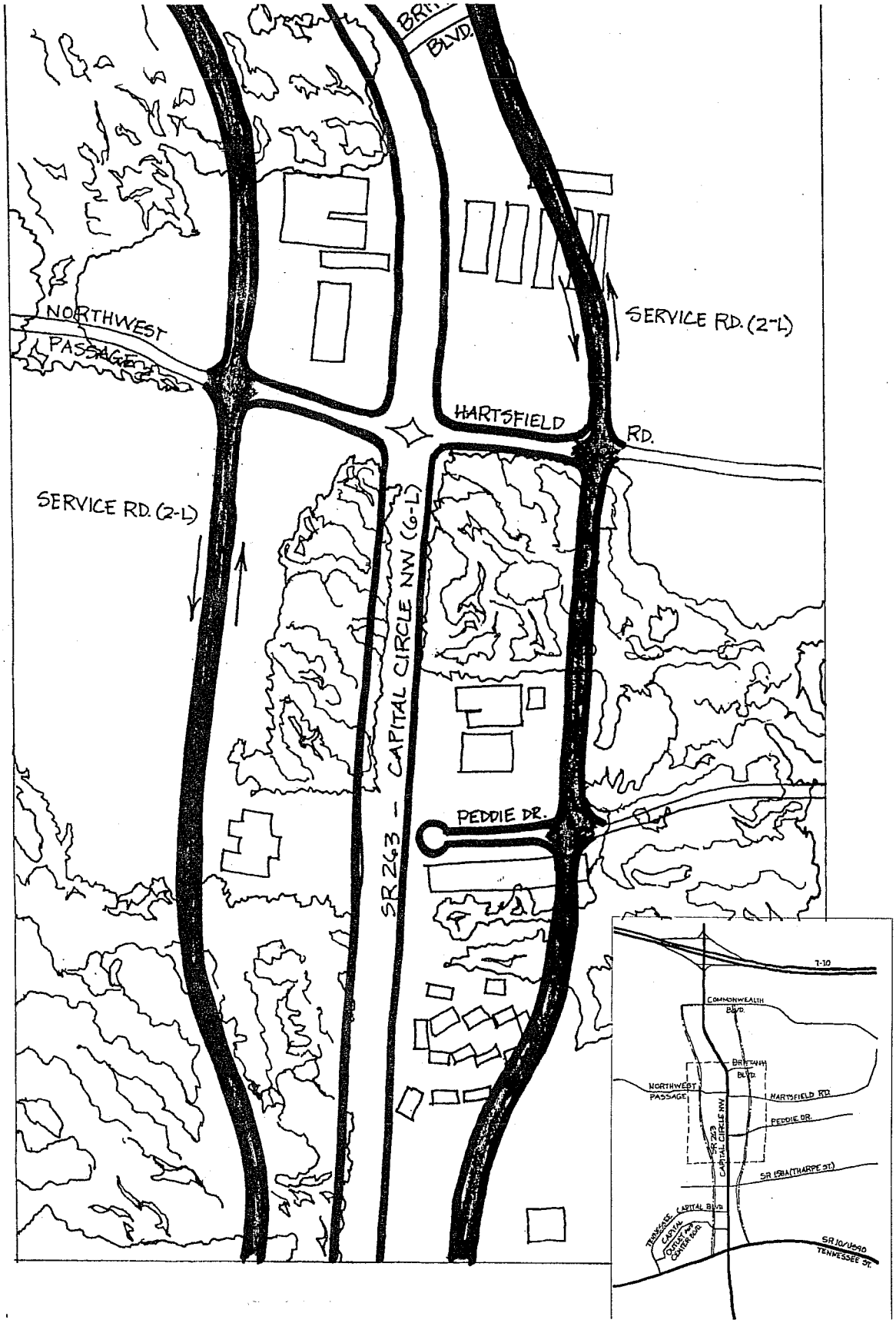
Grand Totals:

Interstate 10 to Blountstown Highway (SR 20)	**$ 79.6**	**$ 128.8**

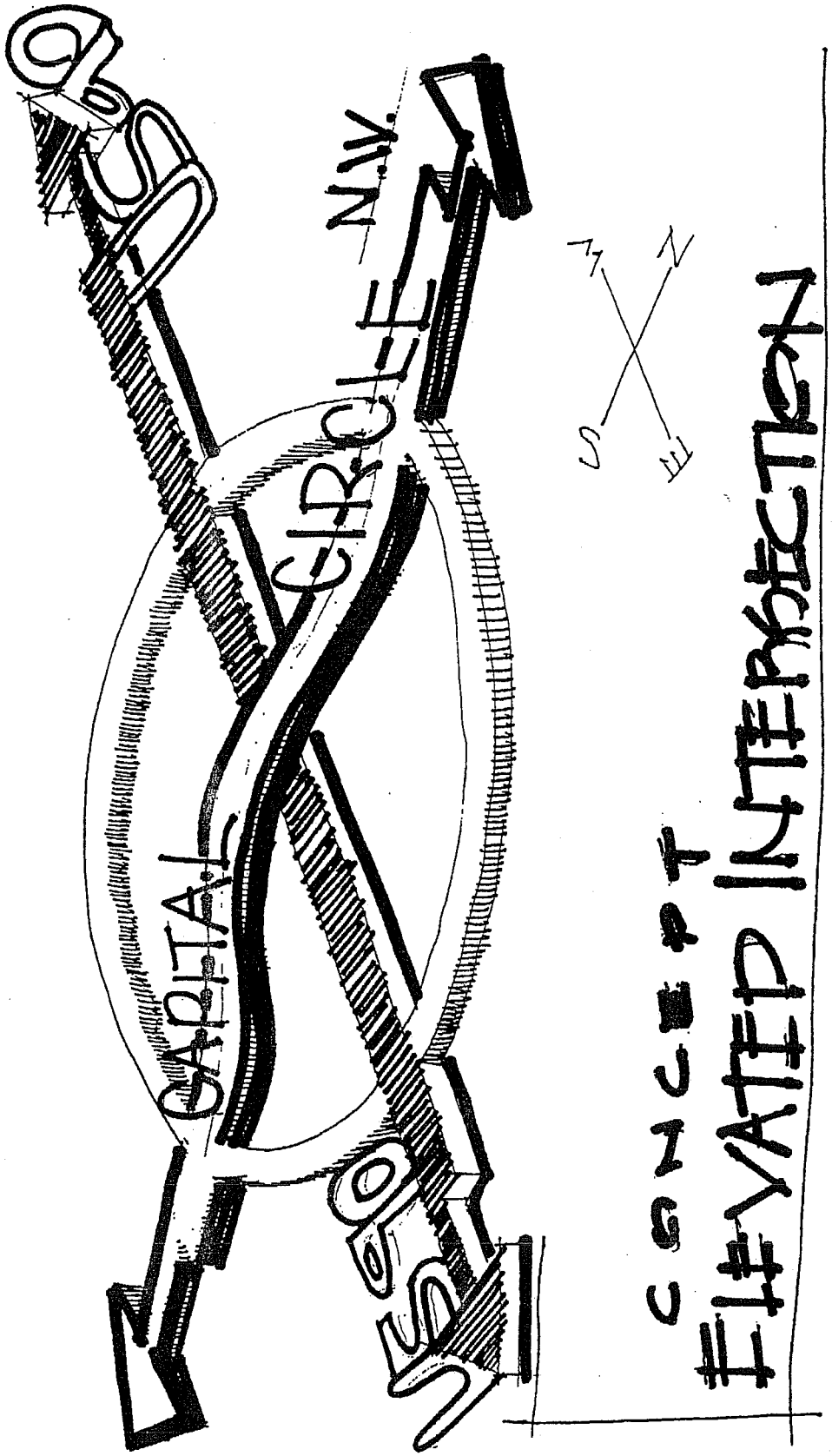
Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved

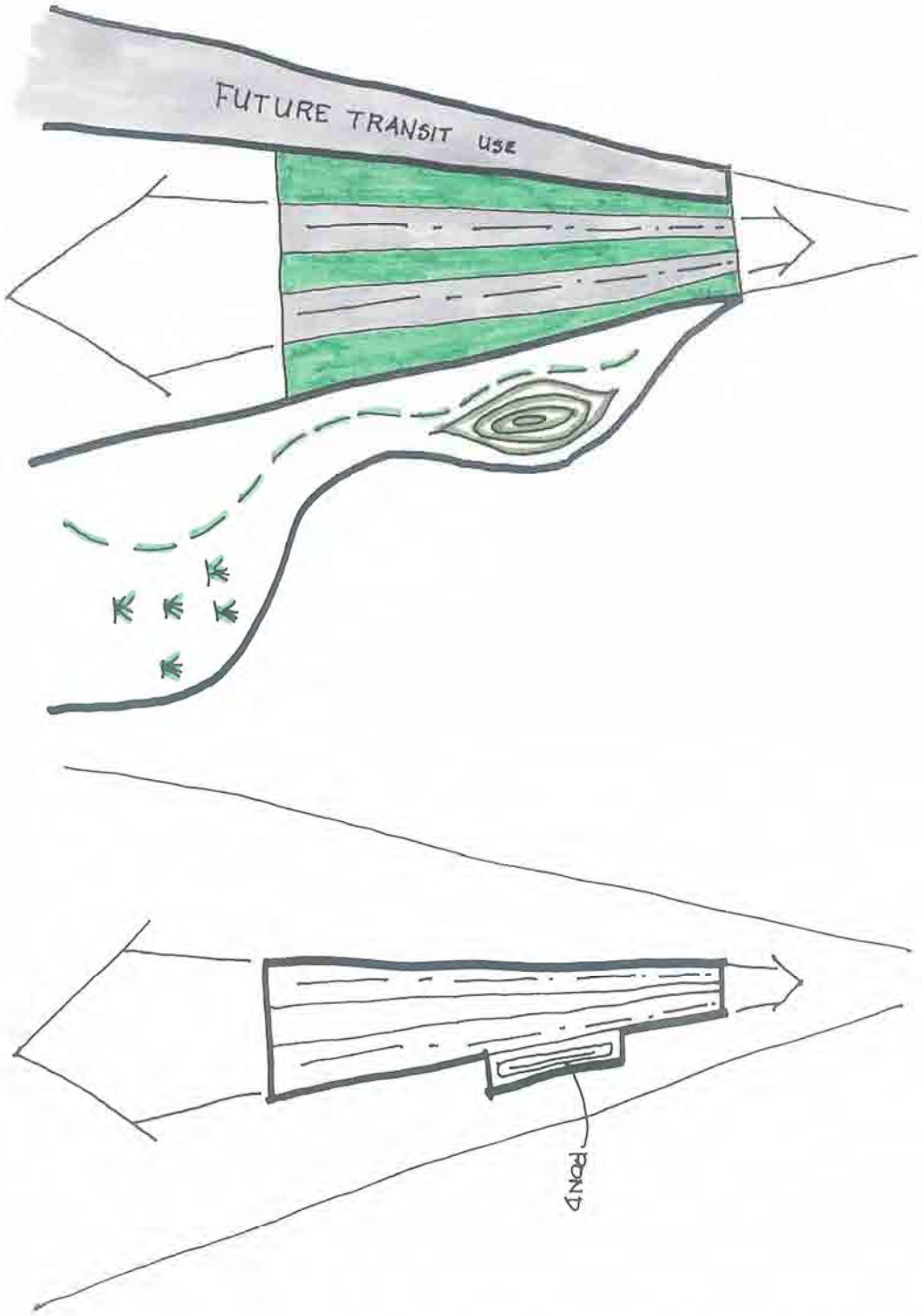
through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.



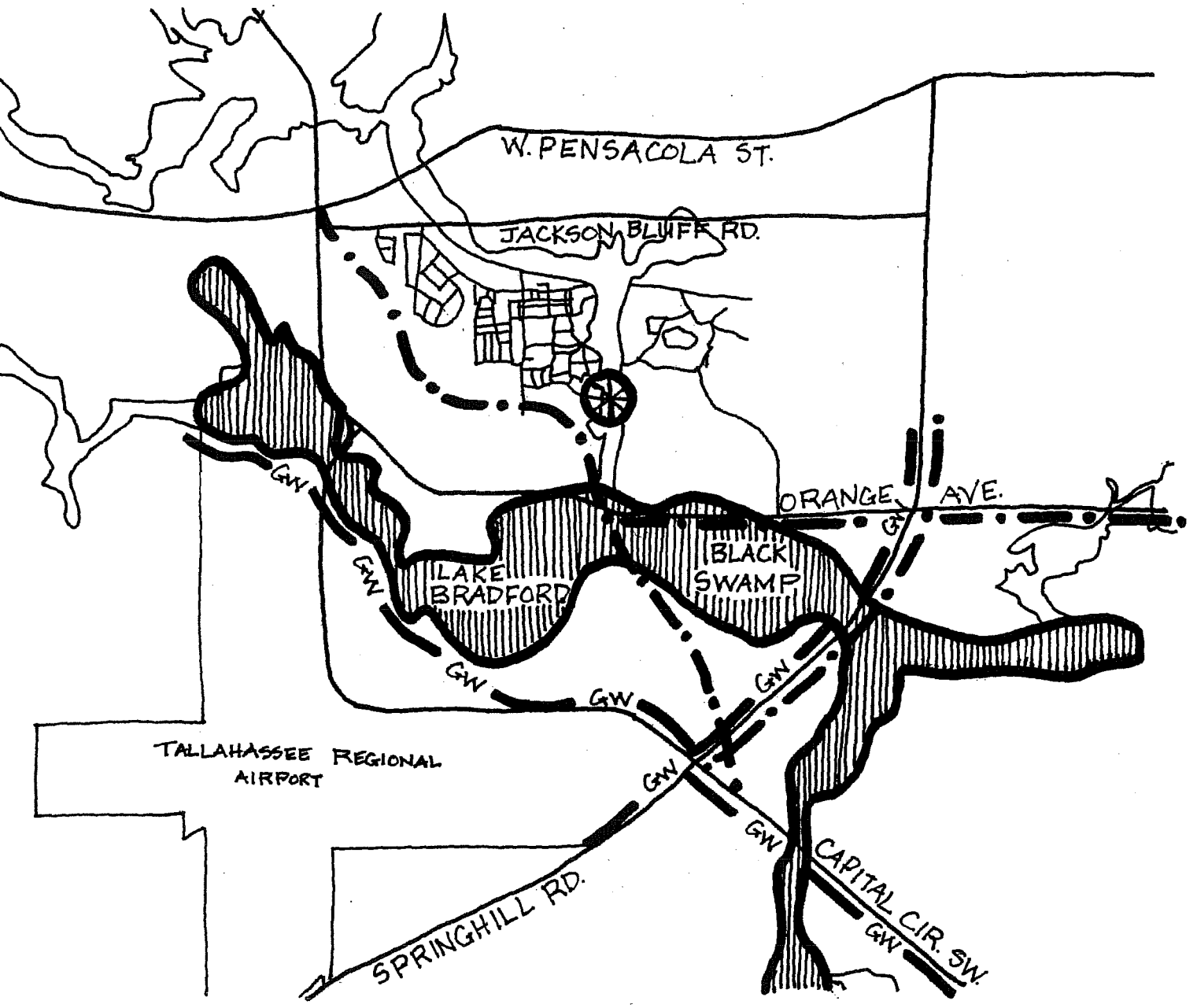
MAP 2A: PLAN VIEW OF CAPITAL CIRCLE, NW WITH SERVICE ROADS



MAP 2A: PLAN VIEW OF ELEVATED CROSSING
CAPITAL CIRCLE, NW



MAP 2A: PLAN VIEW OF ROAD ENHANCEMENTS (LIMITED ACCESS AND DRIVEWAY CUTS, TRANSIT R-O-W) CAPITAL CIRCLE, NW



Project Map 2B

Legend

- Intersection Improvements
- Road Widening (Six Lanes)
- Road Widening (Four Lanes)
- Floodplain or Environmentally Sensitive Area
- Infrastructure Projects
- -GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 2B
Floodplain Preservation and Capital Circle, SW Realignment
[Blountstown Highway (SR 20) to Springhill Road]

I. **PROJECT DESCRIPTION:** Preservation of extensive floodplains associated with the Cascade Chain-of-Lakes and Black Swamp for water quality and passive flood storage. The Capital Circle, SW project from Blountstown Highway (SR 20) to Springhill Road represents a realignment of the roadway itself from the existing roadbed alignment similar to the alignment proposed in the 1988 Lake Bradford Citizens Committee Report. The widening of Orange Avenue reflects the Project Development and Environmental Study completed by the Florida Department of Transportation in conjunction with the Metropolitan Planning Organization.

Transportation. The proposed realignment would reduce the need to widen Orange Avenue between Lake Bradford Road and Capital Circle, SW and thereby help promote the development of additional high end residential south of Orange Avenue.

Land Use. Improving access to large vacant parcels north of Orange Avenue and Innovation Park represent the economic development benefits. In addition, Blueprint 2000 recommends this area for the locations of a future Business Park. The existing Capital Circle, SW from Orange Avenue to Springhill Road would become the access roadway for the Tallahassee Regional Airport.

Greenways. Two greenway connections are proposed, a recreational path along Capital Circle from the City's Golden Aster Park to Munson Slough and the St. Marks Trail, and a habitat-oriented greenway comprising undeveloped floodplain east of Lake Bradford.

Stormwater. The primary environmental purpose for the roadway realignment relates to the stormwater impacts to the Cascade Chain-of-Lakes associated with a widening of existing roadways. Floodplain protection and water quality enhancement are to be accomplished via acquisition and management of Black Swamp (restore hydroperiod) and construction of a pond near the West Drainage Ditch.

II. **DESIGN PRINCIPLES.** The final design of the project and land development regulations must incorporate the following design principles:

Transportation:

- Roadway cross-section should provide for significant through traffic and should therefore limit access points.
- Provide right-of-way strip of 25'-50' for future alternative transportation within the proposed 200'-250' right-of-way.
- Connections to the Airport and Innovation Park should be designed to meet future traffic conditions related to significant growth.
- Grade separated connections with Orange Avenue and/or Lake Bradford Road and Springhill Road should be considered.

Land Use:

- Ensure zoning and applicable standards to ensure access restrictions are consistent with roadway, including desired non-residential along project and residential where appropriate.
- Water quality within the Cascades Chain-of-Lakes could be adversely affected over time by the use of septic tanks located outside the Urban Service Area west of the lake system. The area not within the Apalachicola National Forest is designated Rural, allowing a density of one (1) unit per ten (10) acres, or Urban Fringe, allowing one (1) unit per three (3) acres. In the Urban Fringe area, however, there is a substantial amount of acreage already developed or vested for higher densities. The likelihood of supplying sewer to this area in the foreseeable future is slim, based upon fiscal feasibility. Nevertheless, additional study may be needed to assess the threat to water quality in the lakes, and possible solutions.
- Pursue a 250 acre business park location along the realignment using combination of existing public lands and private parcels.
- Pursue opportunities for environmentally sensitive higher end residential development between Orange Avenue and Lake Bradford. Alternative use could include expansion of the Tallahassee Museum of History and Natural Science.

Stormwater:

- The floodplain acquisitions are intended primarily to provide passive storage and biological treatment of stormwater, minimizing costs for retrofit in the future.
- Restore the hydrocycle of Black Swamp and improve the stormwater treatment capacity of the floodplain.

Greenways:

- Link the Cascades Chain-of-Lakes to Munson Slough via Black Swamp.
- Develop an attractive trail interior to Capital Circle, SW linking the Tallahassee Museum of History and Natural Science and Forest Service Lands to the City's Golden Aster Park
- Develop a bikeway along Capital Circle, SW from Golden Aster to the Munson Slough trail and to the St. Marks Trail extension.

III. SPECIAL CONSIDERATIONS:

- The realignment of Capital Circle, SW should be developed as part of an overall sector plan for the area. The relationship of the project to the existing residential neighborhoods in the northern and southern areas should be studied as well as the long term needs of Tallahassee Regional Airport.
- The Bradford Chain-of-Lakes is one of the few remaining pristine lake systems in Leon County and must be preserved.
- Coordinate with City Parks and Recreation Department and Department of Environmental Protection (State Parks unit) regarding control of points of access to properties.
- Coordinate with Bicycle and Pedestrian Advisory Committee on route design standards and requirements.

IV. COST ESTIMATES

Map 2B costs are estimated as follows and assume the realignment of Capital Circle, SW from south of Blountstown Highway (SR 20) to its reconnection with the existing Capital Circle, SW near Springhill Road. The EECC strongly prefers this realignment option.

Option 1 (Four Lane Controlled Access Realignment of Capital Circle, SW with Ancillary Roads and Widening of Orange Avenue from Lake Bradford Road to Wahnish Way)

Road Right-of-Way	$ 31.3 million
Road Construction	$ 73.0 million
Road-Related Stormwater Enhancements*	$ 13.7 million
Intersection at Orange Avenue	$ 15.0 million
Stormwater Right-of-Way	$ 5.0 million
Stormwater Improvements	$ 12.2 million
Greenspace Acquisition	$ 7.3 million
Greenway Amenities and Trail Development	$ 0.4 million
Total	$157.9 million

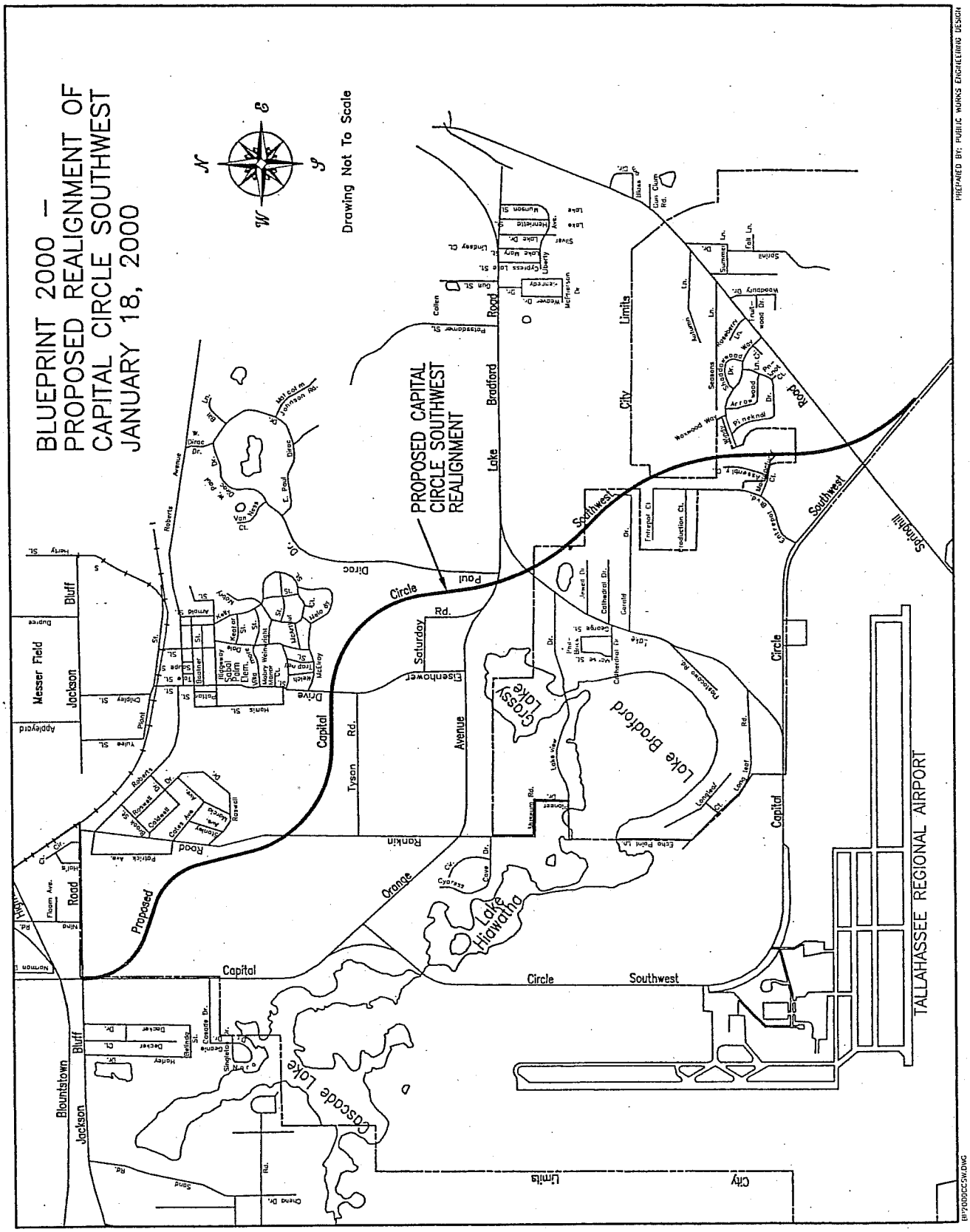
Option 2 (Six Lane Existing Capital Circle, SW and Widening of Orange Avenue from Lake Bradford Road to Capital Circle, SW)

Road Right-of-Way	$ 40.4 million
Road Construction	$ 65.4 million
Road-Related Stormwater Enhancements*	$ 13.0 million
Intersection at Orange Avenue	$ 15.0 million
Stormwater Right-of-Way	$ 5.0 million
Stormwater Improvements	$ 12.2 million
Greenspace Acquisition	$ 7.3 million
Greenway Amenities and Trail Development	$ 0.4 million
Total	$158.7 million

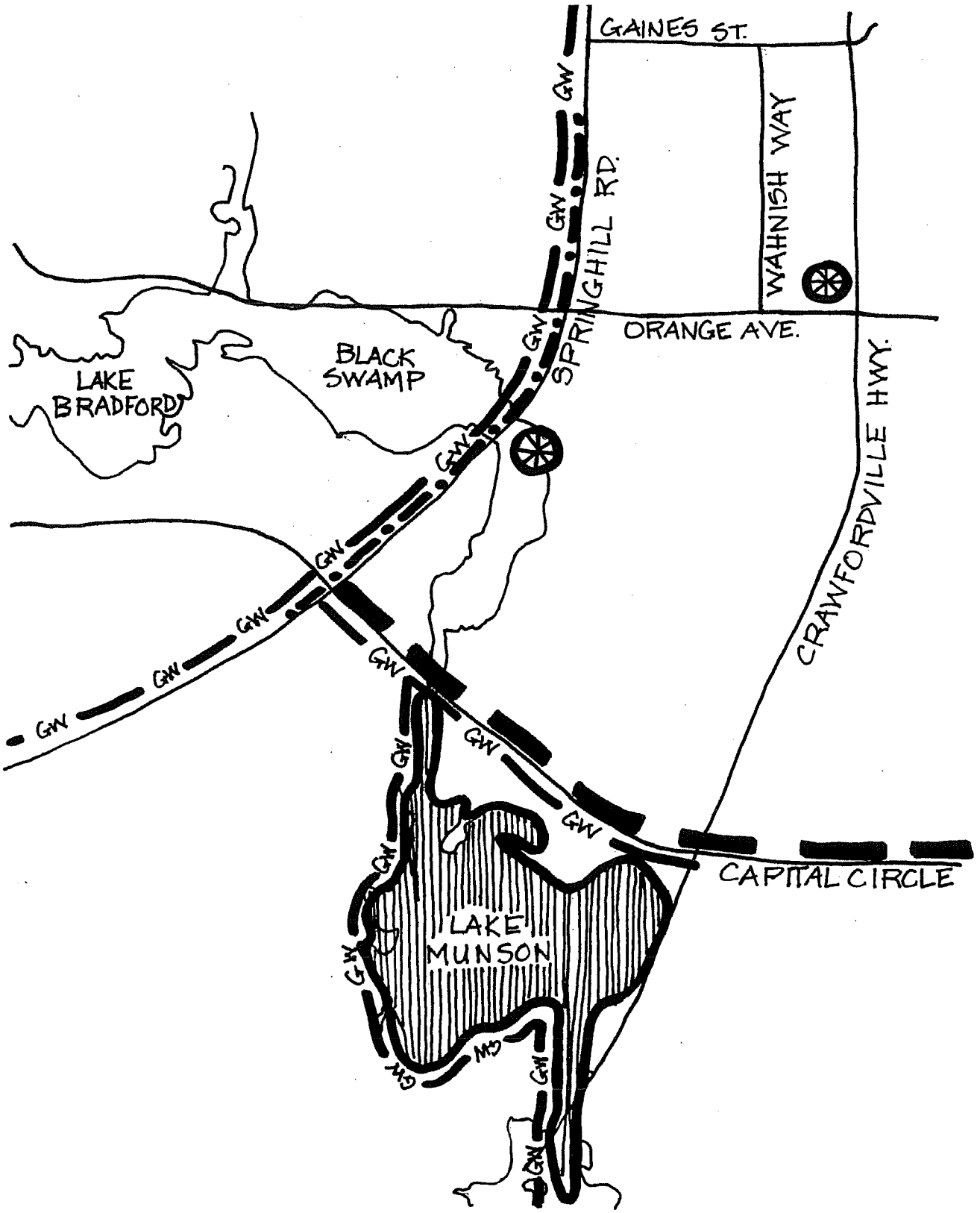
*Road–Related Stormwater Enhancements refer to improvements made that exceed existing design standards and that ensure that adjoining or nearby surface waters are unaffected by highway runoff.

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.


BLUEPRINT 2000 –
PROPOSED REALIGNMENT OF
CAPITAL CIRCLE SOUTHWEST
JANUARY 18, 2000
Drawing Not To Scale
PROPOSED CAPITAL
CIRCLE SOUTHWEST
REALIGNMENT
Proposed
Capital
Circle
Southwest
Lake Bradford
Gross Lake
Lake Hiawatha
Cascade Lake
TALLAHASSEE REGIONAL AIRPORT
Tyson Rd.
Saturday
Eisenhower
Avenue
Franklin
Orange
Lake
Bradford
Road
Bluff
Jackson
Messer Field
Bloomstown
City
Limits
Spring
Paul
Circle
Drive
Roberts
Avenue
Appleyard
Dupree
Pond
Yulee
Chipley
Henry
Harris
Blanner
Ridgeway
Saint Elmo
Mickey
Weems
Mahan
Tharp
Rosewell
Potrice
Floom
Hill's
Norman
Decatur
Hedley
Sellings
Geronia
Simplicity
Conners
Dr.
Orange
Sand
Rd.
Cypress
Cove
Lake View
Longleaf
Loop Leaf
Pelicanoo
Cathedral
Gardiff
Jewell
Fairway
Induction
Entrance
Gun Club
Bass
Cullen
Botsford
Johnson
Van Ness
Drac
Paul
Summer
Fall
Spring
Woodway
Pinehurst
Arrowwood
Seasons
Hawthorne
Ashmun
Wood
Pine
Lake
Liberty
Henrietta
Wanson
Shaw
Lindsey
Cypress
McMurtson
Weaver
Kennedy
Dun
Sheridan
Lake Mary
Lake Ella
Lake Lucy
Lake Jackson
Lake Ella
Lake Lucy
Lake Mary
Lake Henrietta
Lake Shaw
Lake Liberty
Lake Weaver
Lake Kennedy
Lake Dun
Lake Sheridan
Lake Botsford
Lake Cypress
Lake Cove
Lake View
Lake Longleaf
Lake Loop Leaf
Lake Pelicanoo
Lake Cathedral
Lake Gardiff
Lake Jewell
Lake Fairway
Lake Induction
Lake Entrance
Lake Gun Club
Lake Bass
Lake Cullen
Lake Botsford
Lake Paul
Lake Drac
Lake Van Ness
Lake Johnson
Lake Roberts
Lake Avenue
Lake Appleyard
Lake Dupree
Lake Pond
Lake Yulee
Lake Chipley
Lake Henry
Lake Harris
Lake Blanner
Lake Ridgeway
Lake Saint Elmo
Lake Mickey
Lake Weems
Lake Mahan
Lake Tharp
Lake Rosewell
Lake Potrice
Lake Floom
Lake Hill's
Lake Norman
Lake Decatur
Lake Hedley
Lake Sellings
Lake Geronia
Lake Simplicity
Lake Conners
Lake Orange
Lake Sand

MAP 2B: CONCEPT DRAWING OF NEW BUSINESS PARK



Project Map 2C

Legend

Intersection Improvements	Floodplain or Environmentally Sensitive Area
Road Widening (Six Lanes)	Infrastructure Projects
Road Widening (Four Lanes)	-GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 2C
Floodplain Preservation and Capital Circle, SW Widening
(Springhill Road to Crawfordville Road)

I. **PROJECT DESCRIPTION:** The primary benefits of this project are preservation and restoration of extensive floodplains associated with the Munson Slough system for water quality and passive flood storage. The Capital Circle, SW project from Springhill Road to Crawfordville Road consists of a four (4) lane, controlled access, or six (6) lane widening along the existing roadbed. In addition, Springhill Road is envisioned as a "gateway" road into the downtown area from the Airport.

Greenways. A greenway along the watercourse is proposed, linking the bicycle facility along Capital Circle to the Lake Munson Preserve. Another greenway is proposed from Lake Munson south along the slough to the county line.

Stormwater. Water quality enhancement is to be accomplished via improved management of Munson Slough from the junction of the Central and West Drainage Ditches to its terminus below Lake Munson. A joint stormwater treatment pond is proposed for FAMU and improvements to Orange Avenue and facilities are also proposed along the East Branch (Indianhead, Paul Russell, and Pine Ridge) to control flooding and improve water quality.

II. **DESIGN PRINCIPLES.** The final design of the project and land development regulations must incorporate the following design principles:

Transportation Design:

- Roadway cross-section should provide for significant through traffic and should therefore limit access points.
- Provide right-of-way envelope of 25'-50' for future alternative transportation within the 200' proposed right-of-way.
- Connections to Tallahassee Regional Airport and Innovation Park should be designed to meet future traffic conditions related to significant growth.
- Grade separated connections with Springhill Road should be considered. If an additional grade separation is needed, the cost would be approximately $15 million.
- Widen Springhill Road to four (4) lanes and designate as a gateway route and provide beautification and screening of lands adjacent to roadway.

Greenways:

- Develop a bikeway along Capital Circle, SW from Springhill Road to the Crawfordville Road, eventually joining the St. Marks Trail extension. This trail should maximize use of existing public ownership fronting Capital Circle.
- Connect Munson Preserve to points north and south using properties adjoining Munson Slough.
- A greenway along the watercourse is proposed, linking the bicycle facility along Capital Circle to the Lake Munson Preserve. Another greenway is proposed from Lake Munson south along the slough to the county line.

Land Use:

- Ensure zoning and applicable standards to ensure access restrictions are consistent with roadway.
- Water quality within the Cascades Chain of Lakes could be adversely affected over time by the use of septic tanks located outside the Urban Service Area west of the lake system. The area not within the National Forest is designated Rural (allowing a density of 1 unit per 10 acres) or Urban Fringe (allowing 1 unit per 3 acres). In the Urban Fringe area, however, there is a substantial amount of acreage already developed or vested for higher densities. The likelihood of supplying sewer to this area in the foreseeable future is slim, based upon fiscal feasibility. Nevertheless, additional study may be needed to assess the threat to water quality in the lakes, and possible solutions.

Stormwater:

- Floodplain management for existing public properties is intended primarily to provide passive storage and biological treatment of stormwater, minimizing costs for retrofit in the future.
- Complete ongoing restoration of Lake Henrietta and Lake Munson and ensure that final design allows for greenway connections between the two waterbodies.
- Water quality enhancement is to be accomplished via improved management of Munson Slough from the junction of the Central and West Drainage Ditches to its terminus below Lake Munson.
- Restore Silver Lake and Grassy Lake in the context of Munson watershed enhancements.

III. SPECIAL CONSIDERATIONS:

- The long term needs of Tallahassee Regional Airport should be considered in developing intersections/interchanges to assure improved access to the airport.
- Coordinate with City Parks and Recreation Department and the Florida Department of Environmental Protection (Department of Environmental Protection - Parks) regarding control of points of access to properties.
- Coordinate with Bicycle and Pedestrian Advisory Committee on route design standards and requirements.

IV. COST ESTIMATES:

Map 2C costs are estimated to be as follows:

Capital Circle, SW Widening (Existing Alignment)	
Road Right-Of-Way	$ 7.6 million
Road Construction	$ 26.6 million
Road-related Stormwater Enhancements*	$ 1.0 million
Bridges	$ 10.0 million
Stormwater Right-Of-Way	$ 1.6 million
Stormwater Improvements	$ 18.3 million
Greenway Land Acquisition	$ 0.3 million
Greenway Amenities and Trail Development	$ 0.3 million
Sub-Total	$ 65.7 million

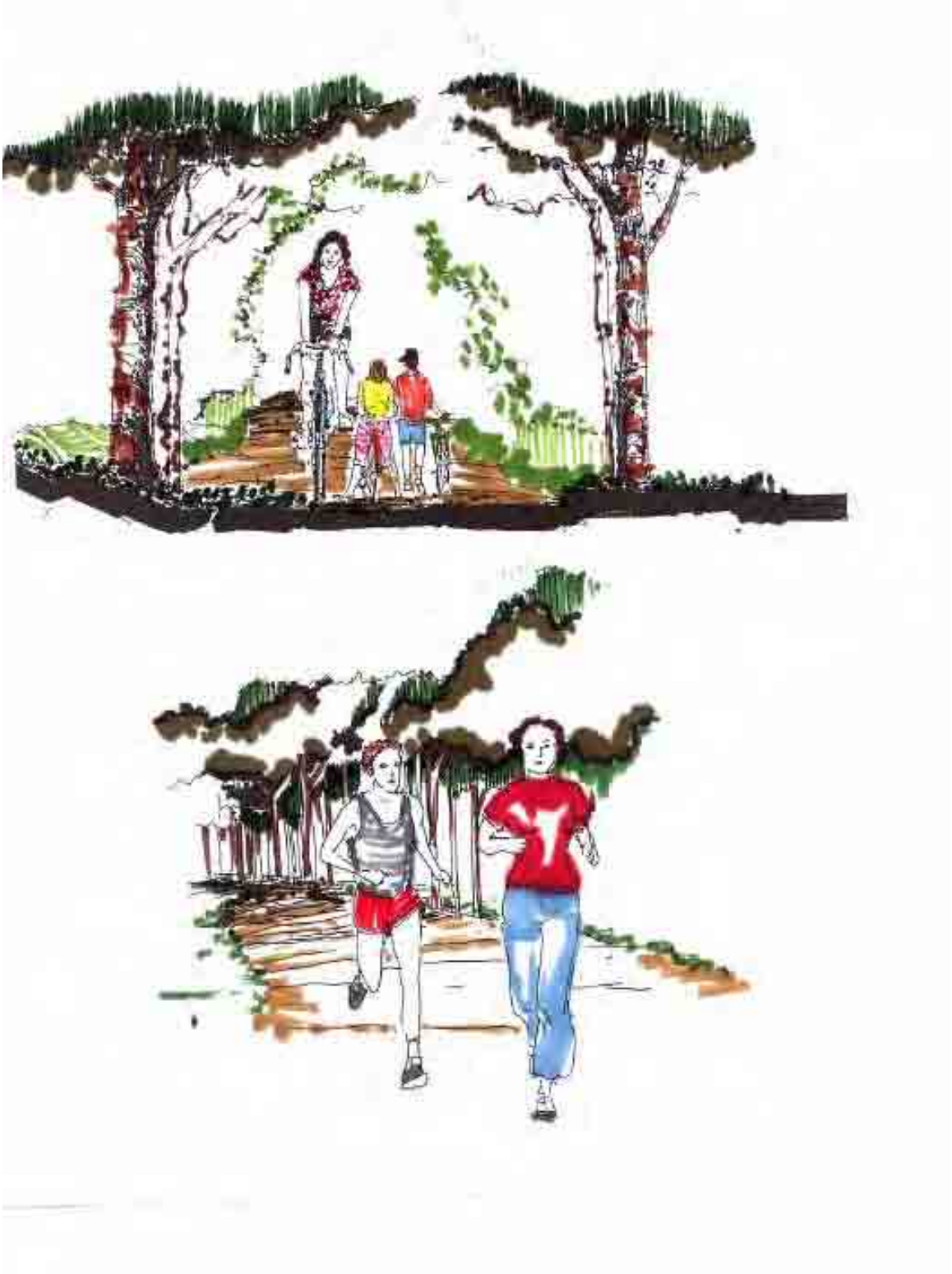
Springhill Road Beautification (Capital Circle, SW to Lake Bradford Road)	
Road Right-Of-Way	$ 8.0 million
Road Construction	$ 12.0 million
Road-related Stormwater Enhancements*	$ 2.0 million
Gateway Enhancements	$ 1.0 million
Greenway Amenities and Trail Development*	$ 0.0 million
Sub-Total	$ 23.0 million

Grand Total:
Capital Circle widening and Springhill Road Beautification $ 88.7 million

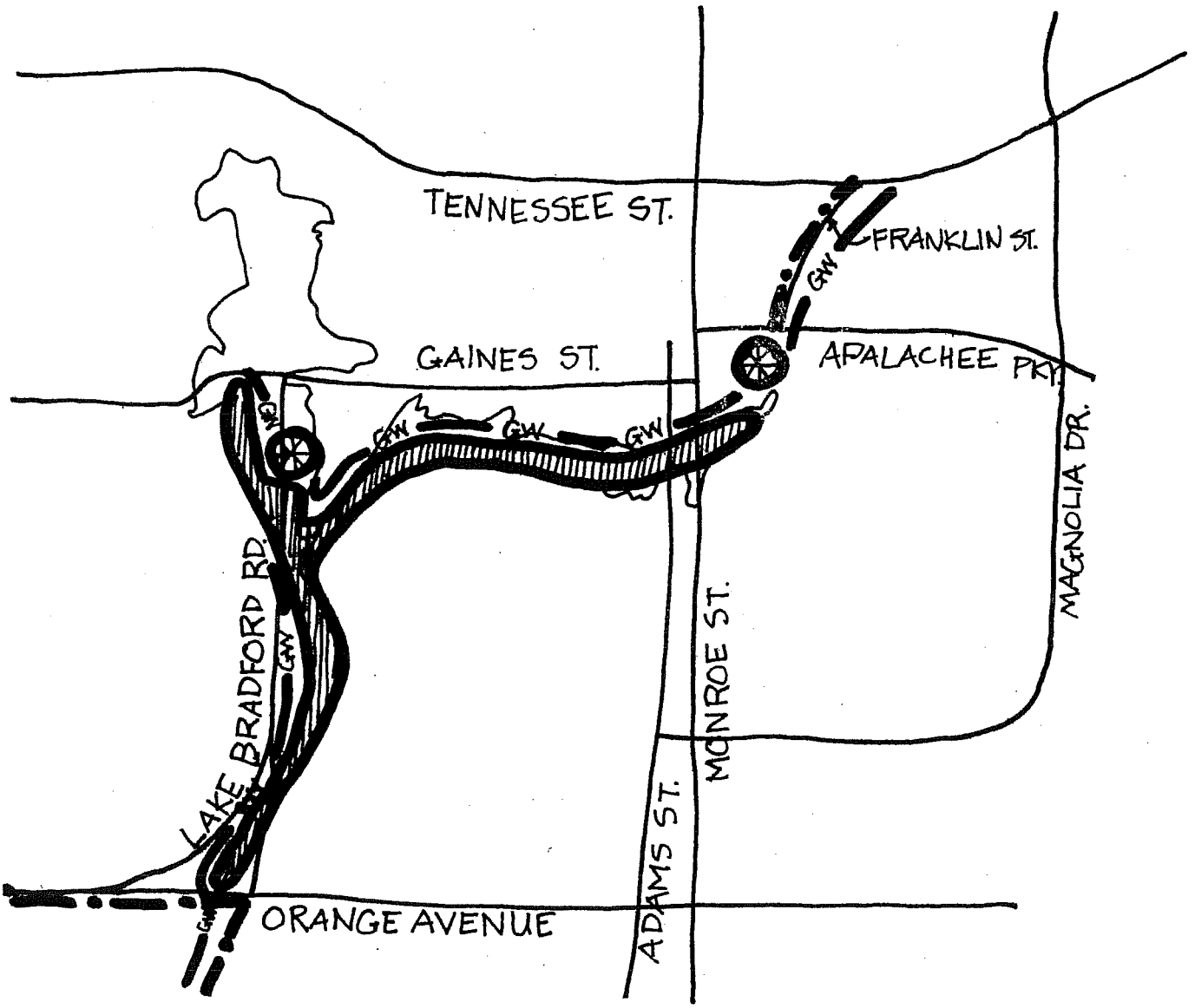
* Greenway and Trail Development for this Map are addressed in the context of the Georgia, Florida, and Alabama Trail discussed in Map 3, Segment 4.

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the Economic and Environmental Consensus Committee members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.



MAP 2C: CONCEPTUAL DRAWING OF TYPICAL GREENWAY,IN UNDEVELOPED ENVIRONMENT (above), AND IN NEIGHBORHOOD (Below)



Project Map 3

Legend

- Intersection Improvements
- Road Widening (Six Lanes)
- Road Widening (Four Lanes)
- Floodplain or Environmentally Sensitive Area
- Infrastructure Projects
- -GW- Greenway Connections

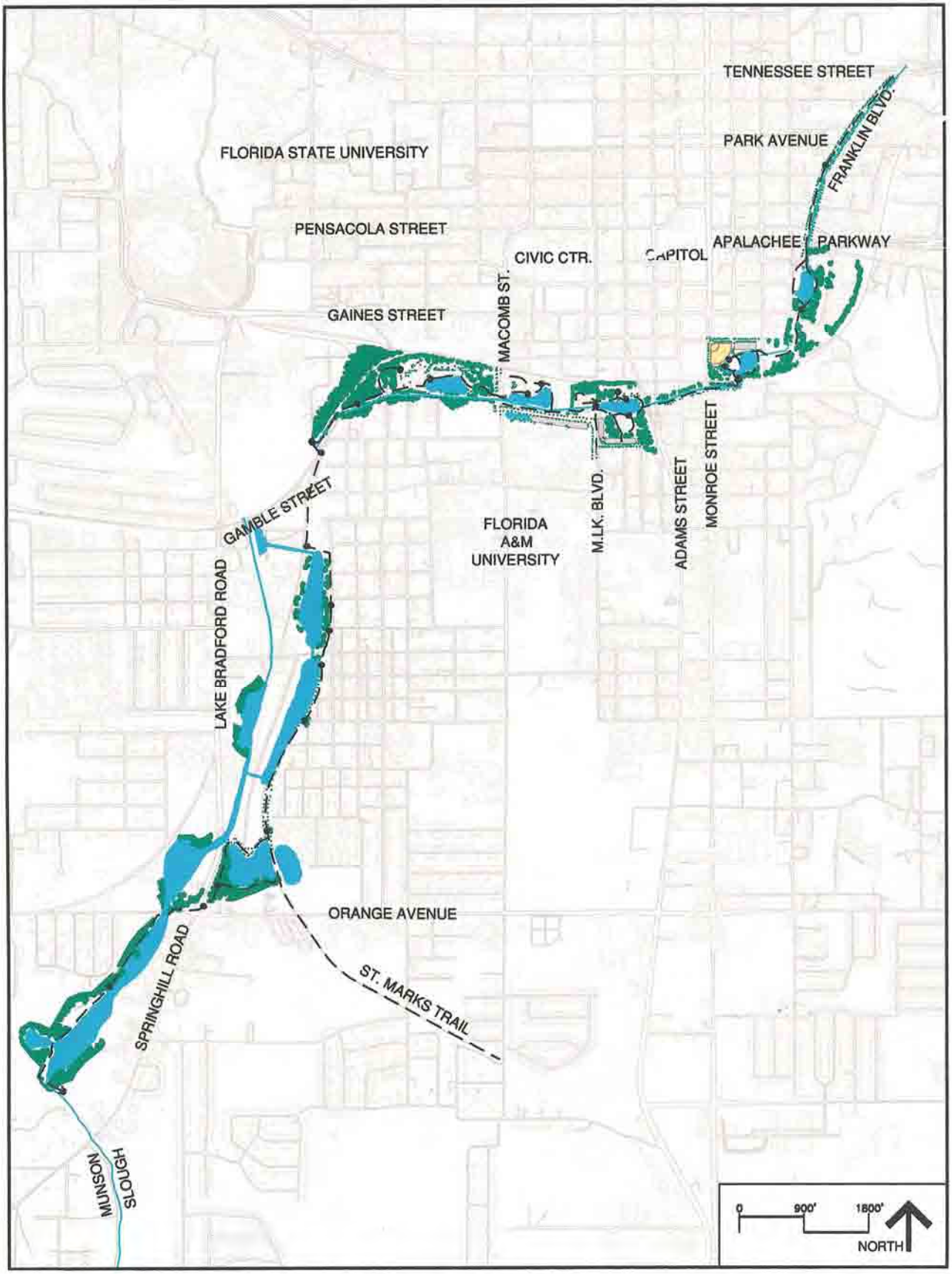
BLUEPRINT 2000 Project Summary
Map 3
Old Saint Augustine Branch Redesign
Tennessee Street to Capital Circle SW

Map 3 identifies a major urban project addressing bicycle, pedestrian and auto transportation improvements and incorporating significant water quality enhancements into a linear urban greenway and park system. This project stretches from Tennessee Street at Franklin Boulevard, south through Cascades Park, west along Saint Augustine Branch and then south along the Central Drainage Ditch to Springhill Road, tying into Munson Slough. The stormwater enhancements include conveyance improvements, ponds for storage of flood waters and water quality features throughout the system.

At Cascades Park, a pond would provide for upstream flood relief. St. Augustine Branch would be reconstructed and used as the spine of a stormwater treatment system, including a series of cascading pools and off-line ponds encompassed within a greenways and recreational corridor. The remediation of the contaminated areas of Cascades Park and Centennial Field would complete this urban jewel, providing the community with a place to congregate in the downtown core and to hold events such as the Shakespeare Festival within the natural amphitheater of the park.

As the linear park winds westward it would complement the Gaines Street Vitalization project and become a focal point for development throughout the area, tying together FSU, FAMU and the Capitol Center. The system would tie into the new FSU / City regional stormwater facility and the Central Ditch with a greenway and trails. The Central Ditch would be enhanced in a manner similar to the improvements for Saint Augustine Branch and provide space for connections to the state recreational trails (the Saint Marks and the GF&A).

The complete project is an urban greenway and park system providing much-needed stormwater treatment, flood control, and urban recreation that will be integrated with regional connections. The project enhances economic development, stabilizes nearby residential areas, promotes community gatherings, provides significant recreational opportunities and adds value to all of the properties within the corridor.



BLUEPRINT 2000 MAP 3

STORMWATER COMPONENT VICINITY MAP

JANUARY 2000

Waterway revitalizes city

Oklahoma City, Okla.

Oklahoma City is known for many things — but water is not among them. Four years ago, however, the city decided to change its dry prairie image and created its own mini-Mississippi.

The area of Oklahoma City known as Bricktown had experienced highs and lows over the past century, flourishing through World War II and then gradually fading until the 1980s when developers started revitalizing the area. Now filled with restaurants, shops and entertainment spots, Bricktown is bordered by the Myriad Convention Center and the Bricktown Ballpark, home to the Oklahoma Red Hawks AAA baseball team.

To support citywide revitalization efforts, in December 1993, Oklahoma City voters approved a five-year, 1-cent sales tax to construct the Metropolitan Area Projects (MAPS), a nine-project, $369 million package of new facilities and improvements. The Bricktown Canal, a mile-long waterway that would run through the district, was among those projects.

The canal, which varies in width from 18 to 70 feet and has a depth of 4 feet, curves through the city, passing under Interstate 40 and several pedestrian and vehicular bridges. It features four waterfalls and landscaping along its route, as well as an interactive water area with 40 jets of water in which children can play.

Sidewalks run parallel to the water. The Bricktown Canal area also is ADA-compliant with ramps, elevators and wheelchair lifts so that disabled visitors can travel on the walkways and enjoy boat rides.

The canal gives Oklahoma City something it never had before. Similar to the San Antonio Riverwalk, the Bricktown Canal has attracted people to the downtown entertainment district, in the oldest part of the city, and enhanced the city's overall image.

The canal offers a new experience for its residents with daily cruises through the Bricktown district. Five boats, each seating 40 people, take 40-minute tours. During the first 12 days of the canal's opening, 20,000 people rode the boats.

Planning for the Bricktown Canal began in 1996, and the project was completed in July 1999. Construction, design, engineering and testing totaled just over $16 million, which was funded exclusively with MAPS money. Oklahoma City has committed $1 million per year to maintain the canal and the surrounding landscaping.

Before MAPS, about 1.7 million people visited the Bricktown area each year. The Ballpark's opening in 1998 increased that number to 3.8 million. With the addition of the canal and other developments, the city expects the annual number of visitors to reach 7 million by 2001. ☆

Companies, Agencies and Organizations Involved: Bricktown Merchants Association; Oklahoma City Urban Renewal Authority; Wynn Construction; Clowers Engineering; Oscar J. Boldt Construction; Johnson & Associates Engineering; Frankfurt Short Bruza (project coordinator).

BLUEPRINT 2000 Project Summary
Map 3 Segment 1
Old St. Augustine Branch Redesign
Tennessee Street to Apalachee Parkway

I. **PROJECT DESCRIPTION:** This segment features a reconstruction of Franklin Boulevard, solving major flooding in the area, eliminating the safety hazard associated with the open ditch, providing new bicycle and pedestrian access, and linking in-town residential areas to Cascades Park.

Transportation. Franklin Boulevard will be rebuilt as an attractive urban boulevard, including wide sidewalks, bike paths, transit amenities, and a landscaped median.

Stormwater Improvements. Box culverts will be installed within the existing right-of-way, when the boulevard is reconstructed. This will allow the ditch to be enclosed. The culverts will be sized to reduce flooding. Flood attenuation will need to be provided downstream of this segment.

Greenways. The project includes a landscaped bike-ped route which will connect to Leon High School at the north and Cascades Park to the south.

Future land use adjoining the project will be primarily residential. Compatible infill and redevelopment is encouraged to increase the area's residential population.

II. **DESIGN PRINCIPLES:** The final design of the project and supporting land development regulations must incorporate the following design principles:

Transportation:
- Accommodate future traffic by reconstructing four (4) lanes on Franklin Boulevard.
- Provide for various modes of transportation (*e.g.*, generous sidewalks, bike lanes, and transit. Two (2) traffic lanes on Franklin Boulevard may eventually be used for other forms of transportation, such as transit.)
- Use design to achieve lower traffic speeds (*e.g.*, stamped pavers and road curves). Asphalt pavers and other means of speed control will be used to define urban character and promote pedestrian safety.
- An attractive urban boulevard with a divided four (4) lane section will be provided with limited turn lanes at key intersections.

Greenways:
- Ensure the connectivity of the greenway to Leon High School, Lafayette Street and Cascades Park in the context of the larger, county-wide greenway system.
- Incorporate quality architectural features in amenities such as seating and hardscaping (*e.g.*, path surface, signage, and lighting).

Land Use:
- The project should be an attractive amenity in an urban residential environment.
- Provide opportunities to increase the residential population in the vicinity of the project.

- Preserve the existing character of the area (scale and building types).
- Encourage live/work units (as opposed to Office Residential zoning, which usually means primarily office) to provide a daytime and evening population.
- Permit limited pedestrian oriented services such as coffee shops to serve residents and users of the boulevard.

III. SPECIAL CONSIDERATIONS:

- Local government needs to coordinate with the Capitol Center Planning Commission on land use and transportation design. The Capitol Center Planning Commission has land use authority adjoining the project, and has a stake in the transportation system that serves the Capitol Center.
- Coordination with major downtown employers to promote transportation demand management (TDM) strategies, which may reduce the amount of pavement needed for single occupancy vehicles.
- The Franklin/Meridian/Gaines intersection improvement is part of the Gaines Street study. The preliminary design of this intersection, along with the entire portion of the Gaines Street study east of Monroe Street, is not funded. Coordination among the Florida Department of Transportation, the Capital Center Planning Commission and local government is needed to obtain funds for design and to ensure the improvements are consistent with these principles.
- This project summary includes funding for the undergrounding of utilities in association with roadway construction. Undergrounding continues to be a major issues of aesthetics and community character. The costs included in this project summary are estimated from past experience at approximately $1.5 million per mile of roadway. This expense has not been deemed justifiable for many recent projects, and utility lines continue to be placed overhead. Nevertheless, other communities have found that the benefits of this practice justify the costs, at least for key roadway segments. Further research should be done on the possibility of sharing the costs of undergrounding with the utility provider and/or developers of adjacent large tracts that will benefit by the improved visual image.

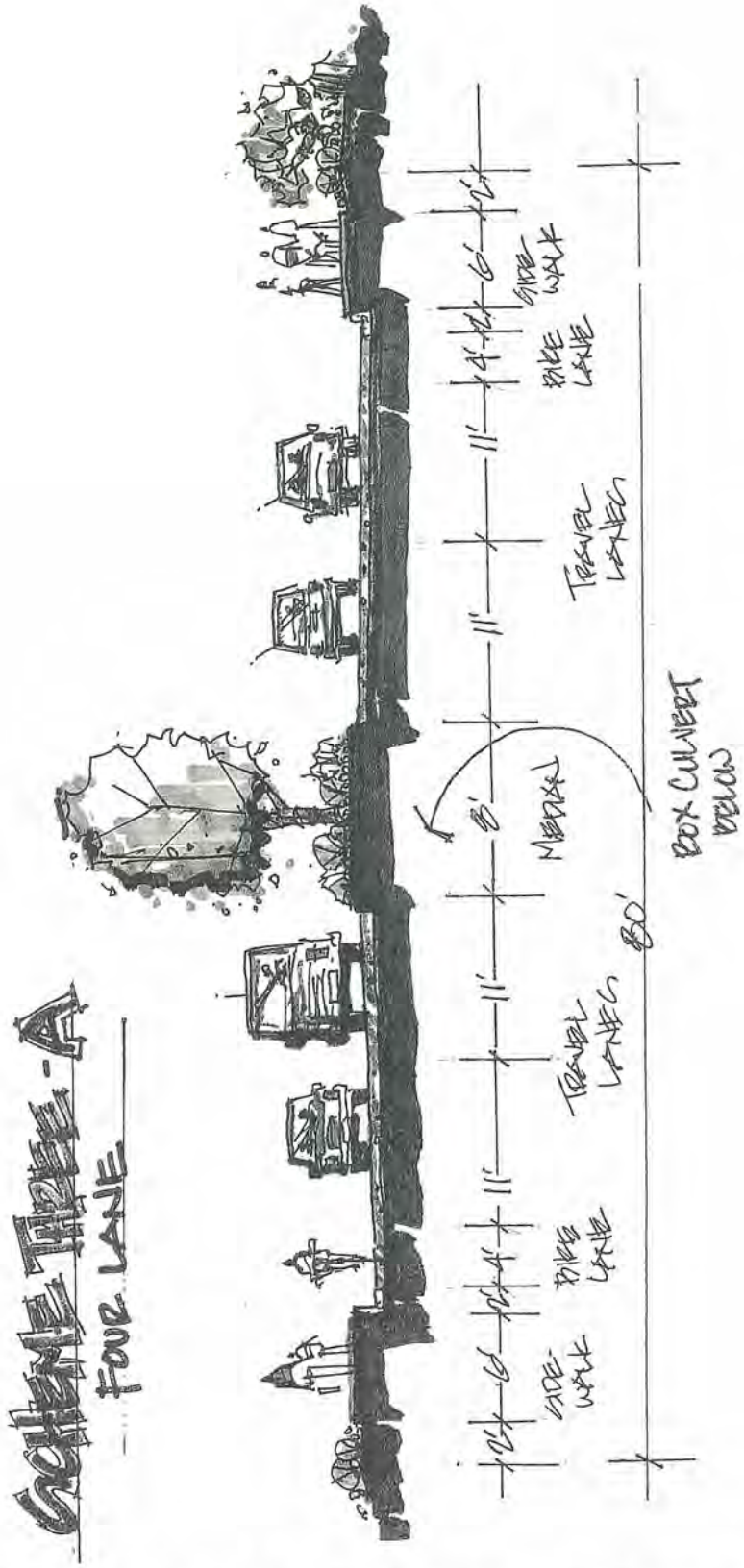
IV. COST ESTIMATES:

Map 3, Segment 1 costs are estimated to be as follows:

Franklin Boulevard Reconstruction	$ 7.9 million
Conversion to underground utilities	$ 0.8 million
Stormwater Conveyance Improvements (box culverts)	$ 3.0 million
Greenway Amenities and Trail Development	$ 0.5 million
Total	$ 12.2 million

Cost estimates were derived, as requested by the MPO, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

MAP 3, SEGMENT 1:
FRANKLIN BOULEVARD DITCH



MAP 3, SEGMENT 1: CROSS-SECTION ENVISIONED FOR FRANKLIN BOULEVARD

BLUEPRINT 2000 Project Summary
Map 3 Segment 2
Old St. Augustine Branch Redesign
Apalachee Parkway to South Monroe

I. **PROJECT DESCRIPTION:** This segment features the restoration of St. Augustine Branch within Cascades Park and its integration into a downtown greenway, contributing to the revitalization of downtown. Urban lakes and wetland features are to be incorporated for flood control and water quality enhancement.

Greenways. The segment features a restored Cascade Park which is a recreational amenity for the entire community. It includes a variety of passive recreational uses, such as an amphitheater. The Cascade greenway system connects the Franklin Boulevard segment to the north, Myers Park to the east, and the Cascades Linear Greenway to the All Saints neighborhood and Gaines Street Vitalization area to the west. The project features a pedestrian and bicycle path through a renovated Cascade Park.

Stormwater. The system uses the open spaces within this segment to provide flood control, water treatment, and park-like amenities. Flooding along Franklin Boulevard will be significantly reduced via increased storage within this segment.

Transportation. A roundabout is proposed as a solution to merging traffic from Gaines Street, Franklin Boulevard, Lafayette Street and the parking lots of the various adjoining State Office buildings.

Land uses primarily passive recreation. The preservation of existing historic features is emphasized.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Land Use:
- The final design shall incorporate the Korean War Memorial.
- The historic features of the area (e.g., the City Waterworks, Electric Company, Incinerator, and Prime Meridian Marker) are to be preserved.
- Land use shall be restricted to open space, passive recreation, and active recreation that is compatible with the natural character of the area (e.g., natural amphitheaters).

Greenway:
- After the contamination within Cascades Park is cleaned up, the historic area is to be restored as a community activity center.
- Ensure bicycle and pedestrian greenway inter-connectivity between downtown and the universities.

Transportation:
- Use at grade improvements to improve traffic flow in the area.
- Concept includes a roundabout to distribute traffic.

Stormwater:
- A series of stormwater ponds will be designed as park-like amenities.

- Attenuation and treatment will be maximized within the constraints (*e.g.*, side slopes, meandering pond and channel footprints, etc.) imposed by such park-like designs.

III. SPECIAL CONSIDERATIONS

- State environmental regulations restrict local government's ability to implement a regional stormwater management approach in the downtown area. Two specific issues which need to be addressed are the standards required to treat stormwater and the ability to send untreated water to a regional facility via "waters of the state." The treatment levels require treatment ponds of such a size that they are almost unfeasible to construct in the downtown. In the downtown area, waters of the state include "ditches" such as Franklin Boulevard and St. Augustine Branch. More flexibility is needed to allow water to be sent to regional treatment facilities.
- Cascades Park is on the National Register of Historical Sites.
- Costs for cleanup of Cascades Park has not been determined. The Engineering Evaluation / Cost Analysis study assessing the feasibility of various options is scheduled to be completed by March 2000.
- Project Development and Environmental study regarding the linking of Gaines Street improvements through to Apalachee Parkway has not been funded.
- This project summary includes funding for undergrounding of utilities in association with roadway construction. Undergrounding continues to be a major issue of aesthetics and community character. The costs included in this project summary are estimated from past experience at approximately $1.5 million per mile of roadway. This expense has not been deemed justifiable for many recent projects, and utility lines continue to be placed overhead. Nevertheless, other communities have found that the benefits of this practice justify the costs, at least for key roadway segments. Further research should be done on the possibility of sharing the costs of undergrounding with the utility provider and/or developers of adjacent large tracts that will benefit by the improved visual image.

IV. COST ESTIMATES:

Map 3 Segment 2 costs are estimated to be as follows:

Stormwater Conveyance Improvements (box culverts)	$ 3.0 million
Road Improvements	$ 0.2 million
Conversion to Underground Utilities	$ 0.7 million
Greenway Amenities and Trail Development	$ 0.5 million
Total	$ 4.4 million

These costs do not include the cleanup or remediation of Cascades Park.

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

MAP 3, SEGMENT 2: PLAN VIEW OF ROUNDABOUT

MAP 3, SEGMENT 2: ENVISIONED STORMWATER TREATMENT FACILITY, BELOW FRANKLIN BOULEVARD

BLUEPRINT 2000 MAP 3

ST. AUGUSTINE BRANCH CONCEPTUAL MASTER PLAN

JANUARY 2000

MAP 3, SEGMENT 2: IMAGE OF STORMWATER SYSTEM IN A PARK SETTING, TULSA, OK

MAP 3, SEGMENT 2: STORMWATER SYSTEM WITH WEIRS IN KANSAS CITY

BLUEPRINT 2000 Project Summary
Map 3 Segment 3
Old St. Augustine Branch Redesign
South Monroe to Gamble Street

I. **PROJECT DESCRIPTION:** This segment features major stormwater facilities and an integrated linear greenway. The project will maximize economic benefits and retrofit existing stormwater problems. This project will contribute significantly to downtown and Southside revitalization, improve neighborhood stability, and link the three centers of activity in the area – FSU, FAMU and the Capitol complex with an urban, linear water park.

Greenways. The greenway in this segment provides an amenity within an area expected to become intensely developed. It connects Cascades Park to the east with the St. Marks Trail to the west, and it provides a direct connection to FAMU. The greenway is to be incorporated into the cross-section of the stormwater system and will enhance access, drawing the public to the shops, restaurants, and businesses envisioned by the Gaines Street Vitalization Project. Greenway will enhance property values and act as a stabilizing factor on southside neighborhoods.

Stormwater. The proposal includes extensive construction of stormwater conveyance, retention and treatment facilities throughout the corridor. Land to be converted includes the 100 year floodplain north of FAMU Way and Eugenia Street. A sequence of constructed wetlands and landscaped ponds along with an attractive conveyance system form the backbone of the system. The project will improve water quality and significantly reduce flooding at South Monroe.

Enhancements for non-auto-oriented transportation system. This linear park will provide new opportunities for cyclists and pedestrians in the corridor, and connect Cascades Park with the universities, the St. Marks Trail, and the proposed Georgia, Florida and Alabama Trail.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Land Use:

- The land uses along the north side of the corridor will be primarily residential, with a mixture of supporting services, such as restaurants, offices, art galleries and small shops.
- Commercial development is proposed along the northern edge of FAMU, the corner of Railroad Avenue and Gaines Street, and along the gateway into FAMU.
- New development should reflect the public access associated with the greenway. There should be no negative impacts associated with commercial development and inter-activity with the linear park (Segments 1, 2 and 3) should be enhanced.

Stormwater:

- The Elberta Crate regional stormwater facility will be maintained as an attractive open space and trailhead / trail junction for the trail network.
- All stormwater ponds will be designed as park-like amenities.
- Attenuation and treatment will be maximized within the constraints (*e.g.*, side slopes, meandering pond and channel footprints, etc.) imposed by such park-like designs.

Greenways:

- Provide connections to the St. Marks Trail and Cascades Greenway.

III. SPECIAL CONSIDERATIONS:

- Coordinate with FAMU regarding FAMU's need to construct a stormwater facility; size may be modified if appropriate for joint use. Also, coordinate with FAMU regarding any potential expansion of university property and facilities under its master plan.
- Coordinate with FAMU regarding transportation alternatives at the east end of the greenway (between FAMU and Adams Street).
- Coordinate with Gaines Street Vitalization Committee on land use and development standards for the area.
- Displacement of homeowners in the Van Buren and Stearns-Mosley neighborhoods must be addressed and minimized.
- Elberta Crate regional stormwater facility must be managed as a park-like amenity.
- State environmental regulations restrict local government's ability to implement a regional stormwater management approach for new development in the downtown area. Two specific issues which need to be addressed are the standards required to treat stormwater and the ability to send untreated water to a regional facility via "waters of the state." The treatment levels require treatment ponds of such a size that they are almost infeasible to construct in the downtown. In the downtown area, waters of the state include "ditches" such as Franklin Boulevard. More flexibility is needed to allow water to be sent to regional treatment facilities.
- Historic Preservation must be incorporated as an economic factor in the design and redevelopment of this corridor.
- Land uses are compatible with FAMU Master Plan and include a strong residential component. The adjoining land uses will be coordinated with FAMU to the south and the Gaines Street Vitalization project to the north. It is anticipated that development along the greenway will include a mixture of uses, with a strong residential component and a strong entrance for FAMU.
- Road and bridge designs throughout the project must be architecturally integrated with the proposed stormwater improvements.
- This project summary includes funding for undergrounding of utilities in association with roadway construction. Undergrounding continues to be a major issue of aesthetics and community character. The costs included in this project summary are estimated from past experience at approximately $1.5 million per mile of roadway. This expense has not been deemed justifiable for many recent projects, and utility lines continue to be placed overhead. Nevertheless, other communities have found

that the benefits of this practice justify the costs, at least for key roadway segments. Further research should be done on the possibility of sharing the costs of undergrounding with the utility provider and/or developers of adjacent large tracts that will benefit by the improved visual image.

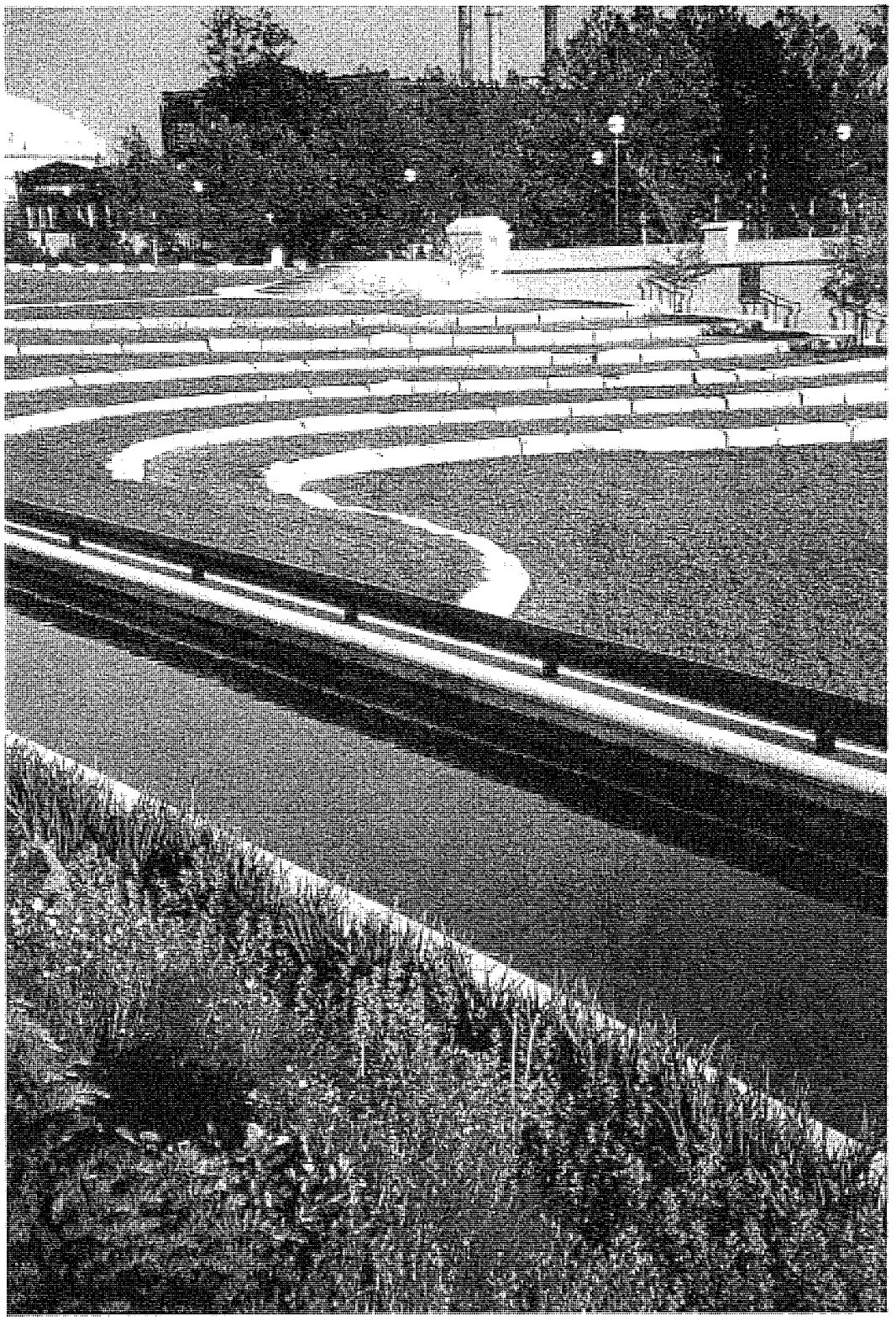
IV. COST ESTIMATES:

Map 3 Segment 3 costs are estimated to be as follows:

Stormwater Improvements	$ 15.0 million
Stormwater Right-of-Way (105 parcels; 31.3 acres)	$ 15.2 million
Conversion to Underground Utilities	$ 2.3 million
Cascades Reconstruction	$ 1.5 million
Greenway Amenities, Trail Development and Infrastructural Enhancements	$ 2.8 million
Total	$ 36.8 million

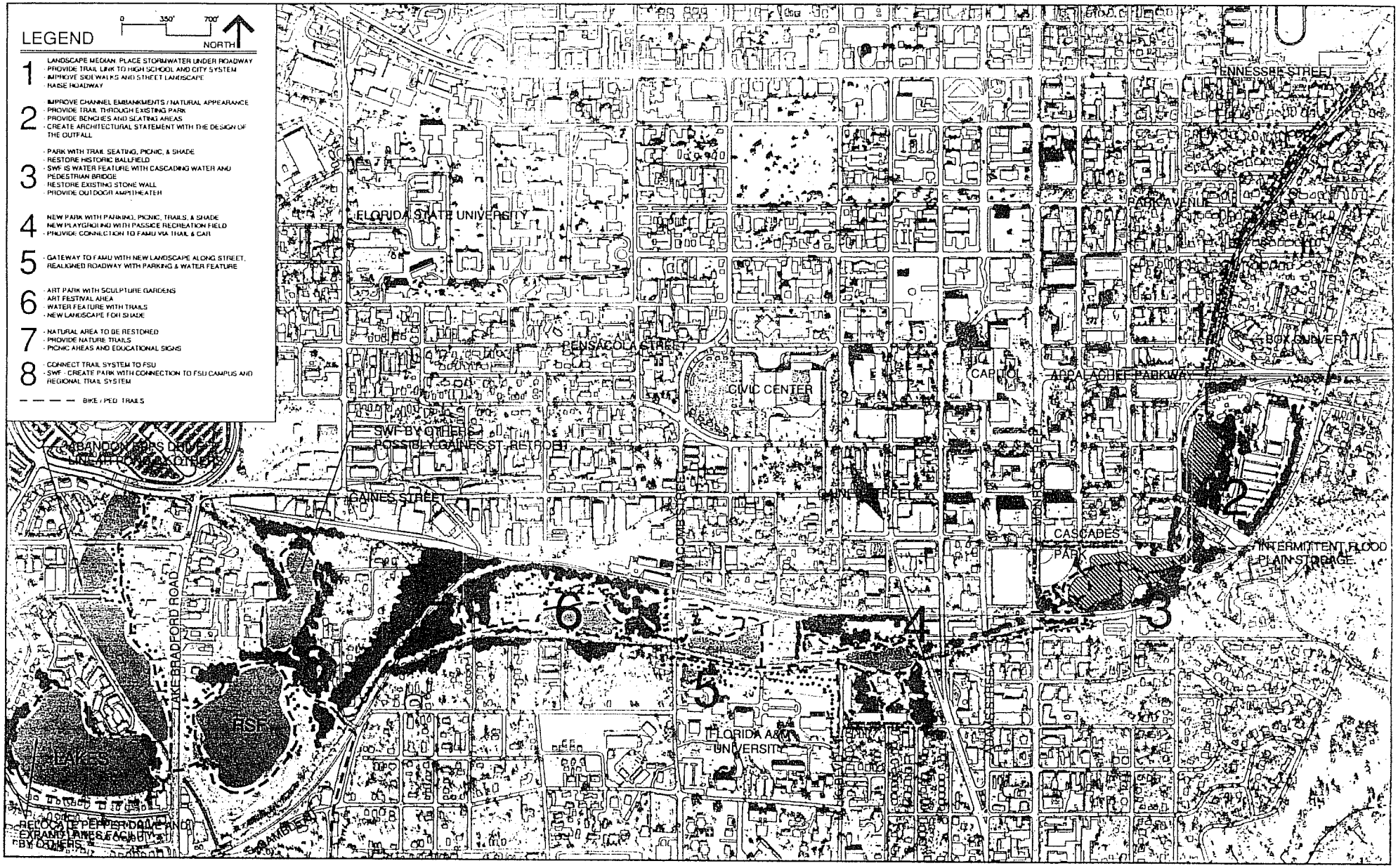
These costs do not include the construction of Gaines Street and the Jackson Bluff Road extension, which are estimated to cost $57 million. The project also assumes that the Florida Department of Transportation will enlarge the culverts under Monroe if the project provides attenuation downstream.

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.



MAP 3, SEGMENT 3: IMAGE OF TERRACED GREENWAY, INDIANAPOLIS

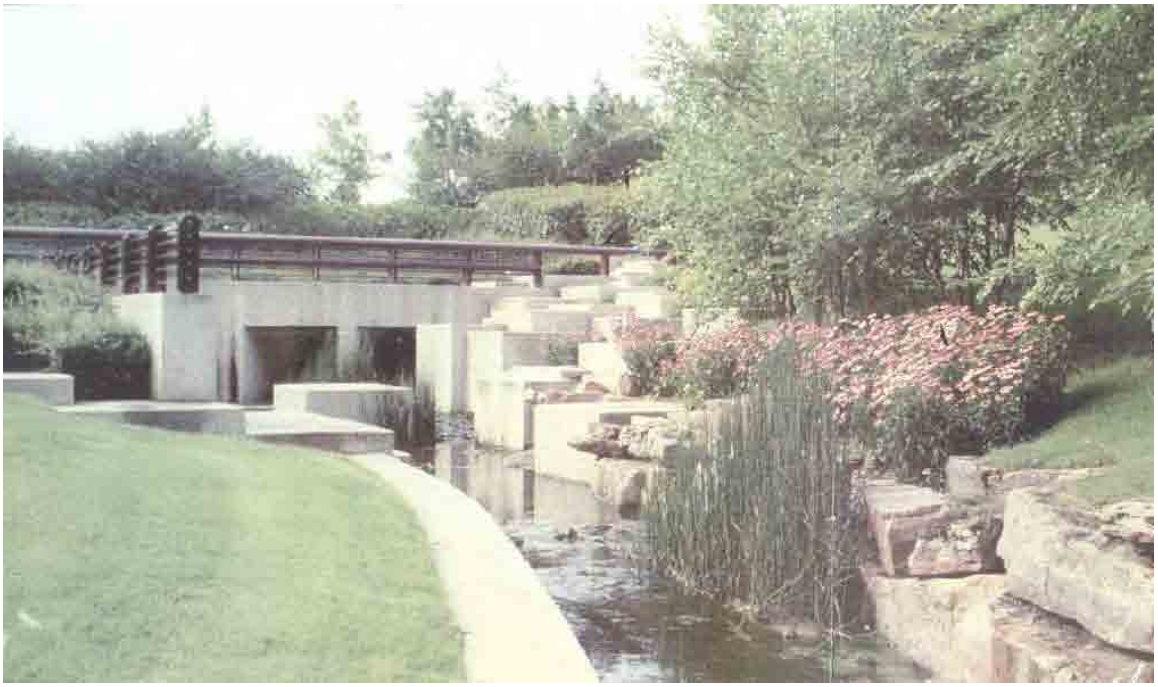
MAP 3, SEGMENT 3: IMAGE OF PUBLIC EVENT ON TERRACED GREENWAY, INDIANAPOLIS



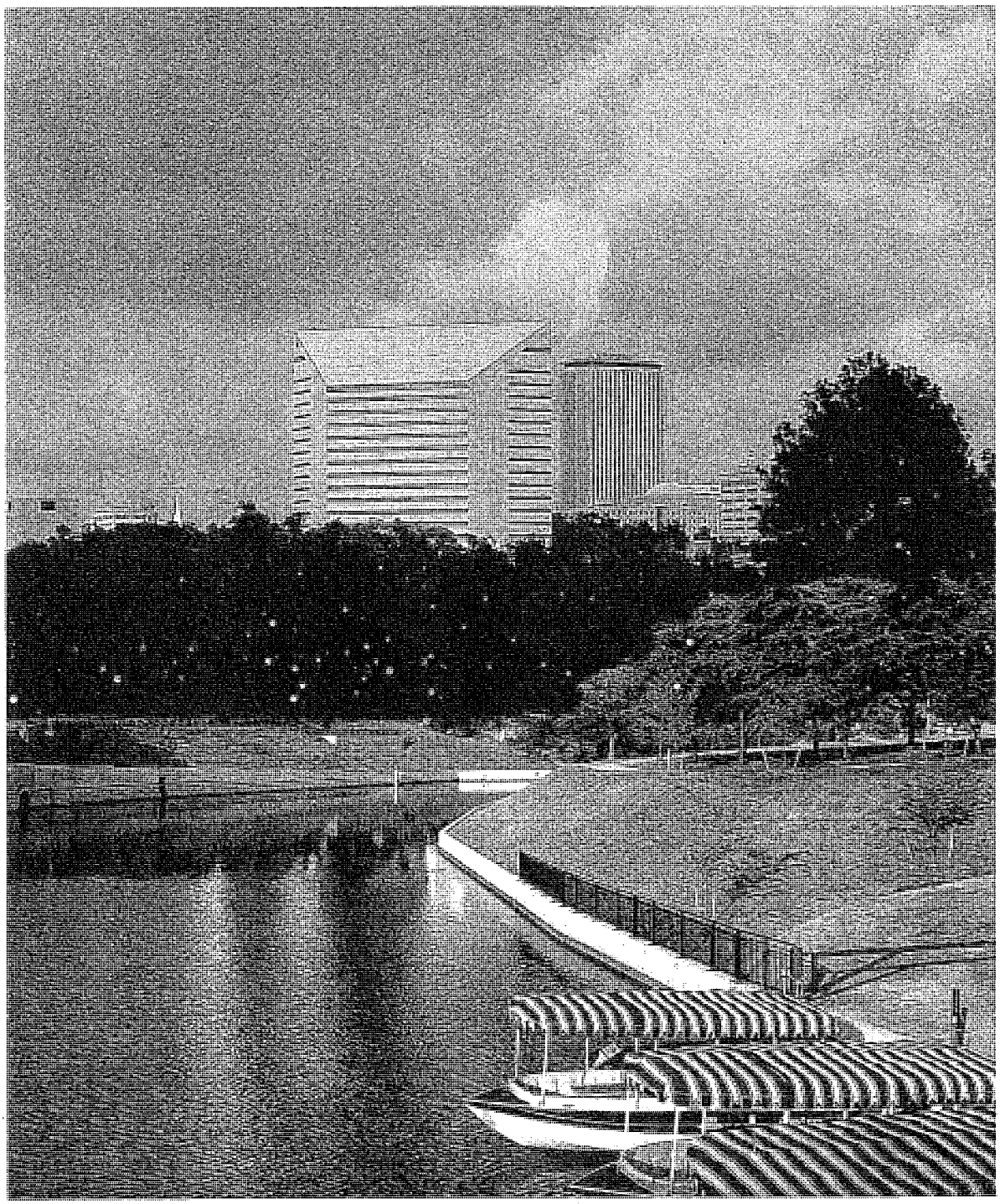
BLUEPRINT 2000 MAP 3

ST. AUGUSTINE BRANCH CONCEPTUAL MASTER PLAN

JANUARY 2000



MAP 3, SEGMENT 3:
IMAGE OF HARDSCAPED STORMWAER SYSTEM
TULSA, OK



MAP 3, SEGMENT 3: IMAGE OF HOW A STORMWATER SYSTEM MAY BE INTEGRATED INTO THE DOWNTOWN TALLAHASSEE LANDSCAPE

BLUEPRINT 2000 Project Summary
Map 3 Segment 4
Old St. Augustine Branch Redesign
Gamble Street to the Confluence with Munson Slough

I. **PROJECT DESCRIPTION:** This segment includes the reconstruction of St. Augustine Branch, providing significant treatment and flood control improvements. It also provides key greenway linkages. The project contributes to southside revitalization and enhances the connections between the FSU and FAMU campuses.

Greenways. The greenway in this segment provides an amenity within a more intensely developed urban area. It includes the extension of the St. Marks Trail and northern reach of the Georgia, Florida, and Alabama Trail. The Georgia, Florida, and Alabama Trail is proposed to parallel the west side of Springhill Road with a cross-over to the St. Marks Trail extension just north of the intersection of Mill Avenue. A trailhead providing parking and other amenities for users of both trails is proposed at this junction.

Stormwater. The proposal provides needed flood control and treatment through extensive construction of retention and treatment facilities throughout the corridor. Limitations arise from the characteristics of the existing ditch and adjoining properties. The northern two-thirds of this segment require revetments and gabions to reduce erosion. A parallel system of constructed wetlands and landscaped ponds are proposed. The southern one-third of this segment will feature an enhanced floodplain and wider cross-section.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Land Use:

- Project should be a catalyst for revitalization and alternative land uses should be considered for the area.
- The land uses along the west side of the central ditch will be primarily a mixture of light industrial, with service and related retail uses, but the eastern edges of the corridor will be primarily residential (Villa Mitchell neighborhood).
- New development should reflect the public access associated with the greenway. There should be no negative impacts associated with commercial development and inter-activity with the greenway should be enhanced.

Stormwater:

- South of Orange Avenue widen section to 250' and incorporate off-line stormwater treatment.
- North of Orange Avenue maintain a narrower section by incorporating the aesthetic use of gabions (rock-filled wire baskets to control erosion).
- Acquire sufficient right-of-way to support significant amounts of off-line storage, primarily upstream of Springhill Road.
- All stormwater ponds will be designed as park-like amenities.

- Attenuation and treatment will be maximized within the constraints (*e.g.*, side slopes, meandering pond and channel footprints, etc.) imposed by such park-like designs.

Greenways:

- Provide effective connections between the St. Marks Trail and the proposed Georgia, Florida, and Alabama Trail. A staging area or an in-town trailhead (with amenities) for these two trails is proposed in the vicinity of Mill Street.
- South of the intersection of Mill Street and Lake Bradford Road, the Georgia, Florida, and Alabama trail should be constructed along the west side of the existing Springhill Road right-of-way. Opportunities for ditch-side trail facilities are limited. The trail departs from Springhill Road alignment south of the Airport.

III. SPECIAL CONSIDERATIONS:

- New development along Lake Bradford Road will need to be compatible with and integrated into the Gaines Street redevelopment efforts. Coordinate with Gaines Street Vitalization Committee on land use and development standards for the area.
- Coordinate with Villa Mitchell neighborhood regarding siting of trail-related development.
- Ensure that design of the regional facility at Lake Bradford and Stuckey Avenue is aesthetically pleasing and reflects the concept of gateway into downtown.
- Road improvements along Springhill Road (resurfacing) will need to account for the Georgia, Florida, and Alabama Trail alignment within the right-of-way.
- The road prison and existing industrial properties preclude effective use of the existing ditch cross-section for increased capacity and incorporation of the greenway or trail system.

IV. COST ESTIMATES:

Map 3 Segment 4 costs are estimated to be as follows:

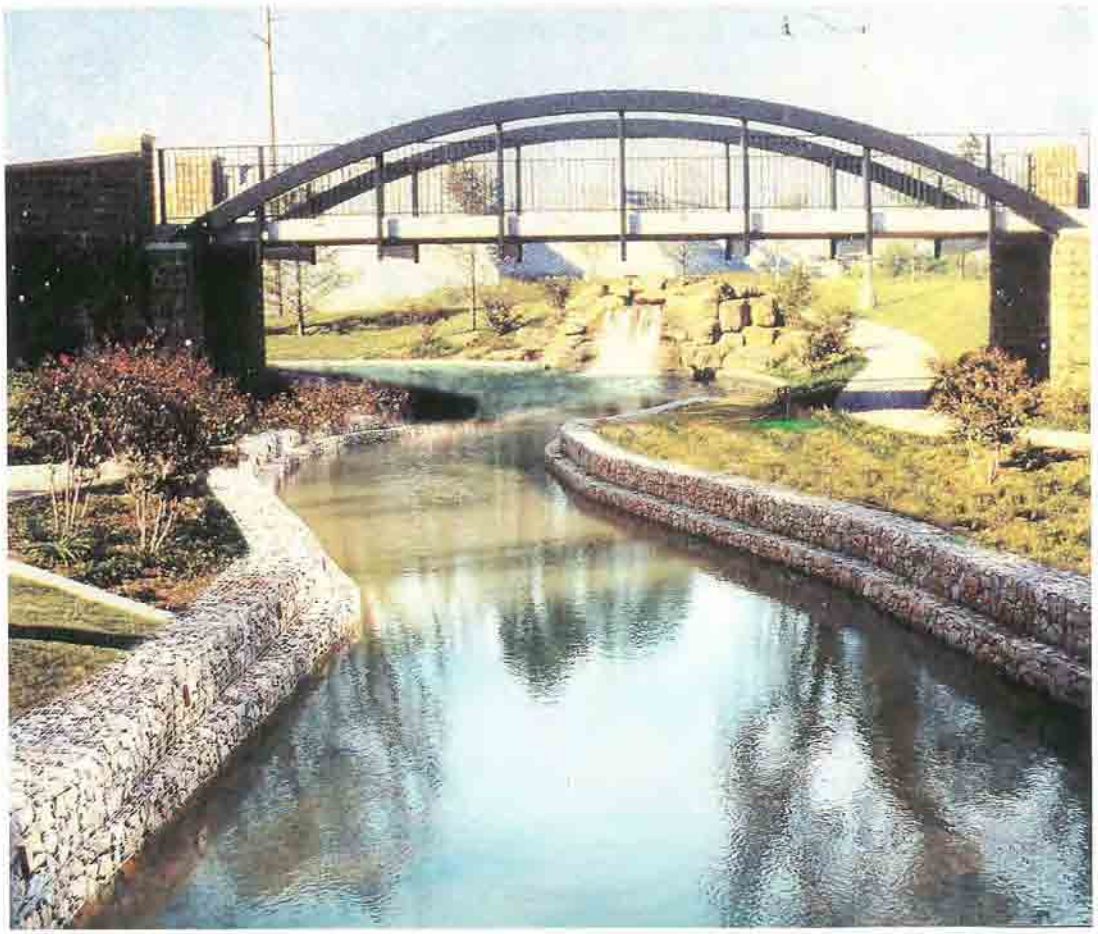
Stormwater Improvements	$ 29.0 million
Stormwater Right-of-Way (30 parcels; 104.3 acres)	$ 5.9 million
Trail Head Acquisition (2 parcels, 15 acres)	$ 0.9 million
Greenway Amenities and Trail Development	$ 1.3 million
Total	$ 37.1 million

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

BLUEPRINT 2000 MAP 3

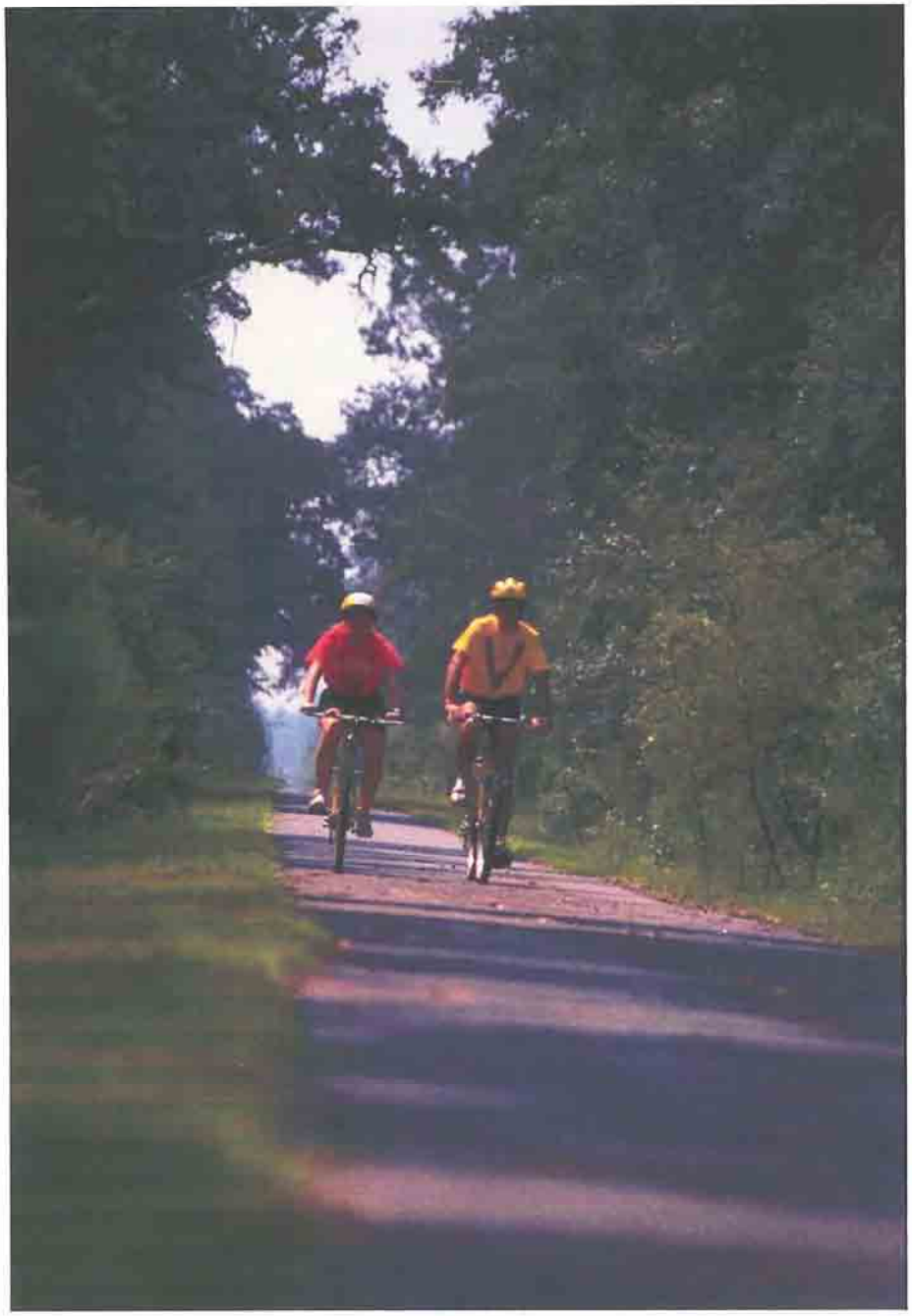
CENTRAL DITCH CONCEPTUAL MASTER PLAN

JANUARY 2000

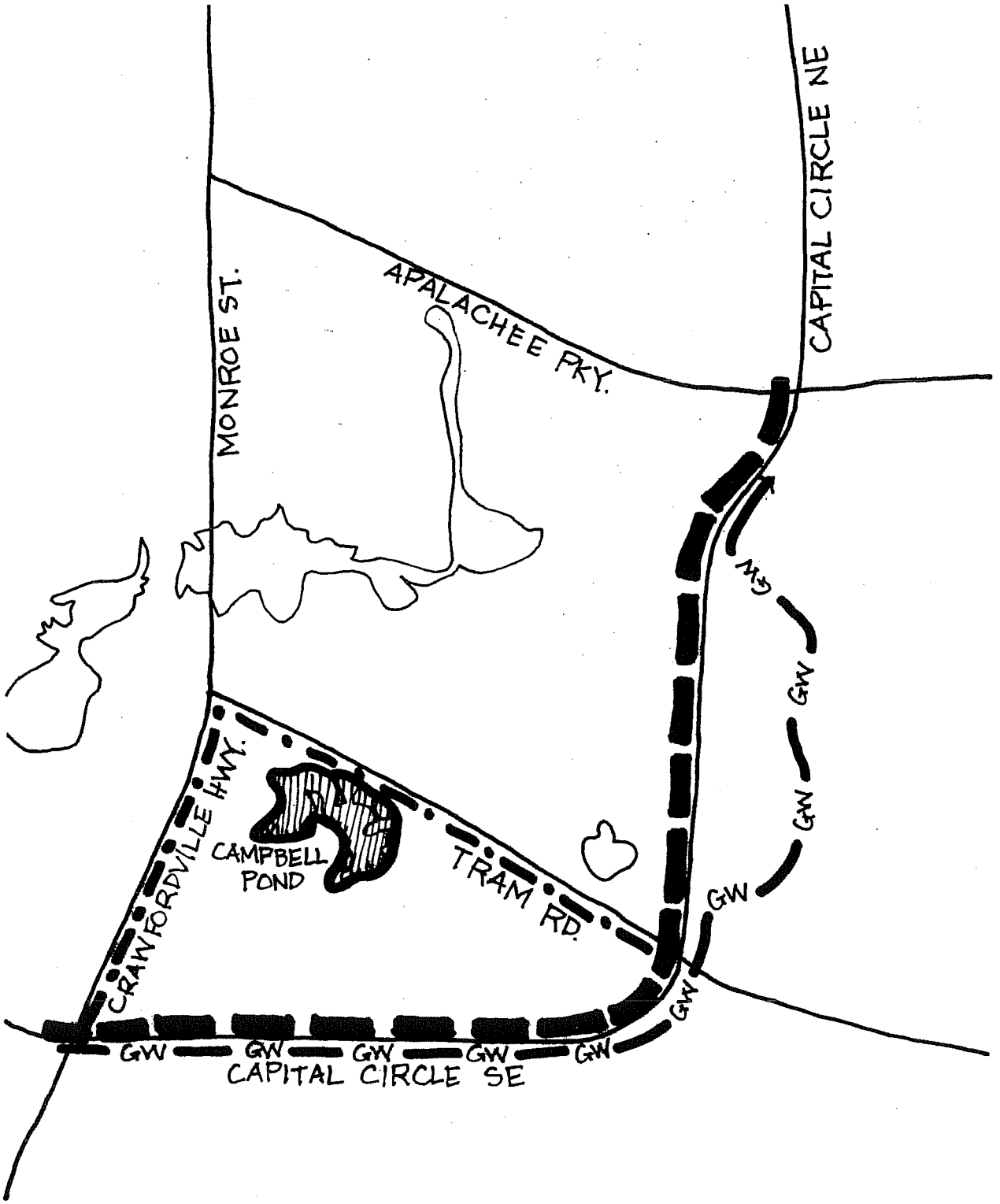


MAP 3, SEGMENT 4: IMAGE OF TYPICAL 'GABION'-LINED STORMWATER CONVEYANCE

MAP 3, SEGMENT 4: PHOTO OF STAGING AREA FOR G F & A TRAIL



MAP 3, SEGMENT 4: PHOTO OF G F & A TRAIL



Project Map 4

Legend

Intersection Improvements	Floodplain or Environmentally Sensitive Area
Road Widening (Six Lanes)	Infrastructure Projects
Road Widening (Four Lanes)	-GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 4
Woodville Recharge Area

This area encompasses much of the Southeast Sector Plan limits including the Southwood Development of Regional Impact. The focus of Map 4 is to provide more mobility choices and to promote economic development in the southern part of the community. This map also includes some land acquisitions to protect environmental features and to create greenway links.

I. PROJECT DESCRIPTION:

- Widen Crawfordville Road from Four Points to Wakulla Springs Road to four lanes (4) and make major intersection improvements at Capital Circle, SW.
- Improve Capital Circle, SE from Apalachee Parkway to Crawfordville Road to a controlled access facility with major intersection improvements at Midyette Road, Blair Stone Road, Southwood Plantation entrances, Tram Road; Woodville Highway; and Crawfordville Road.
- Develop Tram Road as an alternative transportation corridor linking downtown with Southwood Plantation and the Capital Circle Office Complex. This corridor should include auto, bike, pedestrian, and transit facilities.
- Project includes acquisition of environmentally significant features and provision of a greenway system.

II. DESIGN PRINCIPLES:

The final design of the project and land development regulations must incorporate the following design principles:

Land Use:

- Land uses along Crawfordville Road should be evaluated to prevent urban sprawl along the expanded roadway.
- Build on the opportunity for the Southwood Town Center and Downtown to be transit destinations by promoting for more intensive mixed use development within these districts.
- Evaluate the future role of South Monroe Street in light of the recent road widening, the age of many commercial structures, and under utilization of property along the corridor.

Transportation:

- It is expected that in about 10 years, additional capacity will be needed on Tram Road to serve Southwood Plantation and the Capital Circle Office Complex. Since there is only 60 feet of right of way on Tram Road, additional right-of-way should be acquired early.
- Design Tram Road as a future transportation corridor to accommodate vehicles; transit; bicyclists, and pedestrians.

Environment:

- Develop greenway links along transportation corridors to connect Southwood Greenway system with the larger greenway network north and west of Southwood Plantation.
- Acquire small karst ponds near Campbell Pond Park to protect native wetland species and to provide a greenway connection between Tram Road and the St. Mark's Trail.
- Acquire large piece of contiguous sandhill forest south of the Flea Market on Capital Circle, SW and a linear greenway along a portion of Capital Circle.

III. SPECIAL CONSIDERATIONS:

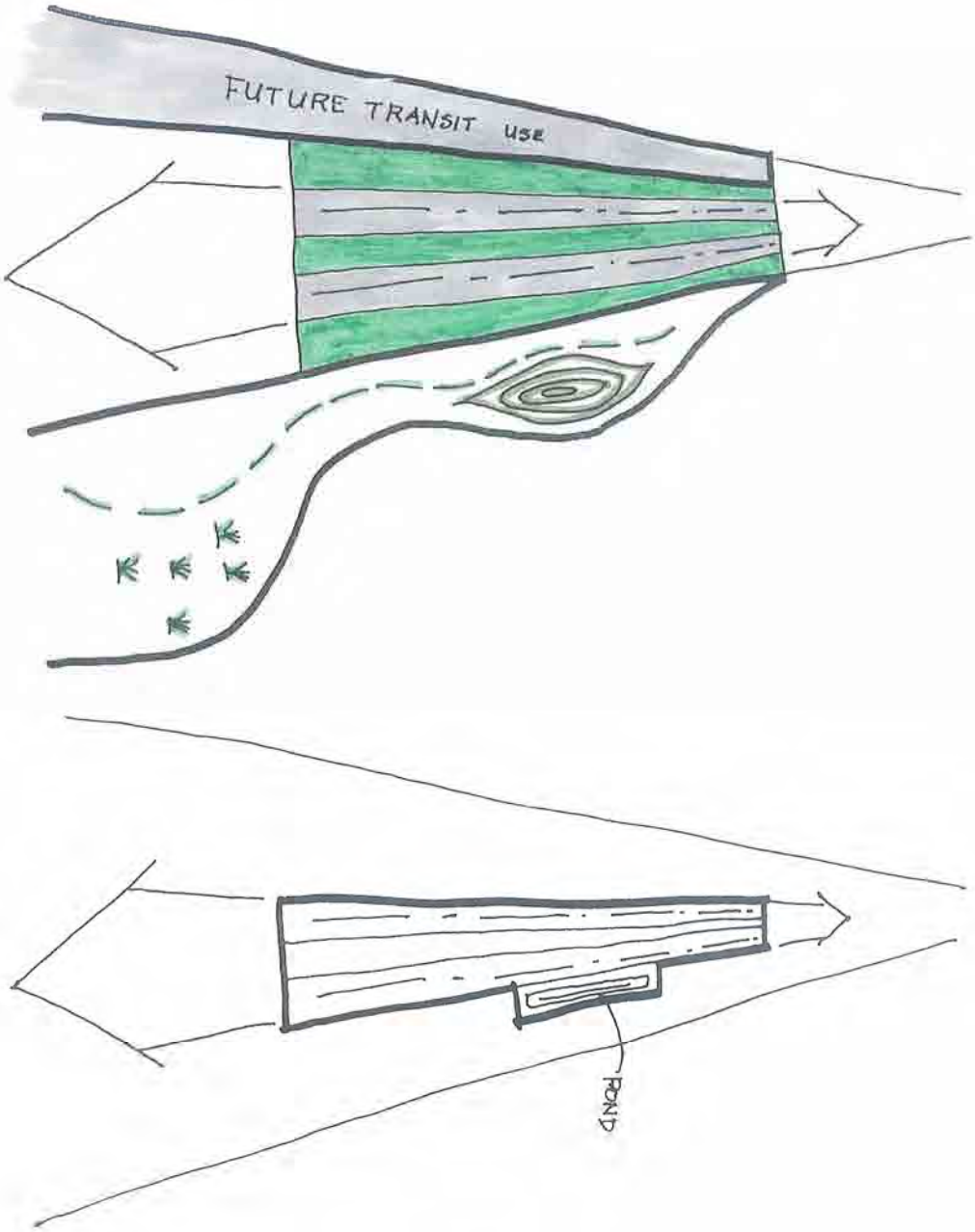
- These recommendations should be incorporated into plans for Southwood Plantation and the Capital Circle Office Complex.
- The Board of County Commissioners has funded the widening of Crawfordville Road to Wakulla Springs Road. The EECC recommended widening Crawfordville Road only to Capital Circle, SW to provide economic development benefits inside the southern part of the urbanized area of our community. Widening Crawfordville Road further south could be interpreted as tax dollars being spent to promote urban sprawl, rather than promoting economic development. Therefore, the Board should ensure that land use regulations prohibit strip commercial development and a proliferation of residential development in non urban areas.
- The City, the County, FSU, FAMU, and St. Joe/Arivda have funded an urban transit greenway study to look at several corridors including Tram Road. This study needs to be conducted to serve as a basis for future planning along Tram Road.

IV. COST ESTIMATES:

Crawfordville Road	
Capital Circle, SW to Wakulla Springs Road (four lanes):	Funded
Tram Road (four lanes and transit corridor):	
South Monroe Street to Capital Circle, SE	
Right-of-Way	$35,000,000
Capital Circle, SE (four lanes)	
Apalachee Parkway to Crawfordville Road	
Right of Way	$ 8,100,000
Construction	$57,000,000
Grade Separated Interchange at Apalachee Pkwy.	$30,000,000
Land Acquisition:	
Greenway: 1 parcel, 60 acres	$ 600,000
Floodplain preservation: 16 parcels, 188 acres,	$ 1,000,000
Total:	**$131,700,000**

General Note on land acquisition costs:

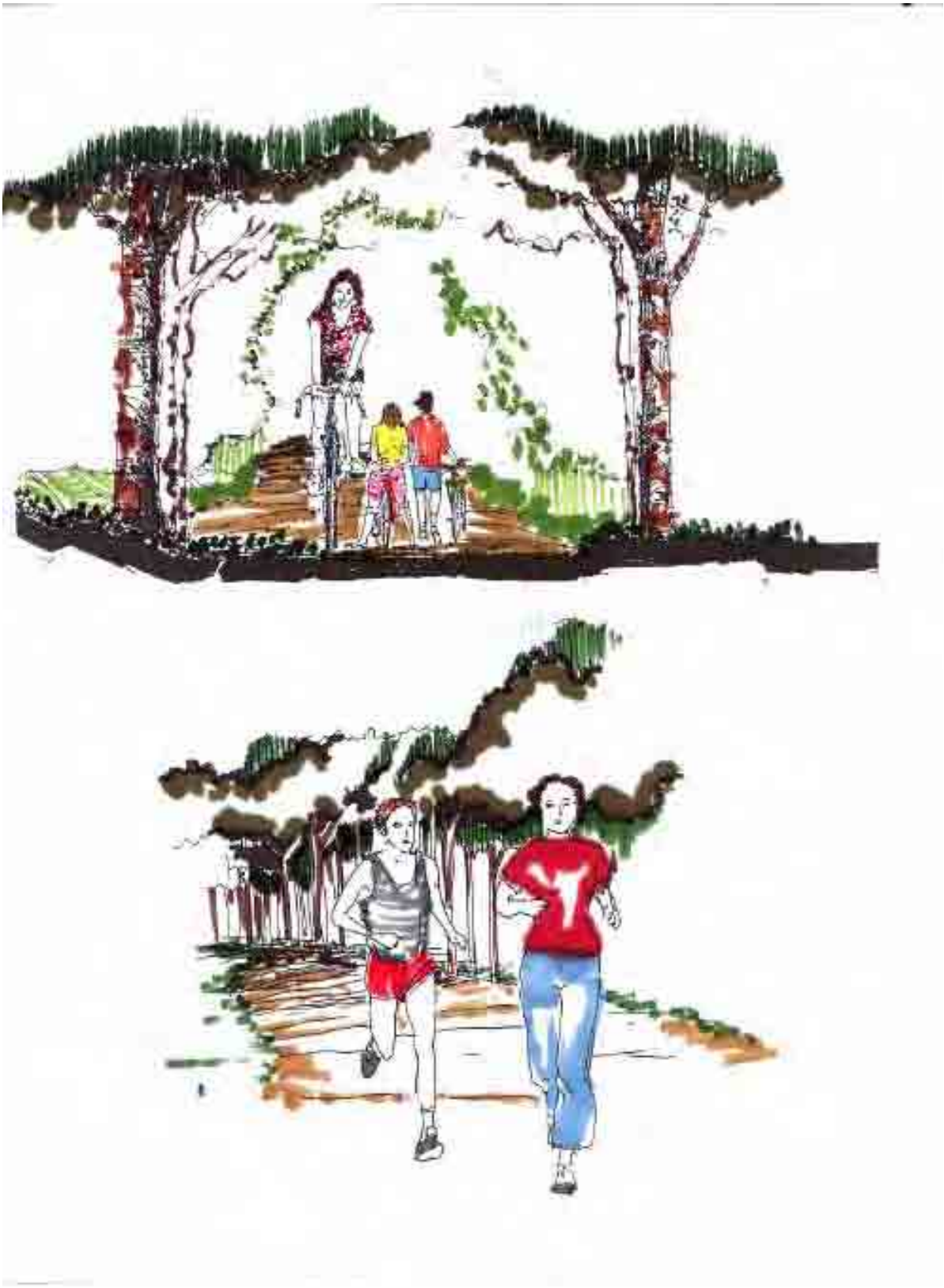
Cost estimates include "land acquisition" for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.



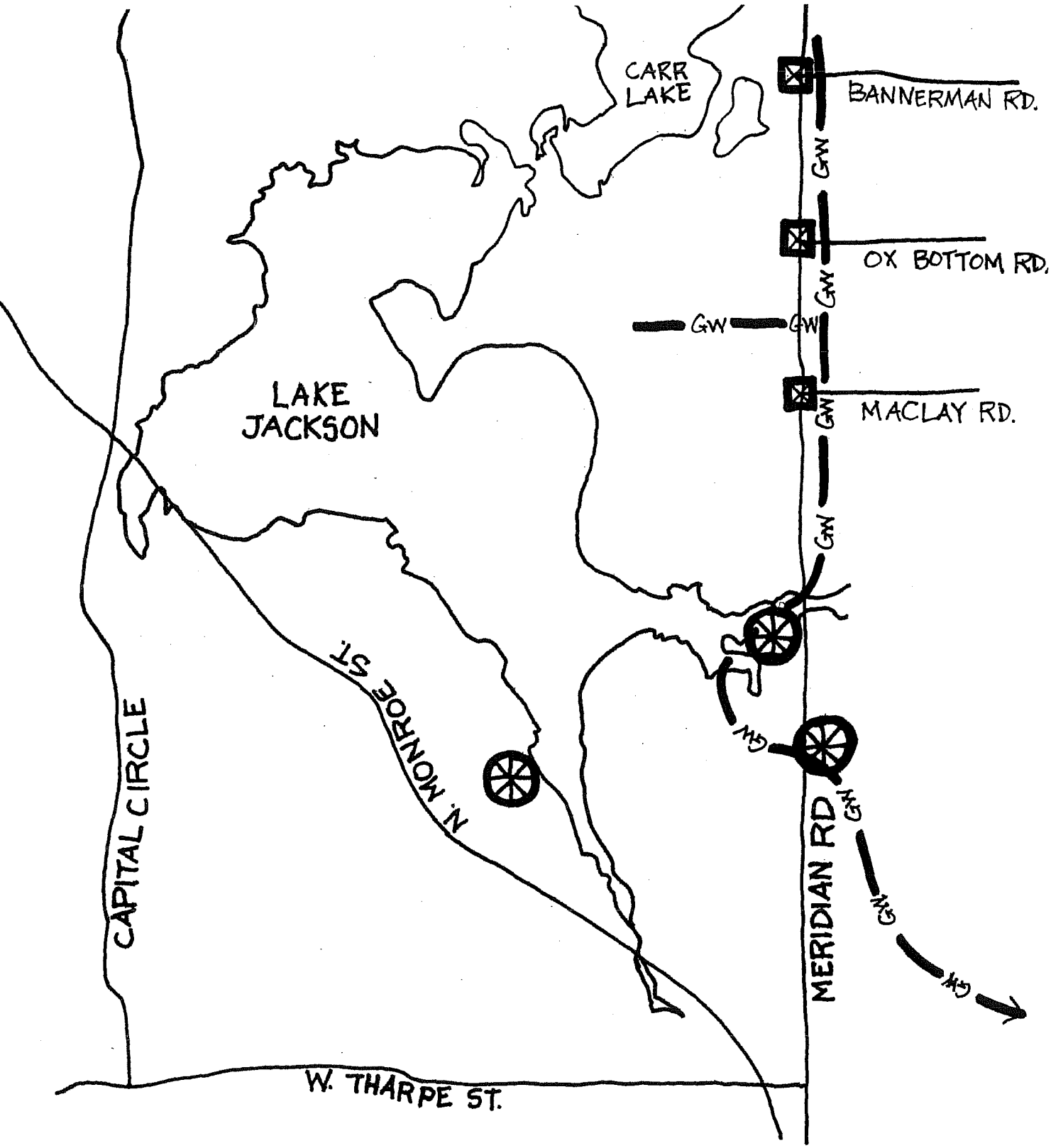
MAP 4: PLAN VIEW OF ROAD ENHANCEMENTS (LIMITED ACCESS AND DRIVEWAY CUTS, TRANSIT R-O-W), CAPITAL CIRCLE, SE

MAP 4: PHOTO OF THOMASVILLE ROAD SHOWING EXTENSIVE NUMBER OF CURB CUTS

MAP 4: TYPICAL GREENWAY IN A NEIGHBORHOOD



MAP 4: CONCEPTUAL DRAWING OF TYPICAL GREENWAY,IN AN UNDEVELOPED ENVIRONMENT (above), AND IN NEIGHBORHOOD (below)



Project Map 5A

Legend

- Intersection Improvements
- Road Widening (Six Lanes)
- Road Widening (Four Lanes)
- Floodplain or Environmentally Sensitive Area
- Infrastructure Projects
- -GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 5A
Lake Jackson Basin
Lake Basin West of Meridian Road

I. **PROJECT DESCRIPTION:** The primary characteristics of this project are stormwater quality enhancements and extensions of the regional greenway system.

Stormwater. The proposal includes three retrofit facilities to address existing treatment deficiencies in the Lake Jackson basin: Okeeheepkee / Fuller Road, Rhoden Cove, and Lexington / Timberlane.

Greenways. The greenway system in this project will provide functional bicycle and pedestrian linkages between Klapp-Phipps Park and Timberlane Ravine. Extension of the greenway to Summerbrooke is proposed. Acquisitions of additional ravine systems, greenways and open space associated with Lake Jackson are also proposed, which would enhance the lake's economic and recreational value.

Transportation. Includes intersection improvements and resurfacing of North Monroe Street and intersection improvements to Meridian Road at Rhoden Cove, Maclay, Ox Bottom and Bannerman roads to alleviate the need to four (4) lane that road. Intersection improvements are designed to be consistent with the two (2) lane canopy road concept.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Land Use:
- The land uses throughout the area will remain primarily residential.
- New commercial development is limited largely to the North Monroe Street corridor while new residential development is anticipated along both sides of Meridian Road north of Interstate 10.

Stormwater:
- On-line facilities will be required for retrofit at the Okeeheepkee and Rhoden Cove sites. An off-line facility may be feasible at Lexington / Timberlane Creek.
- All three retrofit ponds are to be designed and managed as park-like facilities, including appropriate shoreline vegetation and slopes that require no fencing and shall be integrated into the greenway network.
- Wet detention facilities should be designed to minimize impacts to the floodplain (Zone A) and floodplain forest.
- Retrofit facilities shall be engineered to address existing deficiencies and not provide capacity for new development.

Greenways:
- Greenway connections should be extended north to the Ox Bottom development area.
- Greenways should incorporate other ravine systems in the Jackson basin.
- Access and management of the open space portion of the Okeeheepkee Prairie site need to be integrated into the Jackson Indian Mounds State Park.
- Greenway connections in the area of Meridian Road shall use existing easements, dedications, and City-owned rights-of-way to the greatest extent feasible.

III. SPECIAL CONSIDERATIONS:

- New public access easements for critical greenway connections will need to be acquired to take the place of existing drainage and conservation easements.
- Coordinate with all property owners and neighborhood associations regarding greenway / public access and safety concerns.
- Ensure that design of all regional facilities is aesthetically pleasing and that shoreline planting is reflective of the Lake Jackson environment.
- Existing Land Uses are compatible with the proposal, although greenway linkages are impacted by the pattern of residential development adjoining Meridian Road.
- Intersection improvements on Meridian Road are to be consistent with maintaining the character of the two-lane canopy road.

IV. COST ESTIMATES

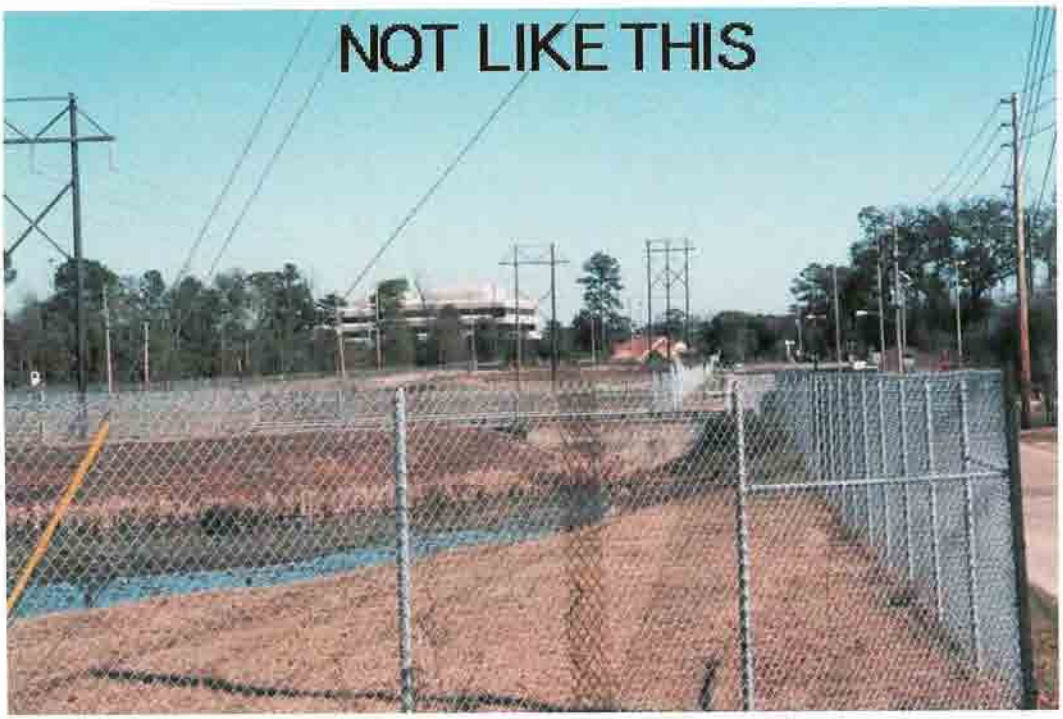
Map 5A costs are estimated to be as follows:

Stormwater Land Acquisition (3 parcels, 156 acres) (includes floodplain, Greenway and Open Space connections associated with Map 5B)	$ 2.6 million
Stormwater Retrofit Facilities	$ 7.2 million
Meridian Road Intersection Improvements	$ 1.2 million
Greenway Land Acquisition (6 parcels; 21 acres)	$ 0.5 million
Greenway Amenities and Trail Development	$ 0.5 million
Total	$ 12.0 million

The above costs do not include the laneage, signalization, and related intersection improvements and pedestrian enhancements for North Monroe Street, which are estimated to cost a total of $9.6 million, including $0.9 million for stormwater enhancements specific to this section.

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

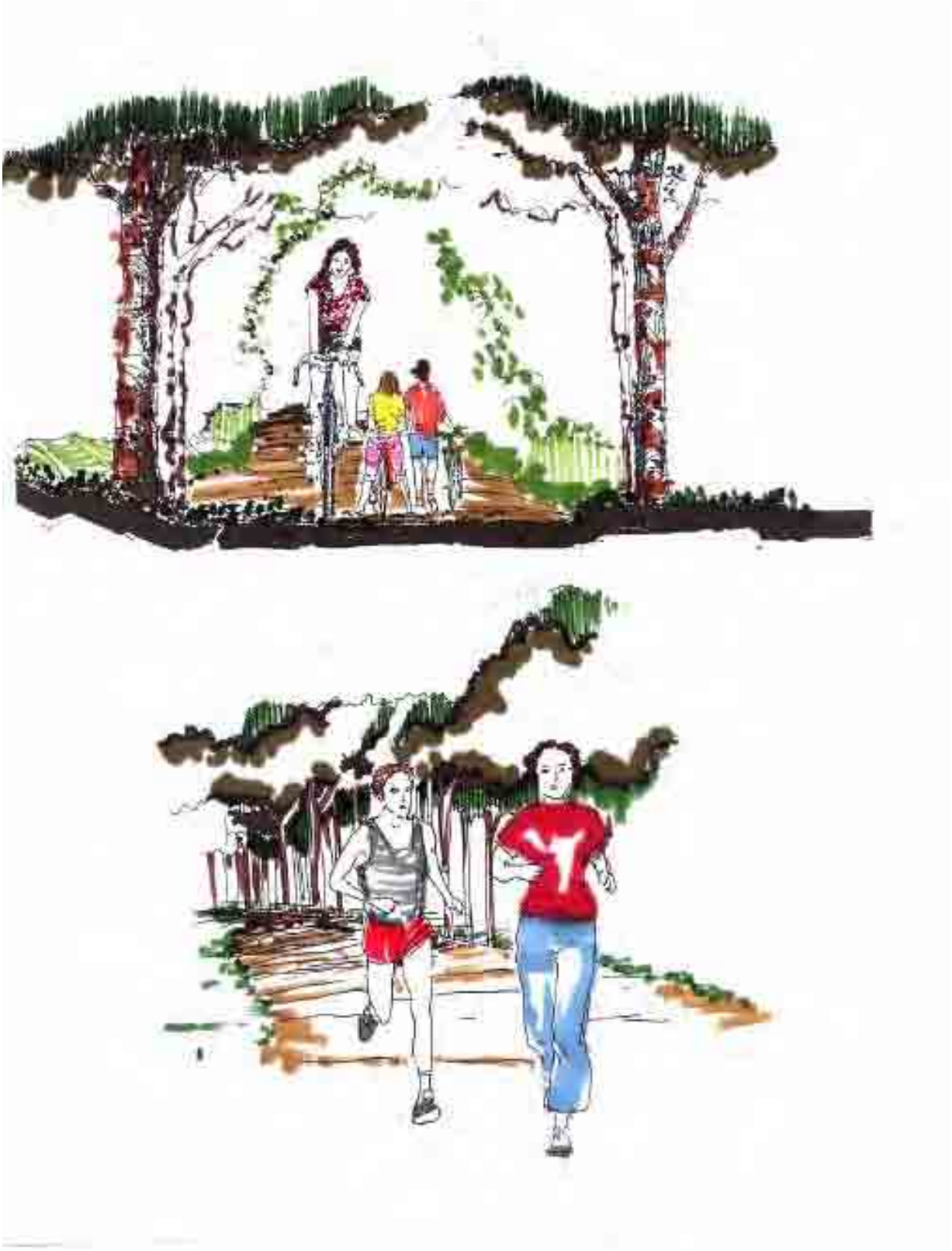
Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.



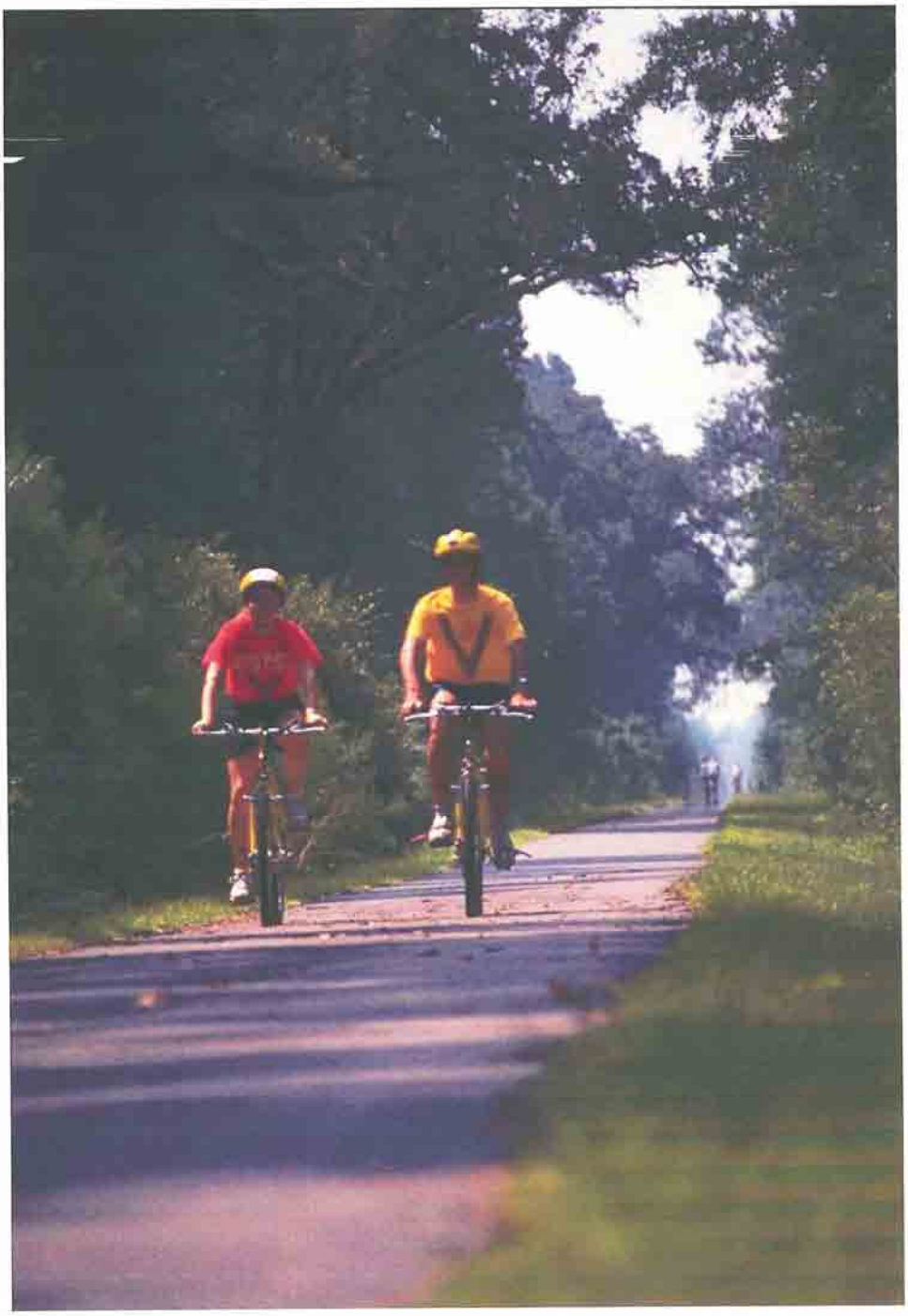
MAP 5A: PHOTO OF PONDS AT MACCLAY COMMERCE

MAP 5A: PHOTO OF FRENCHTOWN POND

MAP 5A: PHOTO OF WEEMS POND

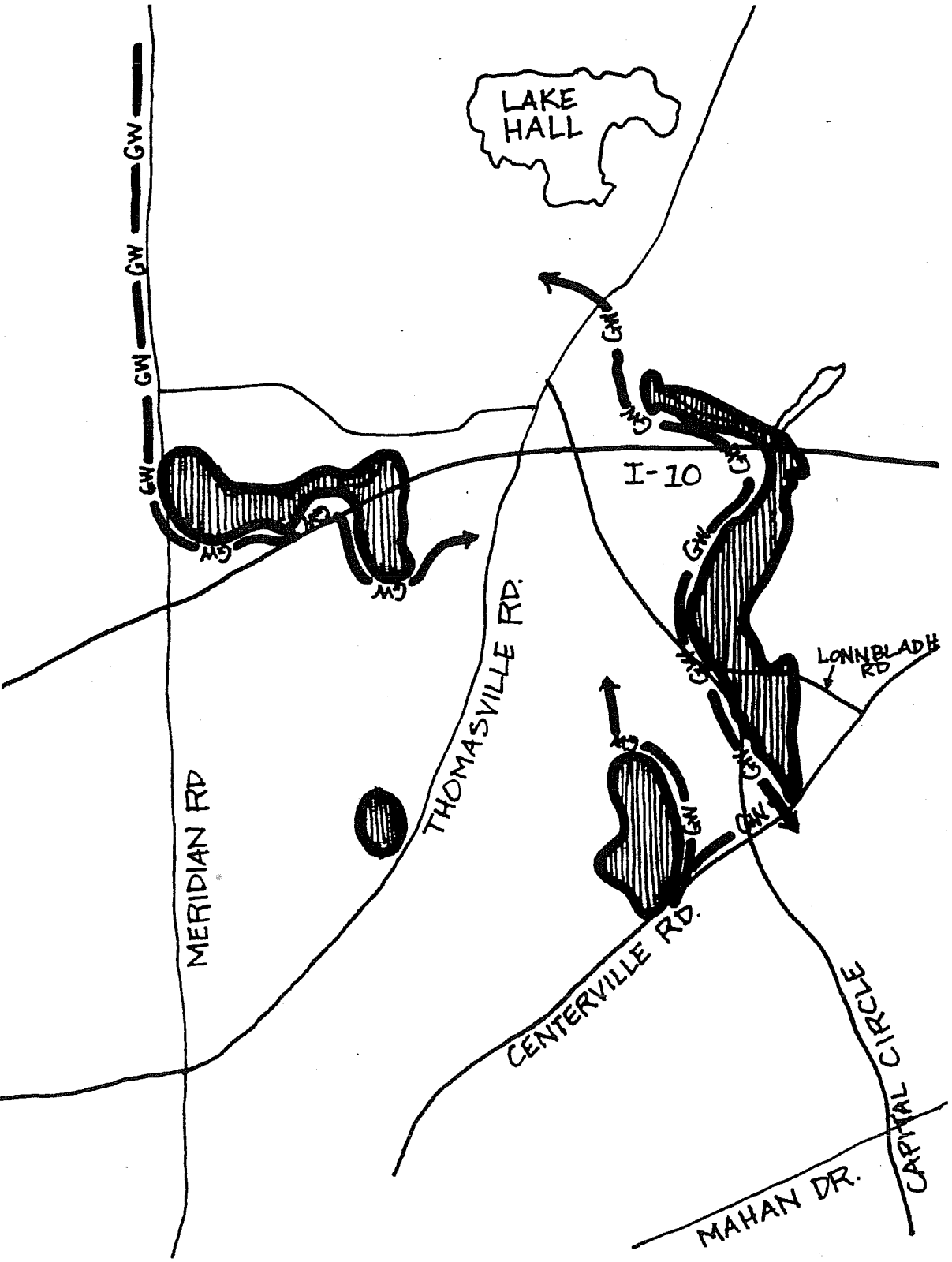


MAP 5A:
CONCEPTUAL DRAWING OF TYPICAL GREENWAY,
IN AN UNDEVELOPED ENVIRONMENT (above),
AND IN NEIGHBORHOOD (below)



MAP 5A: TYPICAL GREENWAY IN UNDEVELOPED ENVIRONMENT

MAP 5A: PHOTO OF CANOPY ROAD



Project Map 5B

Legend

- Intersection Improvements
- Road Widening (Six Lanes)
- Road Widening (Four Lanes)
- Floodplain or Environmentally Sensitive Area
- Infrastructure Projects
- -GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 5B
Lake Jackson Basin
Lake Basin East of Meridian Road and Linkage to Lafayette Basin

I. **PROJECT DESCRIPTION:** The primary benefits of this project are the completion of a core in-town greenway, acquisition of a major flood prone area, and significant flood control improvements.

Greenways. The greenway system in this map segment will provide functional bicycle and pedestrian linkages between Timberlane Ravine and Goose Pond, extending to Tom Brown Park via Weems Pond at Mahan Drive and Capital Circle, NE. An additional greenway element is proposed to provide an alternative route from Tom Brown Park via Goose Pond to Maclay State Gardens.

Stormwater. Enhancements are proposed for much of the northeast drainage ditch, including swales, culvert improvements and limited in-stream storage (ponds) for flood control.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Land Use:
- The land uses throughout the area will remain primarily residential.
- New commercial development is limited largely to the Capital Circle, NE corridor, while the area north of Interstate 10 between Meridian Road and Timberlane School Road and adjoining Olson Road and Lonnbladh Roads will be limited to residential.

Stormwater:
- Approximately 175 acre-feet of storage should be provided within the floodplain.
- On-line ponds are recommended north of Raymond Diehl Road and east of Eastgate neighborhood, if feasible.
- Goose Pond is to be excavated and restored.
- Lonnbladh Road will be elevated to prevent flooding and culverts will be enlarged; downstream ditch improvements will be required for flood control.

Greenways:
- The primary greenway connections in this area should use the Goose Pond Tributary to connect Timberlane Ravine system and Dorothy Oven Park to Goose Pond. Based on the quality of system interconnections and limitations associated with recent stormwater improvements, Trescott Pond – McCord Ditch is not a recommended alignment for a greenway.
- The floodplain adjoining the Northeast Ditch in the area east of the Eastgate neighborhood should be acquired to protect the resource, provide new greenway connections, and provide stormwater benefits.
- All stormwater enhancements shall be designed to the greatest extent feasible as park-like amenities.

- Attenuation and treatment will be maximized within the constraints (*e.g.*, side slopes, meandering pond and channel footprints, etc.) imposed by such park-like designs.
- Bike-Ped greenway traffic will need to be diverted to Olson Road and Raymond Diehl Road to cross Interstate 10.
- The Northeast ditch greenway shall exit at Delaney Drive and then use the Killearn road network (Limerick Driveand Killarney Way) to reach the entrance of Maclay – Overstreet greenbelt.
- The Blair Stone Road alignment will include the greenway between Miccosukee and Centerville roads.
- A Goose Pond trailhead is recommended west of the Florida Department of Transportation pond on Wednesday Street.
- Near the intersection of Capital Circle, NE and Mahan Drive, the greenway should be incorporated into the existing right-of-way instead of the floodplain because of access and crossing constraints.

III. SPECIAL CONSIDERATIONS:

- Coordinate with all property owners and neighborhood associations regarding greenway / public access and safety concerns.
- Coordinate with County Public Works regarding improvements of County property at Riggins Road (*i.e.*, the ballfield) to create a park-like amenity and integrate into the greenway network.
- Existing land uses are compatible with the proposal, although greenway linkages are impacted by the existing patterns of residential development and major roads

IV. COST ESTIMATES:

Map 5B costs are estimated to be as follows:

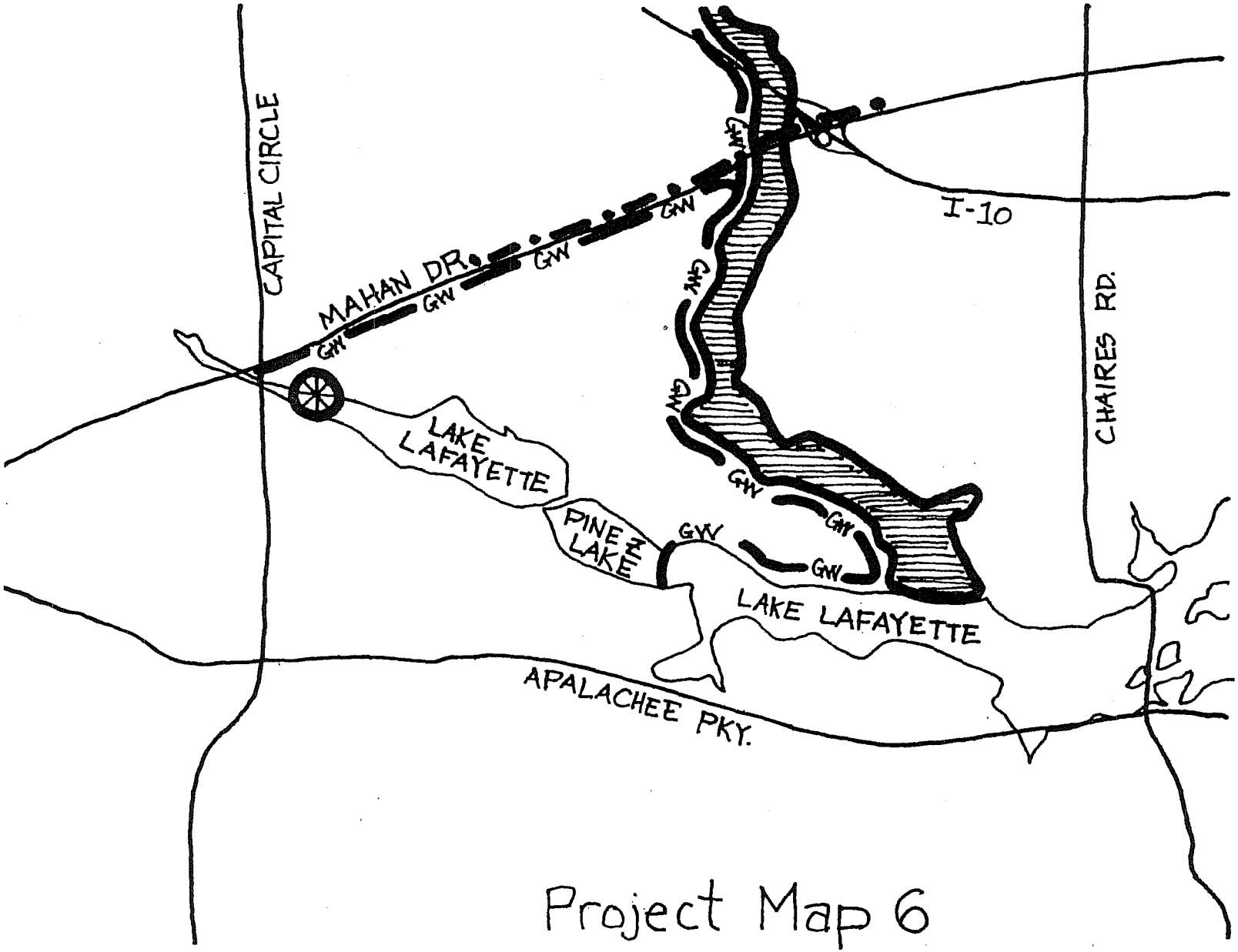
Floodplain Acquisition (62 parcels; 163.1 acres)	$ 7.7 million
Stormwater Infrastructure Enhancements	$ 18.8 million
Greenway Land Acquisition (10 parcels; 35 acres)	$ 3.1 million
Greenway Amenities and Trail Development	$ 1.9 million
Total	$ 31.5 million

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.

MAP 5B: TYPICAL GREENWAY IN A NEIGHBORHOOD

MAP 5B: PHOTO OF ENVISIONED REGIONAL POND



Project Map 6

Legend

Intersection Improvements	Floodplain or Environmentally Sensitive Area
Road Widening (Six Lanes)	Infrastructure Projects
Road Widening (Four Lanes)	-GW- Greenway Connections

BLUEPRINT 2000 Project Summary
Map 6
Lake Lafayette Basin

I. **PROJECT DESCRIPTION:** The primary benefits of this project are significant additions to the regional greenway network, improvements to Mahan Drive, and stormwater storage to enhance water quality in Lake Lafayette and to reduce flooding.

Greenways. The greenway system within this map will include new connections between the Lake Lafayette Heritage Trail and Alford Arm properties and the Miccosukee Canopy Road Greenway.

Transportation. Widening of Mahan Drive to four (4) lanes between Dempsey Mayo Road and Interstate 10 is proposed.

Stormwater. An additional stormwater pond east of the existing Weems Pond facility is required to ensure the protection of Lafayette Sink.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Land Use:
- Encourage compact multiple-use development at the Interstate 10/Mahan Drive interchange densities and mix of uses should create a transit oriented center.
- Minimize strip development along Mahan Drive.
- Along Mahan Drive, limit commercial development to well defined neighborhoods or centers and maintain primarily residential character to enhance the image of a gateway corridor.

Transportation:
- Acquire adequate right-of-way to support alternative modes of transportation.
- Create identifiable transit nodes.
- Design this segment with landscaped medians, frontage roads where appropriate, and controlled access to define a gateway into the capital.

Stormwater:
- Floodplain and adjoining properties above Weems Pond should be acquired for both passive storage and treatment as well as for construction and implementation of appropriate water quality enhancements.
- Weems Road will need to be elevated to prevent flooding and culverts will need to be enlarged.
- Provide enhanced treatment for the widening of Mahan Drive.
- Preserve and protect Lake Lafayette Sink.
- All stormwater enhancements shall be designed to the greatest extent feasible as park-like amenities.

- Attenuation and treatment will be maximized within the constraints (*e.g.*, side slopes, meandering pond and channel footprints, etc.) imposed by such park-like designs.

Greenways:

- The greenway connecting Alford Arm with the Miccosukee Road Canopy Greenway should make use of the floodplain between Buck Lake and Miccosukee Roads.
- Trail connections should be developed between the Alford Arm properties and the Lafayette Heritage Trail (to Tom Brown Park)
- Heritage Trail and the Governor's Park – Fern Trail to the west.

III. SPECIAL CONSIDERATIONS:

- Coordinate with all property owners and neighborhood associations along the Alford Arm tributary regarding greenway / public access and safety concerns.
- Coordinate with the CSX Railroad regarding an at-grade crossing between the Piney Z and Alford properties or design and fund a pedestrian bridge that will meet CSX Railroad clearance and applicable Americans With Disabilities Act requirements.
- Treat stormwater to meet the highest water quality standards to protect Lake Lafayette and groundwater.
- This project summary includes funding for undergrounding of utilities in association with roadway construction. Undergrounding continues to be a major issue of aesthetics and community character. The costs included in this project summary are estimated from past experience at approximately $1.5 million per mile of roadway. This expense has not been deemed justifiable for many recent projects, and utility lines continue to be placed overhead. Nevertheless, other communities have found that the benefits of this practice justify the costs, at least for key roadway segments. Further research should be done on the possibility of sharing the costs of undergrounding with the utility provider and/or developers of adjacent large tracts that will benefit by the improved visual image.

IV. COST ESTIMATES:

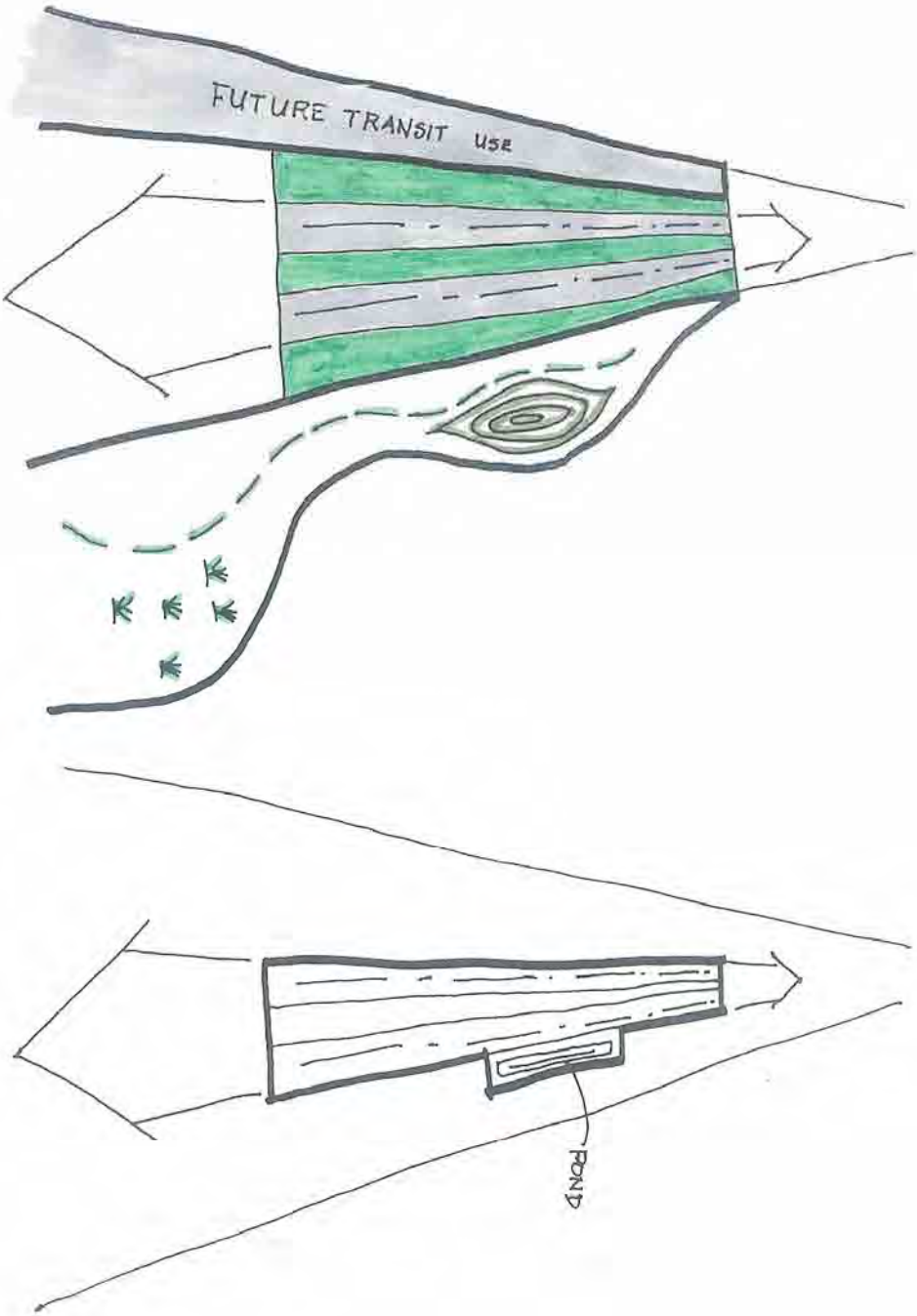
Map 6 costs are estimated to be as follows:

Road Right-of-Way	$ 6.2 million
Road Construction	$ 12.4 million
Enhanced Stormwater Treatment for Road Widening	$ 1.9 million
Gateway Enhancements	$ 0.9 million
Floodplain Acquisition (1 parcel, 60 acres)	$ 1.5 million
Stormwater Infrastructure Enhancements (includes pond, culverts and road elevation)	$ 4.1 million
Greenway Land Acquisition (8 parcels; 185 acres)	$ 2.4 million
[and easements over 24 parcels; 11 acres]	$ 0.6 million
Greenway Amenities and Trail Development	$ 1.7 million
Total	$ 31.7 million

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.

Interstate 10 Interchanges:
The Florida Department of Transportation recently announced the beginning of a planning process for widening Interstate 10 from State Road 90 in Gadsden County to Mahan Drive in Leon County. The timing for actual construction is estimated to be about seven to eight years; however, the exact timing cannot be predicted since this project is federally funded. It is recommended that the community take advantage of this advance notification to begin to assess economic development and redevelopment opportunities associated with existing interchanges, and consider the need for additional interchanges.

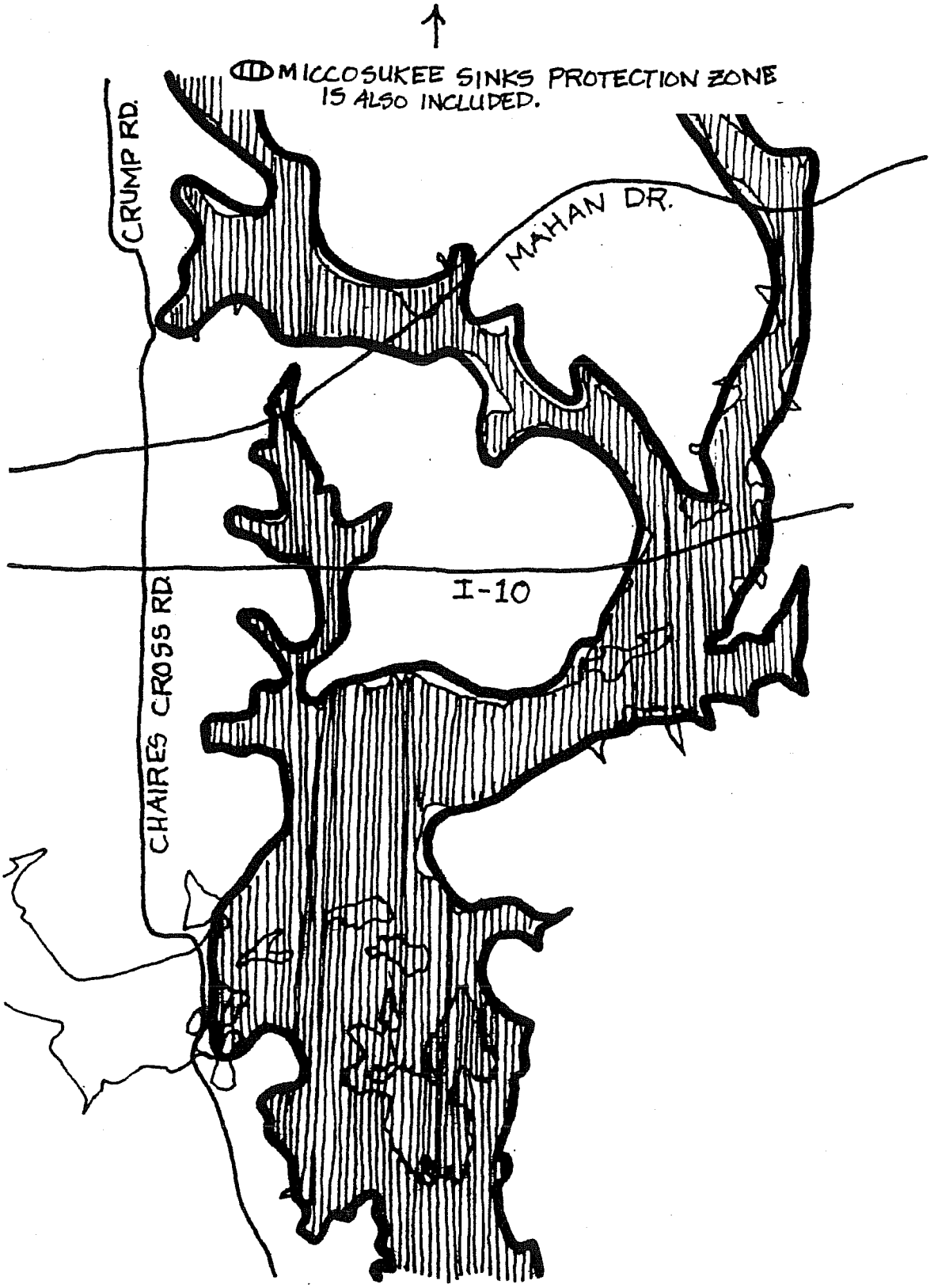


MAP 6: PLAN VIEW OF ROAD ENHANCEMENTS (LIMITED ACCESS AND DRIVEWAY CUTS, TRANSIT R-O-W), MAHAN DRIVE

EXAMPLE OF A GREENWAY/LINEAR PARK UTILIZING A POWER-LINE AND DRAINAGE EASEMENT (DURHAM, NORTH CAROLINA)

MAP 6: CONCEPTUAL DRAWING OF TYPICAL GREENWAY, IN UNDEVELOPED ENVIRONMENT (above), AND IN NEIGHBORHOOD (below)

MAP 6: TYPICAL GREENWAY IN UNDEVELOPED ENVIRONMENT



Project Map 7

Legend

⊠	Intersection Improvements		Floodplain or Environmentally Sensitive Area
▬	Road Widening (Six Lanes)	⊛	Infrastructure Projects
—·—	Road Widening (Four Lanes)	-GW-	Greenway Connections

BLUEPRINT 2000 Project Summary
Map 7
St. Marks Floodplain Protection

I. **PROJECT DESCRIPTION:** The primary benefits of this project are groundwater protection and the preservation of extensive floodplains and wetlands east of the Interstate 10/Mahan Drive interchange. Addressing the need to protect groundwater now will avoid future flooding problems associated with new development in the area, and will preserve the quality of the headwaters of the St. Marks Rivers as well as the community's drinking water.

Greenways. Acquisition and preservation of major wetlands and habitat corridors are proposed in addition to acquisitions of sinkhole complexes intended to protect groundwater. These systems include the headwaters of the St. Marks River (an Outstanding Florida Water), the Black Creek Swamp, Miccosukee Sinks, and the Wood-Copeland-Bird-Patty sink system.

Stormwater. Only passive storage and biological treatment of stormwater are proposed in this project.

Transportation. Mahan Drive at Interstate 10 intersection should remain a two (2) lane scenic gateway.

II. **DESIGN PRINCIPLES:** The final design of the project and land development regulations must incorporate the following design principles:

Land Use:
This area is outside the urban service area. Land uses and densities should be evaluated to ensure the long term protection of groundwater and natural floodplain systems.

Stormwater:
- Achieve appropriate levels of flood attenuation and water quality treatment by maximizing acquisition of floodplain and related habitat to store and release stormwater.
- Ensure that stormwater entering the sink complex has been treated to eliminate any potential impacts to groundwater.

Transportation:
- Enhance and maintain Mahan Drive right-of-way as an attractive gateway.

Greenways:
- Greenways should contain and connect the greatest number of environmentally sensitive areas east of the Interstate 10/Mahan Drive interchange.
- Spatial extent of greenways should be adequate to ensure adequate buffers for habitat value and sufficient biological treatment of stormwater runoff from adjoining lands prior to discharge to either water courses, ponds or sinkholes.
- Trail systems should incorporate the area's canopy roads and any potential additions to the canopy roads network.
- Trails should incorporate abandoned rail alignments where feasible.

- Connect canopy roads using floodplains and other environmentally sensitive linear features and corridors where feasible.

III. SPECIAL CONSIDERATIONS:

- Coordinate with all property owners along the Black Creek system (*e.g.*, Miccosukee Land Co-op) regarding greenway / public access and safety concerns.
- Coordinate with the CSX Railroad regarding transport safety in the sinkhole corridor.
- Coordinate with the CSX Railroad regarding possible at-grade crossings for future bicycle-pedestrian trails.
- Provide thorough documentation of the extent of environmentally sensitive features and their effect upon underlying zoning and permitted densities to avoid unrealistic development expectations of property owners throughout this project area.
- Consider adjustments to the existing policy of transferring and clustering parcel-wide densities from environmentally sensitive areas of sites to developable portions of sites. This is intended to ensure that the environmental features are not subject to the impacts associated with net densities greater than underlying zoning allows.
- Maximize use of easements and other less-than-fee simple approaches to securing protection of environmental resources and appropriate levels of interest in real property.

IV. COST ESTIMATES:

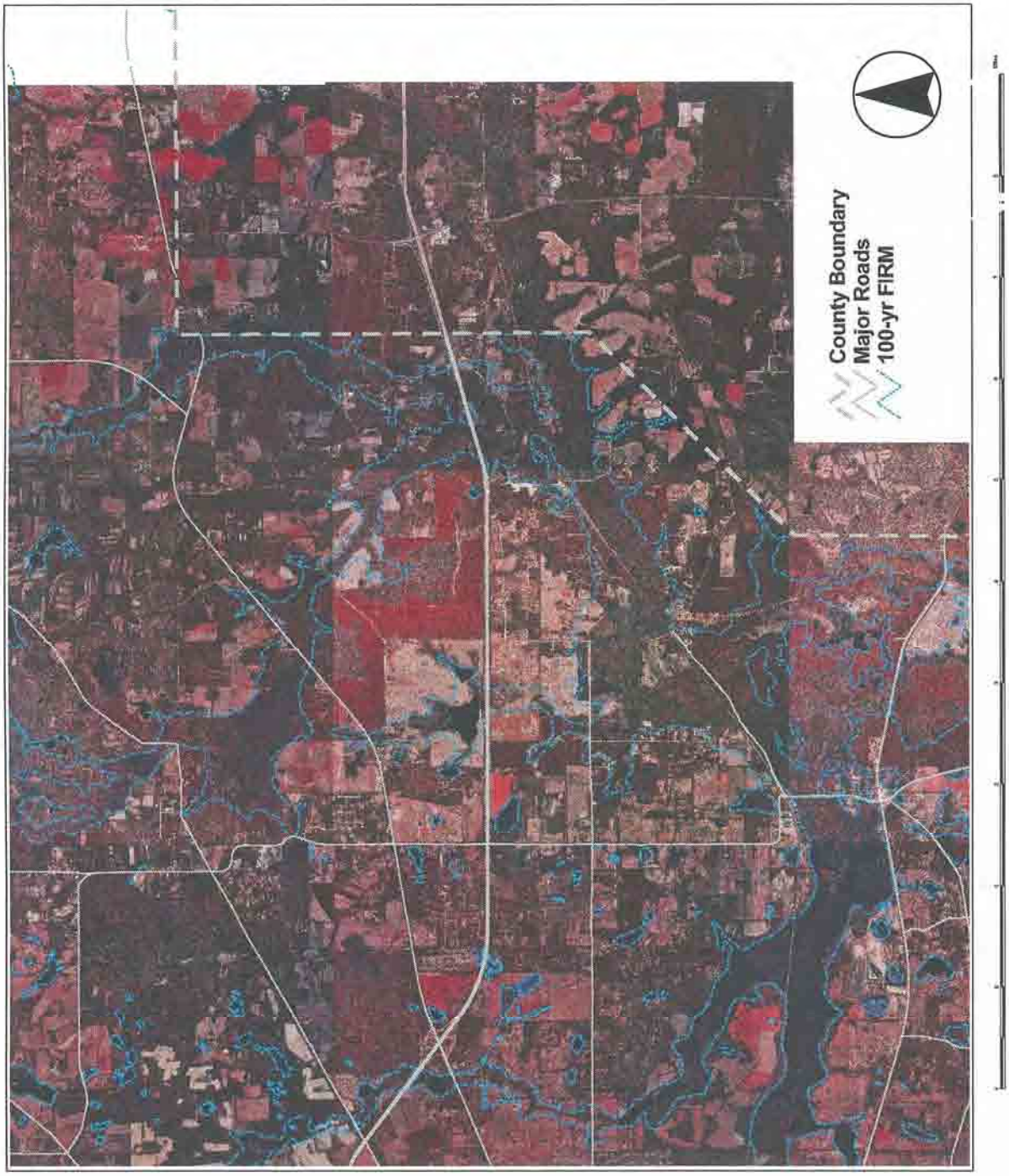
Map 7 costs are estimated to be as follows:

Floodplain Acquisition* (200 parcels; 9130 acres)	$ 23.6 million
Greenway Land Acquisition (20 parcels; 100 acres)	$ 0.5 million
Greenway Amenities and Trail Development	$ 0.7 million
Total	$ 24.8 million

* *Costs for floodplains are based on fee simple acquisition at approximately fair market value plus closing expenses. Use of conservation easements and other appropriate lee-than-fee simple methods for acquiring interest in land would reduce these costs significantly.*

Cost estimates were derived, as requested by the Metropolitan Planning Organization, through a group effort of the EECC members, County staff and City staff working over a period of six months. These estimates are the best efforts of the group to quantify costs based on the intent of the project without the benefit of any project design study or actual engineering, which could change the estimates.

Cost estimates include land acquisition for existing environmentally sensitive land, greenways, and flood prone areas. It is expected that the actual cost of keeping these lands undeveloped could be significantly lower than these estimates, since land can be preserved through means other than fee simple acquisition. Such alternative techniques include, but are not limited to, conservation easements acquired through gift or development regulations and conservation zoning.

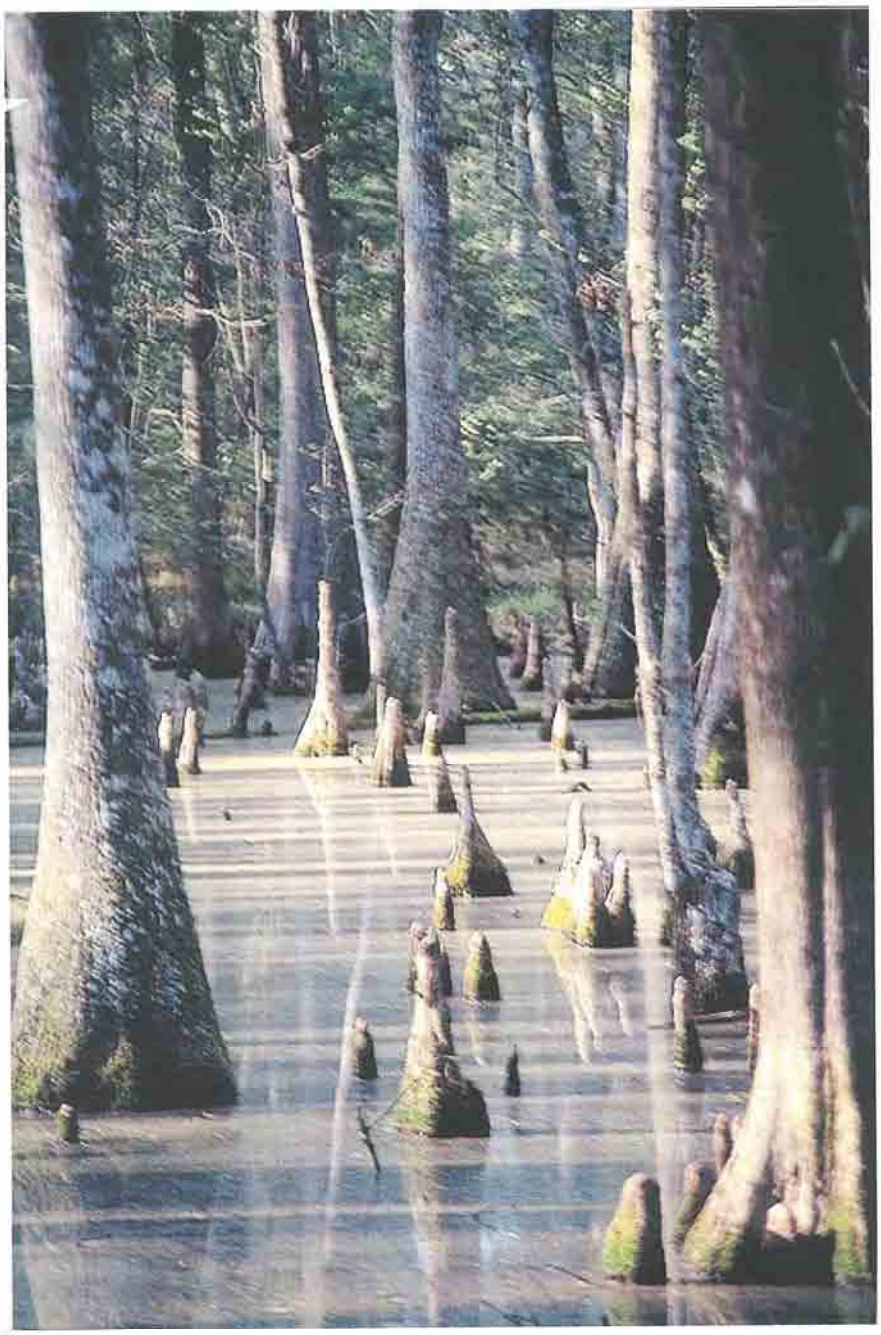


NOTE: This product has been compiled from the most accurate sources data from Leon County, City of Tallahassee, and other agencies. The information contained herein is believed to be correct but is not to be construed as a legal document or survey document. Any reliance on the information contained herein is at the user's own risk. Leon County and the City of Tallahassee assume no responsibility for the accuracy of the information or its fitness for any particular purpose. Any partial data displayed is considered to be an apart from and the Property Appraiser assumes no responsibility for this layer.

Tallahassee - Leon County Planning Department
15 January 2020

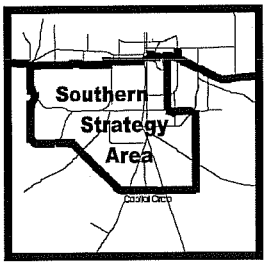
MAP 7: AERIAL VIEW OF ST MARKS RIVER HEADWATERS AND SINKHOLE COMPLEXES

MAP 7: PHOTO OF MICCOSUKEE SINKS



MAP 7: CYPRESS SWAMP

MAP 7: PHOTO OF ST. MARKS RIVER



Initiative 4
Southern Strategy Area

As stated previously, the southern portion of Leon County has been identified and promoted as an area for managed growth. The EECC has evaluated the policy and planning initiatives of the Comprehensive Plan and subsequent amendments and offers recommendations that build on the past efforts. Public investment in infrastructure such as transportation, storm water, utilities, parks, etc., is only half the equation to guiding and stimulating growth in specific areas.

How to facilitate private investment in this area is also a challenge for local government. Government can guide and manage growth and development through regulatory measures that are either incentive or disincentive based. In many cases, disincentives simply add time and cost to development, and do not affect the market forces that play key roles in siting development projects.

Many incentive programs, however target new development while ignoring existing businesses and residents. Reinvestment will play an important role in the resurgence of this area along with new investment. In other words, the current base of residences and employers in an area must also gain from incentives for retention purposes and from a sense of community perspective. Benefiting those who have already chosen to live or work in an area has a multiplier affect when applying incentives. Housing related incentives and programs differ greatly than those used for employment based development. Providing a sustainable mix of housing types and cost ranges is extremely important to expanding or new businesses. The added benefits to working, residing and recreating in the same area include reduced dependence on transportation systems and the secondary impacts related to energy consumption and operating costs.

We must build on the assets in and around the Southern Strategy Area such as Tallahassee Regional Airport, Innovation Park, significant vacant lands, established neighborhoods, proximity to downtown, Florida A&M University, and its rich history.

Initiative 4
Recommendations

- Provide economic development incentives for the Southern Strategy Area, including a "30/20/10 Program" for ad valorem taxes in Innovation Park and two proposed parks, one point entry, fast track permitting, reduced fees/ infrastructure fee waivers, and guaranteed state grant matches.

- Develop and implement a package of incentives for residential development and redevelopment to include waving permit fees, low interest loans, code enforcement, and property tax relief.

- Pursue specific demonstration and grant funds for the Southern Strategy Area to test recommended initiatives and develop model elements for future programs and projects.

The following section includes a program development for *The Southern Strategy Area.*

BLUEPRINT 2000 PROGRAM SUMMARY
Southern Strategy

I. **PROJECT DESCRIPTION:** The fourth initiative of the *Blueprint 2000 and Beyond* report is based on the premise that additional efforts are needed to guide and stimulate growth in the Southern Strategy area. It is critical to build on the strengths which the Southern Strategy area has to offer. The presence of the Tallahassee / Leon County Regional Airport as well as the Innovation Park facility, and proximity to both state universities and the community college make the area ripe for particular types of business and industry. With these businesses and industries comes the opportunity to alter the housing mix and to shorten commute time by providing new homes for these employees in close proximity to their job sites.

The report seeks to build on the Comprehensive Plan policies for this area, and notes that:

Public investment in infrastructure such as transportation, storm water, utilities, parks, etc., is only half the equation to guiding and stimulating growth in specific areas.

While the Comprehensive Plan tends to focus on public investment in physical infrastructure, one goal of the public investment is to stimulate private investment. The Plan also proposes tax incentives, fast-track permitting, differential permitting fees, use of tax increment financing, etc.

With respect to housing, the *Blueprint* report recommends that local government:

Develop and implement a package of incentives for residential development and redevelopment to include waving permit fees, low interest loans, code enforcement, and property tax relief.

The Comprehensive Plan requires that incentives for both residential and non-residential development be provided:

Policy 11.3.2:

Require a differential in costs of development for areas outside the Southern Strategy Area to be used as an incentive for development inside the Southern Strategy Area. This can be done through techniques such as reduced permit fees and/or facilities surcharges, and/or through streamlined review for development within the Southern Strategy Area, so long as these techniques are not at the expense of other areas.

Policy 11.2.4:

By 2000, develop and implement a program which is intended to establish incentives for construction, reconstruction, and rehabilitation of housing in the Southern Strategy Area. This program may include, but need not be limited to incentives such as the allocation of funding for and implementation of water and sewer rebates for construction costs (on site and off site), payment of utilities connection fees, and systems charges.

Policy 11.3.6:

By 2004, develop a plan and funding mechanisms to retrofit existing stormwater capacity problem areas within the Southern Strategy Area, and amend the comprehensive plan accordingly in the next available plan amendment cycle after retrofit plan adoption. Offer subsidized regional stormwater capacity through regional ponds for new and rehabilitated developments in the Southern Strategy Area.

It therefore appears that with respect to stimulating housing and generally providing guidance on developing incentives for reinvestment, the Comprehensive Plan is fairly complete. The key will be ensuring that these policies and others pertaining to the Southern Strategy area are fully funded and implemented within the time frames required in the Plan.

The *Blueprint* report goes beyond the Comprehensive Plan to address incentives for Innovation Park and two additional business parks. The City's Economic Development Department will need to work with City and County administration to propose implementation programs for these recommendations. One possibility is for the City and/or County to become the developer for one or both of the proposed business parks. A potential location for one park has been identified near Innovation Park on land owned primarily by government entities. Further analysis should be done on the feasibility of this, and other sites, as well as the level of involvement most appropriate for local government participation in development of the business parks.

Finally, there is a call in the *Blueprint* report for demonstration projects in the Southern Strategy Area, and grant funds to implement the initiatives. The Comprehensive Plan also requires such programs. This recommendation will require coordination between a number of City and County departments, including the County's grant coordinator, City Economic Development, City and County Public Works and the Planning Department, as well as the private sector.

II. DESIGN PRINCIPLES: To promote desirable residential and non-residential development in the Southern Strategy area, minimum design standards must be

employed to ensure a higher quality product than the market has previously produced. In particular, the Comprehensive Plan calls for landscaping and streetscaping programs, regional stormwater ponds, and improving the appearance of housing.

These design standards or principles will be further articulated in the anticipated sector planning process and must be connected to the environmental and cultural conditions found in each sector planning study area. Within the Southern Strategy area, however, the primary focus is to establish a baseline of minimum standards for structures and baseline environmental standards for all land development activity. Commercial and residential contractors as well as economic development specialists should provide input to these standards to ensure that they consider market realities.

III. SPECIAL CONSIDERATIONS:

- The Southern Strategy area is defined by the Comprehensive Plan, however, the boundaries adopted by the City and County differ. To better coordinate implementation of the Southern Strategy initiatives, the Plan should be amended to adopt a single boundary.

- The Comprehensive Plan already requires a mechanism for structuring local government efforts in the Southern Strategy area, as well as a tool for monitoring progress. By 2002, a sector plan (or plans) must be adopted, addressing a wide range of issues affecting growth and investment in this area. By 2001, a *State of the Southern Strategy* report must be submitted to the City Commission and Board of County Commissioners. Updates of that report, outlining progress, will be required every three years. The report will be used as a factor in setting annual budgets for the City and County.

- Because of the cost and time required, areas must be prioritized for sector planning. There is an existing commitment to doing such a plan for the Southern Strategy area by a time certain (2002), so this will be one of the first plans needed.

- Success in the Southern Strategy area will require a commitment by, and coordination between, the City and County governments, as well as other entities such as the Chamber of Commerce and the School Board. Consideration must be given to setting up an effective mechanism for ensuring that ongoing coordination.

- One criterion is for the business parks called for in the *Blueprint 2000* report is that each park contain a minimum of 250 acres which should translate into approximately 10,000 to 15,000 gross square feet of building space per acre or approximately 2,500,000 to 3,750,000 gross square feet of total building space per park. With this magnitude of built space comes collateral issues of adjacency and compatibility with both residential and non-residential neighbors, and the

adequacy of infrastructure to serve such a large development. Some of the infrastructure projects proposed in *Blueprint 2000 and Beyond...*, such as the realigned Capital Circle Southwest, could serve the proposed office parks.

- It is not the desire of the Economic and Environmental Consensus Committee to address only new development within the Southern Strategy area. Of equal importance is the creation of financial incentives to improve properties (both residential and non-residential) which currently exist within the area. With the combination of these incentives and the active participation of local government to construct adequate infrastructure, it is hoped that existing businesses and residents will opt to stay within the area and further invest in their properties.

IV. COST ESTIMATE:

The cost of the sector plan in the Southern Strategy area has been incorporated into the Watershed and Sector Planning Initiative (#1). Because of the importance of the Southern Strategy area, and the complex issues involved, the sector planning for this area may be more time consuming and costly than for some other areas. An average cost for each sector plan has been estimated at $100,000, depending on the need for additional studies, which could increase the cost by up to 200 percent . Because the plan must be completed by the end of the year 2002, funds must be allocated in the upcoming budget cycle (FY 01).

Many of the incentives for investment and development called for in the Comprehensive Plan will also be costly. It will be difficult to estimate costs until the incentives are chosen, and the implementation steps are defined. The recommendations of the *Blueprint 2000* report do not necessarily involve substantial expenditures over and above what would be required under the Plan. Nevertheless, it is clear that costs will be incurred to implement Plan policies, and to better define how to approach some of the *Blueprint* recommendations, such as the establishment of additional business parks.

It is therefore recommended that $300,000 to $500,000 be set aside in the combined City and County budgets in the upcoming year to provide for consulting services to prepare the sector plan and begin some of other studies and plans needed to move the *Blueprint 2000* recommendations and Comprehensive Plan policies forward.

The price associated with any proposed office park involves land cost, development/ construction costs, and off-site infrastructure costs. All of these will vary substantially depending upon geographic location, physical condition of the property (whether it is easy or difficult to build on), and the existing capacity of infrastructure which serves the property. It is not necessarily anticipated that these costs be completely passed on to local government, as these parks can be

private and still provide the desired benefit of employment to the community.

It may also be appropriate to have local government absorb the cost of assimilating lands, initial planning efforts to rezone or establish appropriate land use expectations, and to construct the infrastructure framework to serve such a park. Again, this level of cost is dependent upon many unknown factors.

Other proposed programmatic changes to permitting fees or property tax deferment /abatement are costs only in the sense of lost potential revenue within each category, rather than capital outlay for local government. The anticipated benefit of long-term property taxes and sales tax revenue from employees with higher wages, should far outweigh these initial costs, as does the very significant benefit of a more desirable land use distribution, and changed perceptions of the Southern Strategy area.

Initiative 5
Fiscal Resources

In order to realize the goals, challenges, and initiatives outlined in this report, we must develop a sound funding and resource management plan. Typically, governmental entities have based their program infrastructure projects on individual funding sources and expectations. This follows the standard budgeting approach for all levels of government. However, funding levels are always subjected to modifications through policy changes. Coupled with the increasing construction, permitting, and maintenance costs, fewer projects are actually being completed.

In today's climate, the ability to form strong partnerships between local, regional, and federal governmental parties, and extending this partnering to the private sector is critical to achieving community wide goals. This holds true for Tallahassee-Leon County, especially given the state government presence and importance to our economy. Taking advantage of existing resources and potential pooling options must be undertaken. However, these and future programmatic opportunities are left unused when partners do not share the same ideas and resolve to move forward.

We must realize that neither nature nor our citizenry recognize the political or jurisdictional boundaries that are basic to government form. A commuter stuck in traffic blames government in general, not the specific entity that has maintenance responsibility. Furthermore, the movement of stormwater does not respect the City and County limits when traversing the land. The joint preparation of sector or watershed plans will provide the program; however, this will mean little without the funding commitment to see the projects implemented.

Initiative 5
Recommendations

•Local governments should continue to pursue substantive funding options and arrangements with State and Federal agencies to promote buy-in, and look to the legislature for direct assistance for projects needed in our Capital City.

•An interlocal agreement with the Florida Department of Transportation should be negotiated to establish a new baseline of intergovernmental coordination/cooperation to assure the most effective management of our fiscal and personnel resources.

•A local option extension to the existing sales tax is proposed to generate additional needed funds for implementation of the transportation and water resource projects presented here. With the existing sales tax scheduled to end in 2004, it is imperative that this action be taken in a timely manner.

•A Citizens' Oversight Committee should be created to review and monitor the design, cost, and progress of public projects, funded by sales tax revenues.

The following section includes a spreadsheet of project costs and a recap of program development costs.

ECONOMIC AND ENVIRONMENTAL CONSENSUS COMMITTEE

"BLUEPRINT 2000"

PRELIMINARY PROJECT COSTS

TABLE 1: REFLECTS THE 6-LANE OPTION FOR WIDENING EXISTING ALIGNMENT OF CAPITAL CIRCLE, SW (MAP 2B*)

*(all numbers in millions of dollars**)*

	Roads ROW	Road Construction	Road-Related Stormwater Enhancements	Gateway Enhancements	Grade Separation	Total Road Costs Costs	Stormwater ROW	Stormwater Improvements	Floodplain Acquisition	Total Stormwater Costs	Greenway and Acquisitio	Greenway Amenities	Total Greenways Costs	PROJECT TOTALS
Map 1						$0.0		$1.7	$7.4	$9.1	$1.9	$0.9	$2.8	$11.9
Map 2A	$35.0	$36.5	$1.8		$30.0	$103.3	$13.5	$3.2	$3.4	$20.1	$5.0	$0.4	$5.4	$128.8
Map 2B*	$40.4	$65.4	$13.0		$15.0	$133.8	$5.0	$12.2		$17.2	$7.3	$0.4	$7.7	$158.7
Map 2C	$15.6	$38.6	$3.0	$1.0	$10.0	$68.2	$1.6	$18.3		$19.9	$0.3	$0.3	$0.6	$88.7
Map 3 Seg. 1		$7.9		$0.8		$8.7		$3.0		$3.0		$0.5	$0.5	$12.2
Map 3 Seg. 2		$0.2		$0.7		$0.9		$3.0		$3.0		$0.5	$0.5	$4.4
Map 3 Seg. 3				$2.3		$2.3	$15.2	$15.0		$30.2		$4.3	$4.3	$36.8
Map 3 Seg. 4						$0.0	$5.9	$29.0		$34.9	$0.9	$1.3	$2.2	$37.1
Map 4	$43.1	$57.0			$30.0	$130.1			$1.0	$1.0		$0.6	$0.6	$131.7
Map 5A		$1.2				$1.2	$2.6	$7.2		$9.8	$0.5	$0.5	$1.0	$12.0
Map 5B						$0.0	$7.7	$18.8		$26.5	$3.1	$1.9	$5.0	$31.5
Map 6	$6.2	$12.4	$1.9	$0.9		$21.4		$4.1	$1.5	$5.6	$3.0	$1.7	$4.7	$31.7
Map 7						$0.0			$23.6	$23.6	$0.5	$0.7	$1.2	$24.8
Stormwater Initiative (Water Quality)								$100.0		$100.0				$100.0
ITEM TOTALS	$140.3	$219.2	$19.7	$5.7	$85.0	$469.9	$51.5	$215.5	$36.9	$303.9	$22.5	$14.0	$36.5	$810.3

TABLE 2: REFLECTS THE PREFERRED 6-LANE REALIGNMENT OPTION OF CAPITAL CIRCLE, SW (MAP 2B*)

*(all numbers in millions of dollars**)*

	Roads ROW	Road Construction	Road-Related Stormwater Enhancements	Gateway Enhancements	Grade Separation	Total Road Costs Costs	Stormwater ROW	Stormwater Improvements	Floodplain Acquisition	Total Stormwater Costs	Greenway and Acquisitio	Greenway Amenities	Total Greenways Costs	PROJECT TOTALS
Map 1						$0.0		$1.7	$7.4	$9.1	$1.9	$0.9	$2.8	$11.9
Map 2A	$35.0	$36.5	$1.8		$30.0	$103.3	$13.5	$3.2	$3.4	$20.1	$5.0	$0.4	$5.4	$128.8
Map 2B*	$31.3	$73.0	$13.7		$15.0	$133.0	$5.0	$12.2		$17.2	$7.3	$0.4	$7.7	$157.9
Map 2C	$15.6	$38.6	$3.0	$1.0	$10.0	$68.2	$1.6	$18.3		$19.9	$0.3	$0.3	$0.6	$88.7
Map 3 Seg. 1		$7.9		$0.8		$8.7		$3.0		$3.0		$0.5	$0.5	$12.2
Map 3 Seg. 2		$0.2		$0.7		$0.9		$3.0		$3.0		$0.5	$0.5	$4.4
Map 3 Seg. 3				$2.3		$2.3	$15.2	$15.0		$30.2		$4.3	$4.3	$36.8
Map 3 Seg. 4						$0.0	$5.9	$29.0		$34.9	$0.9	$1.3	$2.2	$37.1
Map 4	$43.1	$57.0			$30.0	$130.1			$1.0	$1.0		$0.6	$0.6	$131.7
Map 5A		$1.2				$1.2	$2.6	$7.2		$9.8	$0.5	$0.5	$1.0	$12.0
Map 5B						$0.0	$7.7	$18.8		$26.5	$3.1	$1.9	$5.0	$31.5
Map 6	$6.2	$12.4	$1.9	$0.9		$21.4		$4.1	$1.5	$5.6	$3.0	$1.7	$4.7	$31.7
Map 7						$0.0			$23.6	$23.6	$0.5	$0.7	$1.2	$24.8
Stormwater Initiative (Water Quality)								$100.0		$100.0				$100.0
ITEM TOTALS	$131.2	$226.8	$20.4	$5.7	$85.0	$469.1	$51.5	$215.5	$36.9	$303.9	$22.5	$14.0	$36.5	$809.5

***** All costs are presented in 1999 dollars. Costs for roads and other infrastructure may increase between three and five percent annually. Consequently, Blueprint 2000 program costs should be increased by as much as 15% to better estimate actual costs beginning in the year 2004.***

ECONOMIC AND ENVIRONMENTAL CONSENSUS COMMITTEE
"BLUEPRINT 2000"

PRELIMINARY PROGRAM COSTS

TABLE 3: PROGRAMMATIC EXPENDITURES FOR PROPOSED INITIATIVES

(all numbers in millions of dollars)*

PROGRAM	Consultant Services	Capital Improvements	Staff and Administration Costs**	Total Program Costs
INITIATIVE 1				
WATERSHED AND SECTOR PLANS	$1.6		$0.6	$2.2
JOINT WATER RESOURCES PLAN	$2.5		$0.6	$3.1
INITIATIVE 2				
ECONOMIC DEVELOPMENT AND BUSINESS PARKS			$1.2	$1.2
STORMWATER QUALITY ENHANCEMENT AND REGIONAL PONDS***				
MOBILITY OPTIONS		*% of Transportation Improvements*	$0.6	$0.6
INITIATIVE 3				
Map Projects	*See Tables 1. and 2. for Individual Project Costs*			
INITIATIVE 4				
SOUTHERN STRATEGY	$0.5	*See Projects 2 and 4*	$0.8	$1.3
ITEM TOTALS	**$4.6**	**$0.0**	**$3.8**	**$8.4**

* All costs are presented in 1999 dollars. Costs for roads and other infrastructure may increase between three and five percent annually. Consequently, Blueprint 2000 program costs should be increased by as much as 15% to better estimate actual costs beginning in the year 2004.

** Administrative costs were calculated by assigning between two and four new full-time professional employees for periods of either 5 or 10 years, depending upon project scope.

*** The Stormwater Quality Enhancment Initiative is included in the Project Summary Cost Spreadheets (Tables 1 and 2).

SUPPLEMENTAL PROJECT COST INFORMATION

- PROJECT SUMMARY COST ESTIMATES BY MAP
- DETAILED SPREADSHEET OF COST ESTIMATES BY MAP

Map 1
Capital Circle, NW
Fred George and Ochlockonee River Basins, I-10 to Stoneler Road

Stormwater		**Total Cost**
Floodplain Acquisition (79 parcels; 1,053 acres)	$7,400,000	
Stormwater Improvements	$1,700,000	
Sub-Total (Stormwater)	**$9,100,000**	**$9,100,000**
Greenway		
Greenway Land Acquisition (13 parcels; 292 acres)	$1,900,000	
Greenway Amenities and Trail Development	$900,000	
Sub-Total (Greenway)	**$2,800,000**	**$2,800,000**
Map 1 Total		**$11,900,000**

Map 2A
Water Resource Protection & Capital Circle Widening

Stormwater			**Total Cost**
Floodplain Acquisition (62 parcels; 163.1 acres)	$3,400,000		
Stormwater Right-of-way	$13,500,000		
Stormwater Improvements	$3,200,000		
Sub-Total (Stormwater)	**$20,100,000**		**$20,100,000**
Greenway			
Greenway Land Acquisition (10 parcels; 35 acres)	$5,000,000		
Greenway Amenities and Trail Development	$400,000		
Sub-Total (Greenway)	**$5,400,000**		**$5,400,000**
Roadway Costs			
Capital Circle, NW	**Without**	**With**	
Interstate 10 to West Tennessee Street	**Service Roads**	**Service Roads**	
Right-of-way	$5,000,000	$31,000,000	
Construction	$17,500,000	$22,500,000	
Interchange at West Tennessee Street	$15,000,000	$15,000,000	
Interstate 10 to West Tennessee Street (Sub-Total)	**$37,500,000**	**$68,500,000**	**$68,500,000**
Capital Circle, NW			
West Tennessee Street to Blountstown Highway	**Four Lane**	**Six Lane**	
Right-of-way	$4,000,000	$6,000,000	
Construction	$14,000,000	$21,100,000	
Interchange at Blountstown Highway	$15,000,000	$15,000,000	
Road-Related Stormwater Enhancements	$1,800,000	$2,700,000	
West Tennessee Street to Blountstown Highway (Sub-Total)	**$34,800,000**	**$44,800,000**	**$34,800,000**
Map 2A Total			**$128,800,000**

Map 2B
Floodplain Preservation and Capital Circle, SW Realignment
[Blountstown Highway (SR 20) to Springhill Road]

Option 1 (Six Lane Realignment of Capital Circle, SW and Widening of Orange Avenue from Lake Bradford to Wahnish Way)

Stormwater		**Total Cost**
Stormwater Right-of-way	$5,000,000	
Stormwater Improvements	$12,200,000	
Sub-Total (Stormwater)	**$17,200,000**	**$17,200,000**
Greenway		
Greenway Land Acquisition	$7,300,000	
Greenway Amenities and Trail Development	$400,000	
Sub-Total (Greenway)	**$7,700,000**	**$7,700,000**
Roadway Costs		
Capital Circle, SW		
Right-of-way	$3,400,000	
Construction	$12,100,000	
Capital Circle, SW (Sub-Total)	**$15,500,000**	
Orange Avenue		
Lake Bradford Road to Wahnish Way		
Right-of-way	$18,900,000	
Construction	$5,900,000	
Orange Avenue (Sub-Total)	**$24,800,000**	
Six Lane Realignment of Capital Circle, SW		
Right-of-way	$9,000,000	
Construction	$55,000,000	
Capital Circle, SW (Sub-Total)	**$64,000,000**	
Interchange at Orange Avenue	$15,000,000	
Road-Related Stormwater Enhancements	$13,700,000	
Sub-Total (Roadway)	**$133,000,000**	**$133,000,000**
Map 2B Option 1 Total		**$157,900,000**

Map 2B
Floodplain Preservation and Capital Circle, SW Realignment
[Blountstown Highway (SR 20) to Springhill Road]

Option 2 (Six Lane Existing Capital Circle, SW and Widening of Orange Avenue from Wahnish Way to Capital Circle, SW)

Stormwater		**Total Cost**
Stormwater Right-of-way	$5,000,000	
Stormwater Improvements	$12,200,000	
Sub-Total (Stormwater)	**$17,200,000**	**$17,200,000**
Greenway		
Greenspace Acquisition	$7,300,000	
Greenway Amenities and Trail Development	$400,000	
Sub-Total (Greenway)	**$7,700,000**	**$7,700,000**
Roadway Costs		
Orange Avenue		
Capital Circle, SW to Lake Bradford Road		
Right-of-way	$7,600,000	
Construction	$10,500,000	
Lake Bradford Road to Wahnish Way		
Right-of-way	$18,900,000	
Construction	$5,900,000	
Orange Avenue (Sub-Total)	**$42,900,000**	
Six Lane Existing Capital Circle, SW		
Right-of-way	$13,900,000	
Construction	$49,000,000	
Capital Circle, SW (Sub-Total)	**$62,900,000**	
Interchange at Orange Avenue	$15,000,000	
Road-Related Stormwater Enhancements	$13,000,000	
Sub-Total (Roadway)	**$133,800,000**	**$133,800,000**
Map 2B Option 2 Total		**$158,700,000**

Map 2C
Floodplain Preservation and Capital Circle, SW Widening
(Springhill Road to Crawfordville Road)

Stormwater		**Total Cost**
Stormwater Right-of-way	$1,600,000	
Stormwater Improvements	$18,300,000	
Sub-Total (Stormwater)	**$19,900,000**	**$19,900,000**
Greenway		
Greenway Land Acquisition	$300,000	
Greenway Amenities and Trail Development	$300,000	
Sub-Total (Greenway)	**$600,000**	**$600,000**
Roadway Costs		
Capital Circle, SW		
Springhill Road to Crawfordville Road		
Right-of-way	$7,600,000	
Construction	$26,600,000	
Bridges	$10,000,000	
Road-related Stormwater Enhancements	$1,000,000	
Capital Circle, SW (Sub-Total)	**$45,200,000**	
Springhill Road Beautification		
Capital Circle, SW to Lake Bradford Road		
Right-of-way	$8,000,000	
Construction	$12,000,000	
Road-related Stormwater Enhancements	$2,000,000	
Gateway Enhancements	$1,000,000	
Springhill Road Beautification (Sub-Total)	**$23,000,000**	
Sub-Total (Roadway)	**$68,200,000**	**$68,200,000**
Map 2C Total		**$88,700,000**

Map 3 Segment 1
Old Saint Augustine Branch Redesign
Tennessee Street to Apalachee Parkway

Stormwater		**Total Cost**
Stormwater Conveyance Improvements (box culverts)	$3,000,000	
Sub-Total (Stormwater)	**$3,000,000**	**$3,000,000**
Greenway		
Greenway Amenities and Trail Development	$500,000	
Sub-Total (Greenway)	**$500,000**	**$500,000**
Roadway Costs		
Franklin Boulevard Reconstruction		
Construction	$7,900,000	
Sub-Total (Roadway)	**$7,900,000**	**$7,900,000**
Miscellaneous		
Conversion to Underground Utilities	$800,000	
Miscellaneous (Sub-Total)	**$800,000**	**$800,000**
Map 3 Segment 1 Total		**$12,200,000**

Map 3 Segment 2
Old Saint Augustine Branch Redesign
Apalachee Parkway to South Monroe

Stormwater		**Total Cost**
Stormwater Conveyance Improvements (box culverts)	$3,000,000	
Sub-Total (Stormwater)	**$3,000,000**	**$3,000,000**
Greenway		
Greenway Amenities and Trail Development	$500,000	
Sub-Total (Greenway)	**$500,000**	**$500,000**
Roadway Costs		
Apalachee Parkway Roundabout		
Construction	$200,000	
Sub-Total (Roadway)	**$200,000**	**$200,000**
Miscellaneous		
Conversion to Underground Utilities	$700,000	
Miscellaneous (Sub-Total)	**$700,000**	**$700,000**
Map 3 Segment 2 Total		**$4,400,000**

Map 3 Segment 3
Old Saint Augustine Branch Redesign
South Monroe Street to Gamble Street

Stormwater		**Total Cost**
Stormwater Right-of-way (105 parcels; 31.3 acres)	$15,200,000	
Stormwater Improvements	$15,000,000	
Sub-Total (Stormwater)	**$30,200,000**	**$30,200,000**
Greenway		
Greenway Amenities and Trail Development	$2,800,000	
Sub-Total (Greenway)	**$2,800,000**	**$2,800,000**
Miscellaneous		
Cascades Reconstruction	$1,500,000	
Conversion to Underground Utilities	$2,300,000	
Miscellaneous (Sub-Total)	**$3,800,000**	**$3,800,000**
Map 3 Segment 3 Total		**$36,800,000**

Map 3 Segment 4
Old Saint Augustine Branch Redesign
Gamble Street to the Confluence with Munson Slough

Stormwater		**Total Cost**
Stormwater Right-of-way (30 parcels; 104.3 acres)	$5,900,000	
Stormwater Improvements	$29,000,000	
Sub-Total (Stormwater)	**$34,900,000**	**$34,900,000**
Greenway		
Greenway Amenities and Trail Development	$1,300,000	
Sub-Total (Greenway)	**$1,300,000**	**$1,300,000**
Miscellaneous		
Trail Head Acquisition (2 parcels, 15 acres)	$900,000	
Miscellaneous (Sub-Total)	**$900,000**	**$900,000**
Map 3 Segment 4 Total		**$37,100,000**

Map 4
Woodville Recharge Area

Stormwater		**Total Cost**
Floodplain Acqusition: 16 parcels, 188 acres	$1,000,000	
Sub-Total (Stormwater)	**$1,000,000**	**$1,000,000**
Greenway		
Greenway Land Acquisition (1 parcel, 60 acres)	$600,000	
Sub-Total (Greenway)	**$600,000**	**$600,000**
Roadway Costs		
Tram Road		
South Monroe Street to Capital Circle, SE		
Right-of-way	$35,000,000	
Tram Road (Sub-Total)	**$35,000,000**	
Capital Circle, SE		
Apalachee Parkway to Crawfordville Road	**Four Lane**	
Right-of-way	$8,100,000	
Construction	$57,000,000	
Interchange at Apalachee Parkway	$15,000,000	
Interchange at Crawfordville Road	$15,000,000	
Capital Circle, SE (Sub-Total)	**$95,100,000**	
Sub-Total (Roadway)	**$130,100,000**	**$130,100,000**
Map 4 Total		**$131,700,000**

Map 5A
Lake Jackson Basin
Lake Basin West of Meridian Road

Stormwater		**Total Cost**
Stormwater Right-of-way (3 parcels, 156 acres)	$2,600,000	
Stormwater Retrofit Facilities	$7,200,000	
Sub-Total (Stormwater)	**$9,800,000**	**$9,800,000**
Greenway		
Greenway Land Acquisition (6 parcels; 21 acres)	$500,000	
Greenway Amenities and Trail Development	$500,000	
Sub-Total (Greenway)	**$1,000,000**	**$1,000,000**
Roadway Costs		
Meridian Road		
Intersection Improvements	$1,200,000	
Sub-Total (Roadway)	**$1,200,000**	**$1,200,000**
Map 5A Total		**$12,000,000**

Map 5B
Lake Jackson Basin
Lake Basin East of Meridian Road and Linkage to Lafayette Basin

Stormwater		**Total Cost**
Stormwater Right-of-way (62 parcels; 163.1 acres)	$7,700,000	
Stormwater Improvements	$18,800,000	
Sub-Total (Stormwater)	**$26,500,000**	**$26,500,000**
Greenway		
Greenway Land Acquisition (10 parcels; 35 acres)	$3,100,000	
Greenway Amenities and Trail Development	$1,900,000	
Sub-Total (Greenway)	**$5,000,000**	**$5,000,000**
Map 5B Total		**$31,500,000**

Map 6
Lake Lafayette Basin

Stormwater		**Total Cost**
Floodplain Acquisition (1 parcel, 60 acres)	$1,500,000	
Stormwater Improvements	$4,100,000	
Sub-Total (Stormwater)	**$5,600,000**	**$5,600,000**
Greenway		
Greenway Land Acquisition (8 parcels; 185 acres)	$2,400,000	
[and easements over 24 parcels; 11 acres]	$600,000	
Greenway Amenities and Trail Development	$1,700,000	
Sub-Total (Greenway)	**$4,700,000**	**$4,700,000**
Roadway Costs		
Mahan Drive		
Dempsey Mayo Road to Interstate 10		
Right-of-way	$6,200,000	
Construction	$12,400,000	
Road-Related Stormwater Enhancements	$1,900,000	
Gateway Enhancements	$900,000	
Mahan Drive (Sub-Total)	**$21,400,000**	**$21,400,000**
Map 6 Total		**$31,700,000**

Map 7
St. Marks Floodplain Protection

Stormwater		**Total Cost**
Floodplain Acquisition (200 parcels; 9,130 acres)	$23,600,000	
Sub-Total (Stormwater)	**$23,600,000**	**$23,600,000**
Greenway		
Greenway Land Acquisition (20 parcels; 100 acres)	$500,000	
Greenway Amenities and Trail Development	$700,000	
Sub-Total (Greenway)	**$1,200,000**	**$1,200,000**
Map 7 Total		**$24,800,000**

*BLUEPRINT 2000 PROJECT SUMMARY - Detail Cost Estimates**

Stormwater	Map 1	Map 2A	Map 2B Option 1	Map 2C	Map 3 Segment 1	Map 3 Segment 2	Map 3 Segment 3	Map 3 Segment 4	Map 4	Map 5A	Map 5B	Map 6	Map 7	Totals
Floodplain Acquisition	$7,400,000	$3,400,000							$1,000,000			$1,500,000	$23,600,000	$36,900,000
Stormwater Improvements	$1,700,000	$3,200,000	$12,200,000	$18,300,000			$15,000,000	$29,000,000			$18,800,000	$4,100,000		$102,300,000
Stormwater Right-of-way		$13,500,000	$5,000,000	$1,600,000			$15,200,000	$5,900,000		$2,600,000	$7,700,000			$51,500,000
Stormwater Conveyance Improvements (box culverts)					$3,000,000	$3,000,000								$6,000,000
Stormwater Retrofit Facilities										$7,200,000				$7,200,000
Stormwater Program														$100,000,000
Greenway														
Greenway Land Acquisition	$1,900,000	$5,000,000	$7,300,000	$300,000					$600,000	$500,000	$3,100,000	$2,400,000	$500,000	$21,600,000
Greenway Amenities and Trail Development	$900,000	$400,000	$400,000	$300,000	$500,000	$500,000	$2,800,000	$1,300,000		$500,000	$1,900,000	$1,700,000	$700,000	$11,900,000
Greenway Easements												$600,000		$600,000
Trail Head Acquisition (2 parcels, 15 acres)								$900,000						$900,000
Utilities														
Underground Placement of Utilities					$800,000	$700,000	$2,300,000							$3,800,000
Miscellaneous														
Cascades Reconstruction							$1,500,000							$1,500,000
Roadway Costs														
Capital Circle, NW (Six Lanes from Interstate 10 to West Tennessee Street)														
Right-of-way		$31,000,000												$31,000,000
Construction		$22,500,000												$22,500,000
Interchange at West Tennessee Street		$15,000,000												$15,000,000
Capital Circle, NW (Four Lanes from West Tennessee Street to Blountstown Highway)														
Right-of-way		$4,000,000												$4,000,000
Construction		$14,000,000												$14,000,000
Interchange at Blountstown Highway		$15,000,000												$15,000,000
Stormwater Enhancements		$1,800,000												$1,800,000
Capital Circle, SW (Six Lanes from Blountstown Highway to Orange Avenue)														
Right-of-way			$3,400,000											$3,400,000
Construction			$12,100,000											$12,100,000
Orange Avenue (Four Lanes from Lake Bradford Road to Wahnish Way)														
Right-of-way			$18,900,000											$18,900,000
Construction			$5,900,000											$5,900,000
Interchange at Orange Avenue			$15,000,000											$15,000,000
Six Lane Realignment of Capital Circle, SW														
Right-of-way			$9,000,000											$9,000,000
Construction			$55,000,000											$55,000,000
Road-Related Stormwater Enhancements			$13,700,000											$13,700,000
Capital Circle, SW from Springhill Road to Crawfordville Road														
Right-of-way				$7,600,000										$7,600,000
Construction				$26,600,000										$26,600,000
Bridges				$10,000,000										$10,000,000
Road-related Stormwater Enhancements				$1,000,000										$1,000,000
Springhill Road Beautification (Capital Circle, SW to Lake Bradford Road)														
Right-of-way				$8,000,000										$8,000,000
Construction				$12,000,000										$12,000,000
Road-related Stormwater Enhancements				$2,000,000										$2,000,000
Gateway Enhancements				$1,000,000										$1,000,000
Franklin Boulevard Reconstruction														
Construction					$7,900,000									$7,900,000
Apalachee Parkway Roundabout														
Construction						$200,000								$200,000
Tram Road (South Monroe Street to Capital Circle, SE)														
Right-of-way									$35,000,000					$35,000,000
Capital Circle, SE (Four Lanes from Apalachee Parkway to Crawfordville Road)														
Right-of-way									$8,100,000					$8,100,000
Construction									$57,000,000					$57,000,000
Interchange at Apalachee Parkway									$15,000,000					$15,000,000
Interchange at Crawfordville Road									$15,000,000					$15,000,000
Meridian Road														
Intersection Improvements										$1,200,000				$1,200,000
Mahan Drive (Four Lanes from Dempsey Mayo Road to Interstate 10)														
Right-of-way												$6,200,000		$6,200,000
Construction												$12,400,000		$12,400,000
Enhanced Stormwater Treatment for Road Widening												$1,900,000		$1,900,000
Gateway Enhancements												$900,000		$900,000
Totals	$11,900,000	$128,800,000	$157,900,000	$88,700,000	$12,200,000	$4,400,000	$36,800,000	$37,100,000	$131,700,000	$12,000,000	$31,500,000	$31,700,000	$24,800,000	$809,500,000

BLUEPRINT 2000 PROJECT SUMMARY - Grand Total

	Map 1	Map 2A	Map 2B Option 1	Map 2C	Map 3 Segment 1	Map 3 Segment 2	Map 3 Segment 3	Map 3 Segment 4	Map 4	Map 5A	Map 5B	Map 6	Map 7	Total	Grand Total
Stormwater Cost															
Floodplain Acquisition	$7,400,000	$3,400,000							$1,000,000			$1,500,000	$23,600,000	$36,900,000	
Stormwater Improvements	$1,700,000	$3,200,000	$12,200,000	$18,300,000			$15,000,000	$29,000,000			$18,800,000	$4,100,000		$102,300,000	
Stormwater Right-of-way		$13,500,000	$5,000,000	$1,600,000			$15,200,000	$5,900,000		$2,600,000	$7,700,000			$51,500,000	
Stormwater Conveyance Improvements					$3,000,000	$3,000,000								$6,000,000	
Stormwater Retrofit Facilities										$7,200,000				$7,200,000	
Stormwater Program														$100,000,000	
Total Stormwater Costs	**$9,100,000**	**$20,100,000**	**$17,200,000**	**$19,900,000**	**$3,000,000**	**$3,000,000**	**$30,200,000**	**$34,900,000**	**$1,000,000**	**$9,800,000**	**$26,500,000**	**$5,600,000**	**$23,600,000**		**$303,900,000**
Greenway Costs															
Greenway Land Acquisition	$1,900,000	$5,000,000	$7,300,000	$300,000					$600,000	$500,000	$3,100,000	$2,400,000		$21,100,000	
Greenway Amenities and Trail Development	$900,000	$400,000	$400,000	$300,000	$500,000	$500,000	$2,800,000	$1,300,000		$500,000	$1,900,000	$1,700,000	$1,200,000	$12,400,000	
Greenway Easements												$600,000		$600,000	
Trail Head Acquisition (2 parcels, 15 acres)								$900,000						$900,000	
Total Greenway Costs	**$2,800,000**	**$5,400,000**	**$7,700,000**	**$600,000**	**$500,000**	**$500,000**	**$2,800,000**	**$2,200,000**	**$600,000**	**$1,000,000**	**$5,000,000**	**$4,700,000**	**$1,200,000**		**$35,000,000**
Utility Costs															
Underground Placement of Utilities					$800,000	$700,000	$2,300,000							$3,800,000	
Total Utility Costs					**$800,000**	**$700,000**	**$2,300,000**								**$3,800,000**
Miscellaneous Costs															
Cascades Reconstruction							$1,500,000							$1,500,000	
Total Miscellaneous Costs							**$1,500,000**								**$1,500,000**
Roadway Costs															
Right-of-way		$35,000,000	$31,300,000	$15,600,000					$43,100,000			$6,200,000		$131,200,000	
Construction		$36,500,000	$73,000,000	$38,600,000	$7,900,000				$57,000,000			$12,400,000		$225,400,000	
Interchange at West Tennessee Street		$15,000,000												$15,000,000	
Interchange at Blountstown Highway		$15,000,000												$15,000,000	
Interchange at Orange Avenue			$15,000,000											$15,000,000	
Interchange at Crawfordville Road									$15,000,000					$15,000,000	
Interchange at Apalachee Parkway									$15,000,000					$15,000,000	
Apalachee Parkway Roundabout						$200,000								$200,000	
Road-Related Stormwater Enhancements		$1,800,000	$13,700,000	$3,000,000								$1,900,000		$20,400,000	
Bridges				$10,000,000										$10,000,000	
Gateway Enhancements				$1,000,000								$900,000		$1,900,000	
Intersection Improvements										$1,200,000				$1,200,000	
Total Roadway Costs		**$103,300,000**	**$133,000,000**	**$68,200,000**	**$7,900,000**	**$200,000**			**$130,100,000**	**$1,200,000**		**$21,400,000**			**$465,300,000**
Totals	**$11,900,000**	**$128,800,000**	**$157,900,000**	**$88,700,000**	**$12,200,000**	**$4,400,000**	**$36,800,000**	**$37,100,000**	**$131,700,000**	**$12,000,000**	**$31,500,000**	**$31,700,000**	**$24,800,000**		**$809,500,000**

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AMENDED AND RESTATED

INTERLOCAL AGREEMENT

BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY

between

LEON COUNTY, FLORIDA
("County")

and

CITY OF TALLAHASSEE, FLORIDA
("City")

DATED as of February 1, 2003

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AMENDED AND RESTATED INTERLOCAL AGREEMENT
BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY

THIS AMENDED AND RESTATED INTERLOCAL AGREEMENT made and entered into as of the 1st day of February, 2003, by and between Leon County, Florida ("County"), and the City of Tallahassee, Florida ("City") (collectively, "Members").

WITNESSETH:

WHEREAS, Leon County-City of Tallahassee Blueprint 2000 Intergovernmental Agency (the "Blueprint 2000 Intergovernmental Agency," the "Intergovernmental Agency" or the "Agency") was formed by Interlocal Agreement on October 27, 2000 ("Interlocal Agreement"); and

WHEREAS, the parties to the Interlocal Agreement have agreed to modifications and amendments to the Interlocal Agreement to reflect certain agreed upon changes thereto; and

WHEREAS, in addition and supplemental to their other powers, the undersigned parties, pursuant to Chapter 163, Part I, Florida Statutes, as amended, commonly known as the "Florida Interlocal Cooperation Act of 1969," are authorized and empowered to cooperate with each other on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of government organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities; and

WHEREAS, the County and the City wish by this Agreement to provide for the obligations of the Agency created hereby, and the obligations of the County and the City, and to more fully secure the payment of said obligations incurred the same as if issued as revenue bonds in the manner provided herein, in order to further the purposes stated herein; and

WHEREAS, the Interlocal Agreement provided for the creation of an interlocal agency pursuant to Chapter 163, Part I, Florida Statutes, (the

"Interlocal Act") to govern certain matters in connection with the financing, planning and construction of certain projects to be financed with the proceeds of the Dedicated Sales Tax, as hereinafter defined; and,

WHEREAS, it is in the best interest of the County and the City to amend the Interlocal Agreement to provide for the ability to issue bonds or other debt obligations and to enter into contracts necessary and incidental to the financing, planning and construction of the projects to be financed with the proceeds of such Dedicated Sales Tax.

NOW, THEREFORE, IN CONSIDERATION of the mutual benefits to flow to each other, and to the citizens of the State of Florida, and in consideration of the mutual covenants, promises and agreements herein contained, the Members hereby agree with each other to amend and restate in its entirety the Interlocal Agreement by this Amended and Restated Interlocal Agreement (herein, the "Amended and Restated Interlocal Agreement" or the "Agreement") as follows:

PART I

PURPOSE; EXTENSION OF SALES SURTAX; GOVERNANCE; DURATION; LIQUIDATION; EFFECTIVE DATE

SECTION 1. PURPOSE OF THIS AGREEMENT.

The purpose of this Agreement is to create and the Members do hereby create, a legal entity constituting a public body corporate and politic under Section 163.01 of Chapter 163, Part I, Florida Statutes, as amended, composed of the Members, to be known as the "Leon County-City of Tallahassee Blueprint 2000 Intergovernmental Agency" to implement the agreements of the Members as herein set forth.

The Intergovernmental Agency is formed to undertake the acquisition, financing, planning, constructing, managing, operating, servicing, utilizing, owning and exchanging of the Blueprint 2000 Projects as herein described, to receive and expend the Dedicated Sales Surtax as herein provided for, and to

exercise all of the powers granted by this Agreement or by law, either within or without the State of Florida.

SECTION 2. LOCAL GOVERNMENT INFRASTRUCTURE SALES SURTAX EXTENSION.

Pursuant to Leon County Ordinance enacted September 12, 2000, the provisions of Section 212.055(2), Florida Statutes, and referendum of the Leon County electorate on November 7, 2000, the local government infrastructure sales surtax, originally scheduled to expire on November 30, 2004, shall continue until December 31, 2019, to be levied at the rate of 1%.

SECTION 3. GOVERNANCE.

Pursuant to Section 163.01(7), Florida Statutes, the County and the City hereby create and establish the Blueprint 2000 Intergovernmental Agency to provide for the project management structure for the project planning, financing and construction of the Blueprint 2000 projects listed in Section 8 of Part V hereof (the "Blueprint 2000 Projects") and to undertake the other functions provided herein. The Interlocal Agency shall be governed by a Board of Directors (the "Board of Directors" or the "Board") consisting of the respective members of the Board of County Commissioners of Leon County and the City Commission of the City of Tallahassee. The weight to be given to the vote of each member of the Board of Directors shall be as set forth in the Bylaws. The Board of Directors, may adopt bylaws, rules, regulations, policies and procedures to govern the actions and procedures of the Intergovernmental Agency, and of the Board of Directors.

The Bylaws of the Agency previously adopted on February 14, 2001 and revised on September 17, 2001, are hereby ratified and confirmed, subject to future amendment, supplement or modification thereof as the Board of Directors shall approve.

It is not the purpose of this Agreement to transfer ownership of any existing facility from any Member or other entity to the Intergovernmental Agency.

SECTION 4. TERM AND DURATION OF THE INTERGOVERNMENTAL AGENCY.

This Agreement shall continue in full force and effect, and the Intergovernmental Agency shall continue to possess the powers herein conferred upon it, in accordance with the terms hereof. In no event shall this Agreement or the powers herein granted to the Intergovernmental Agency be rescinded or terminated until (a) all bonds, notes and other evidences of indebtedness of the Intergovernmental Agency and the interest thereon shall have been paid or adequate provision for such payment shall have been made in accordance with the instruments governing such bonds, notes and other evidences of indebtedness and (b) all contractual obligations undertaken by the Intergovernmental Agency, all obligations and liabilities, and all liens, charges and encumbrances to which property of the Intergovernmental Agency is subject shall have been satisfied, released or adequately provided for.

SECTION 5. LIQUIDATION.

Upon any termination of this Agreement and dissolution of the Intergovernmental Agency, the Board shall liquidate the business, assets and property of the Intergovernmental Agency, as expeditiously as possible, and all property of the Intergovernmental Agency, real, personal, tangible and intangible shall be distributed in accordance with a plan of dissolution approved by the Board.

SECTION 6. EFFECTIVE DATE.

This Agreement shall take effect immediately upon its being filed as provided in Section 163.01(11), Florida Statutes.

PART II

AUTHORITY; DEFINITIONS

SECTION 1. AUTHORITY.

This Agreement is entered into pursuant to the provisions of Section 163.01, Florida Statutes; Article VIII, Sections 1 and 2 of the Constitution of the State of Florida; Chapter 166, Florida Statutes; Chapter 125, Florida Statutes; Section 202.19(5), Florida Statutes, Chapter 212; and other applicable provisions of law.

SECTION 2. DEFINITIONS.

A. "Act" means Section 163.01, Florida Statutes; Article VIII, Sections 1 and 2 of the Constitution of the State of Florida; Chapter 166, Florida Statutes; Chapter 125, Florida Statutes; Chapter 212, Florida Statutes; Section 202.19(5), Florida Statutes; and other applicable provisions of law.

B. "Blueprint 2000 Projects" means those projects described and set forth in Part V of this Agreement, as the same may be amended from time to time by agreement of the City and the County, as provided herein and in the Bylaws of the Intergovernmental Agency.

C. "Bond Resolution(s)" means a bond resolution(s), award resolution(s) or other such resolution(s) of the Intergovernmental Agency adopted from time to time authorizing the issuance of Bonds.

D. "Bond Year" means with respect to the Bonds, the Bond Year as defined in the Bond Resolution.

E. "Bondholders" or "holders" means the registered owners or their respective legal representatives of outstanding Bonds, as the context may indicate.

F. "Bonds" means the bonds, notes and any other obligations issued by the Intergovernmental Agency.

G. “City's Sales Surtax” means fifty percent (50%) of the Extended Sales Surtax.

H. “City's Share of the Dedicated Sales Surtax” or “City's Share” means fifty percent (50%) of the City's receipt of or entitlement to the Dedicated Sales Surtax as determined monthly.

I. “Clerk” means the clerk of the Intergovernmental Agency, as designated from time to time by the Board of Directors.

J. “County's Sales Surtax” means fifty percent (50%) of the Extended Sales Surtax.

K. “County's Share of the Dedicated Sales Surtax” or “County's Share” means fifty percent (50%) of the County's receipt of or entitlement to the Dedicated Sales Surtax as determined monthly.

L. “Debt Service Payments” means the payments required to be made for principal, amortization payments and interest on the Bonds, in the manner provided in the Bond Resolution, or payments treated as debt service or payable on a parity therewith, minus any accrued and capitalized interest that may be funded from the proceeds of the Bonds, for the fees and expenses of fiscal agents, for rebate payments, and for the replacement of any moneys withdrawn from any reserve fund or account or amounts necessary to reinstate any reserve fund credit facility or product.

M. “Dedicated Sales Surtax” means eighty percent (80%) of the Extended Sales Surtax, which shall be used by the Intergovernmental Agency for the cost of financing, planning and construction of the Blueprint 2000 Projects, including payments of Debt Service Payments, and payments as otherwise provided by this Agreement.

N. “Existing Sales Surtax” means the one percent (1%) local government infrastructure sales surtax authorized by Section 212.055, Florida

Statutes; levied pursuant to referendum of a majority of the electors of Leon County on September 19, 1989, and expiring November 30, 2004.

O. "Extended Sales Surtax" means the one percent (1%) local government infrastructure sales surtax authorized by Section 212.055, Florida Statutes; levied pursuant to Ordinance No. 0035 of the County enacted on September 12, 2000, and approved by referendum of a majority of the electors of the County on November 7, 2000; effective December 1, 2004, and expiring December 31, 2019, and which extends the Existing Sales Surtax. Such term shall include for all purposes hereof proceeds of the portion of the communication services tax levied in the County pursuant to Section 202.19(5), Florida Statutes, as a replacement of, and to be used for the same purposes as, the portion of the infrastructure sales surtax previously levied on communications services.

P. "Fiscal Year" means the fiscal years of the City, the County and the Intergovernmental Agency commencing on October 1 of each year and ending on the next succeeding September 30, or such other fiscal year as the state legislature may establish.

Q. "Project Site" or "Sites" means the lands and interests upon which the Blueprint 2000 Projects are to be constructed, as more particularly described in Part V hereof, together with easements appurtenant thereto, and such other lands and interests therein as may be added from time to time by the parties hereto.

Words importing singular numbers shall include the plural number in each case and vice versa, and words importing persons shall include firms, corporations or other entities, including governments or governmental bodies.

PART III

POWERS

In order to accomplish the purposes set out above, the Intergovernmental Agency shall have the power, pursuant to direction or authorization by its Board of Directors, by its bylaws or by the powers granted by this Agreement to:

A. Make and enter into contracts in its own name with its Members, the United States, the State of Florida, foreign states or countries, other public agencies and interlocal agencies and persons, both within and without the State of Florida;

B. Acquire, construct, obtain, receive, purchase, lease, sublease, import, hold, own, use, operate, manage, maintain, pledge, hypothecate, improve, retain, dispose of, sell, donate, trade, transfer, deliver and convey real property and both tangible and intangible personal property inside and outside the State of Florida;

C. Acquire, plan, finance, construct, obtain, receive, purchase, lease or sublease any property and acquire by lease or sublease any property and cause the rentals paid to be certificated and sold, share cost of, hold, own, use, operate, manage, maintain, pledge, hypothecate, improve, retain, dispose of, sell, donate, trade, transfer, deliver and convey any project or projects and any and all facilities, including all equipment, structures, machinery, and tangible and intangible property, real and personal, useful or incidental thereto, acquire, receive, purchase, contract for, own, use, consume, possess, insure, store, transport, transmit, dispatch, sell, convey, broker, trade, exchange, interchange, deliver, encumber, pledge and engage in derivative products, including swaps, caps, collars and similar financial tools;

D. Apply to any person or entity, public or private, for consents, permits, authorizations or approvals required for any project undertaken in

accordance with this Agreement, and to take all necessary actions to comply with the conditions thereof;

E. Enter into interlocal or other agreements with other entities, whether or not created by interlocal agreements themselves, if such agreements are useful in the furtherance of this Agreement, to the extent permissible under Florida law;

F. Acquire, hold, use, pledge and dispose of any or all receivables, income, revenues, funds and money;

G. Incur debts, liabilities or obligations which do not constitute debts, liabilities or obligations of the Members, unless specifically agreed by such Members, and, to the extent permissible under Florida law, grant a mortgage or security interest in property acquired through loan proceeds, provided that without each Member's consent, it shall be non-recourse with respect to such Members;

H. Establish, operate and manage a pooled loan project or projects for utilization by the Intergovernmental Agency or its Members or others duly authorized by the Intergovernmental Agency;

I. Exercise all powers in connection with the authorization, issuance and sale of bonds and bond anticipation notes as are conferred by Sections 163.01(7)(d) and Sections 163.01(7)(g) of Chapter 163, Part I, Florida Statutes, as amended, and any other applicable provisions of law, and by any such other applicable statute hereafter adopted, which may include interest rate swaps, collars, caps and other derivative or hedge products;

J. Invest money of the Intergovernmental Agency not required for immediate use, including, but not limited to, proceeds from the sale of bonds, in such obligations, securities, and other investments as authorized by the investment policies of the Intergovernmental Agency, any applicable laws and

any applicable provisions of any bond resolution or other instruments governing the fund or funds in which the money is deposited;

K. Impose fees and charges necessary to discharge its duties and obligations hereunder, and adopt such rules and regulations, policies and procedures and enact bylaws to implement the powers and authorities granted hereby;

L. Procure insurance from such insurers as it deems desirable or to self insure, or both, against risk of loss or liability in connection with its property, operations or assets;

M. Employ, engage, discharge and compensate agents, employees and independent contractors;

N. Sue and be sued in its own name;

O. Enforce all rules, regulations, policies and procedures adopted under the authority of this Agreement, independently, or with the assistance of the Members, and resort to any necessary legal process for this purpose;

P. Grant indemnification to its officers, agents and employees, to the extent permitted by law or in the manner set forth in its bylaws or other rules of governance;

Q. Exercise all such other powers incidental and useful to the furtherance of the purposes of this Agreement and to the exercise of the powers specified herein, and which the Members may exercise in their individual capacities, and any other powers conferred presently or in the future under the laws of Florida;

R. Exercise all of the privileges, benefits, powers and terms of Part I of Chapter 163, Florida Statutes, Part I of Chapter 125, Florida Statutes, Part II of Chapter 166, Florida Statutes and Part I of Chapter 159, Florida Statutes;

S. Approve annual work plans for the Agency and review performance reports;

T. Approve annual operating budgets and capital improvement programs;

U. Consider major program changes, contracts, change orders, and purchase orders which exceed the Intergovernmental Management Committee's authority;

V. Finance or refinance the Blueprint 2000 Projects;

W. Issue bond anticipation notes pursuant to Section 215.431, Florida Statutes;

X. Borrow money and issue bonds or other debt obligations to finance or refinance the Blueprint 2000 Projects;

Y. Develop and structure financial programs;

Z. Invest its money in such investments in accordance with the laws of the State of Florida;

AA. Make and enter into contracts and agreements necessary or incidental to the performance of its duties and the execution of its duties under this Amended and Restated Interlocal Agreement;

BB. Exercise the right and power of eminent domain, including the procedural powers under Chapters 73 and 74, Florida Statutes, pursuant to its delegated authority as set forth generally in Chapters 127, 163, and 166, Florida Statues, and more specifically as set forth in Section 163.01(7)(f), Florida Statutes;

CC. Acquire both real and personal property through voluntary sale, lease, exchange or donation, to manage, redevelop, surplus or otherwise dispose of acquired real and personal property, including property acquired

through the right and power of eminent domain, with any and all proceeds being retained for expenditures pursuant to this Interlocal Agreement;

DD. Employ agencies, employees, consultants, advisors, experts, attorneys and such other employees and agents as may, in the judgment of the Blueprint 2000 Intergovernmental Agency, be necessary and to fix their compensation;

EE. Receive and accept any aid or contributions from any source of either money, property, labor or other things of value, to be held, used or applied only for the purposes for which such grants and contributions are made;

FF. Sue and be sued;

GG. Adopt and use a seal; and

HH. Make and pass rules, regulations, resolutions and orders not inconsistent with the constitution of the United States or of the State of Florida, or the provisions of the Interlocal Act or this Amended and Restated Interlocal Agreement, necessary for the governance and management of the affairs of the Blueprint 2000 Intergovernmental Agency, for the execution of the powers, obligations and responsibilities vested in the Blueprint 2000 Intergovernmental Agency, and for carrying out the provisions of this Amended and Restated Interlocal Agreement.

PART IV

BOARD OF DIRECTORS; OFFICERS

SECTION 1. GENERAL.

The Intergovernmental Agency shall be governed by a Board of Directors. The Board of Directors shall select a Chairperson and Vice Chairperson from among the members of the Board of Directors (hereinafter "Directors") and shall designate a Clerk, who may or may not be a Director. The Board of Directors shall designate such other officers and staff positions as it may deem

advisable from time to time or as otherwise provided herein or in the Bylaws.

SECTION 2. DUTIES.

The duties of the Board of Directors shall include the following:

A. Establish policies and adopt Bylaws necessary to accomplish the purposes of this Agreement.

B. Meet at least annually to approve an annual work plan for the Intergovernmental Agency and review the previous year's performance report.

C. Approve the annual operating budget and capital improvement program of the Intergovernmental Agency and plans for financing the same from the Dedicated Sales Surtax.

D. Convene as needed to consider major program changes, contracts, change orders, and purchase orders which exceed the authority of the Intergovernmental Management Committee (discussed below).

E. Adopt Bond Resolutions for purposes of financing the Blueprint 2000 Projects.

SECTION 3. MEETINGS OF THE BOARD OF DIRECTORS.

The Board of Directors shall meet at least one time per year in accordance with the Bylaws. Additional meetings of the Board of Directors may be called by the Chairperson. Notice of all such meetings shall be given and such meetings shall be conducted in the manner specified in the Bylaws and in all events in compliance with Florida law.

SECTION 4. DUTIES OF THE CHAIRPERSON OF THE BOARD OF DIRECTORS.

The Chairperson of the Board of Directors shall preside at meetings of the Board of Directors. In the event the Chairperson cannot be present a the meeting, the Vice Chairperson shall perform this responsibility, or in the absence of the Vice Chairperson, another Director designated by the Chairperson or Vice Chairperson, as the case may be, shall preside. The

Chairperson or in his absence or upon his designation, the Vice Chairperson shall have the power and authority to execute all Bonds, contracts and other documents on behalf of and bind the Agency for all lawful obligations thereof, and shall perform such other duties as shall be provided by the Board of Directors or by the Bylaws.

SECTION 5. CLERK.

The Clerk or any duly appointed deputy shall keep and may imprint the seal of the Intergovernmental Agency; attest to all signatures and certify as to all proceedings and documentation of the Intergovernmental Agency; shall have such other powers and duties as designated in the Bylaws and as from time to time may be assigned to the Clerk by the Board of Directors, the Chairperson of the Board, and the Vice Chairperson of the Board; and shall in general perform all acts incident to the office of Clerk, subject to the control of the Board of Directors, the Chairperson, or the Vice Chairperson, as the case may be.

PART V

PLANNING, MANAGEMENT, CONSTRUCTION AND OPERATION OF THE BLUEPRINT 2000 PROJECTS

SECTION 1. INTERGOVERNMENTAL MANAGEMENT COMMITTEE.

An Intergovernmental Management Committee (the "Intergovernmental Management Committee") is hereby created and established to jointly administer this program and make recommendations on policy to the Blueprint 2000 Intergovernmental Agency and carry out the long range direction of the Blueprint 2000 Intergovernmental Agency. The Intergovernmental Management Committee shall meet at least quarterly and shall consist of the County Administrator of the County (the "County Administrator") and the City Manager of the City (the "City Manager").

The Intergovernmental Management Committee shall have the following powers:

A. Monitor the operations of the program.

B. Implement an annual financial audit conducted by an independent public accounting firm licensed under Chapter 473, Florida Statutes, and an annual performance audit conducted by a firm qualified to perform such audits. The scope of the performance audit shall be established jointly by the County Administrator and the City Manager.

C. Recommend approval of an operating budget.

D. Recommend approval of long and short term work plans.

E. Recommend issuance of Request For Proposals.

F. Approve purchasing, contracts, and change orders in accordance with the approved Agency Procurement Policy, as amended from time to time.

SECTION 2. STAFFING.

A Staff Director shall be hired by the County Administrator and the City Manager acting in concert and may be terminated by either the County Administrator or the City Manager. The County Administrator and the City Manager shall jointly evaluate the performance of the Staff Director at least annually. The Staff Director shall develop policies and procedures for the program which will be reviewed and approved by the County Administrator and the City Manager.

Responsibilities of the Staff Director:

A. The Staff Director shall manage a multi-disciplinary staff and shall be responsible for carrying out the implementation of the Blueprint 2000 Projects.

B. The Staff Director and staff shall have the option of being County employees or City employees, only for purposes of employee benefit

administration.

C. Coordinate with the Blueprint 2000 Technical Coordinating Committee (as defined below) and submit a long range implementation plan, a five (5) year plan and an annual work plan to the Intergovernmental Management Committee.

D. Prepare a public information plan and sustain effective relationships with stakeholders and affected parties to Blueprint 2000 Projects.

E. Submit project status reports to the Intergovernmental Agency every six months.

SECTION 3. BLUEPRINT 2000 TECHNICAL COORDINATING COMMITTEE.

An intergovernmental technical coordinating committee is hereby created and established to provide professional advice and technical expertise to the Staff Director on a project basis to be known as the "Blueprint 2000 Technical Coordinating Committee." The membership of the Blueprint 2000 Technical Coordinating Committee shall be as designated in the Bylaws.

Responsibilities of the Blueprint 2000 Technical Coordinating Committee:

A. Work with Staff Director to ensure coordination with other ongoing and future projects and related issues.

B. Review Blueprint 2000 Project scope and implementation plans and make recommendations to Staff Director.

C. Annually review other projects of the City and County to ensure coordination between governments.

D. Such other responsibilities as shall be provided in the Bylaws or as provided by the Board of Directors.

SECTION 4. PLANNING DEPARTMENT.

The Tallahassee-Leon County Planning Department shall assist in

conducting, coordinating and advising on land use planning, sector planning, greenway planning and transportation planning, as well as serving as a liaison to the Metropolitan Planning Organization.

SECTION 5. CITIZEN ADVISORY COMMITTEE.

A Citizen Advisory Committee is hereby created and established to serve in an advisory capacity to the Blueprint 2000 Intergovernmental Agency. The Committee shall consist of twelve members serving three year staggered terms. Four members shall be selected by the Blueprint 2000 Intergovernmental Agency from a list of three names for each position provided by the Economic and Environmental Consensus Committee (EECC) and shall include: 1 -EECC member, 1-financial expert with bonding experience, 1 -natural scientist/biologist, and 1 -planner. Three members shall be selected by the Blueprint 2000 Intergovernmental Agency from a list of three names for each position provided by the Citizens Advisory Committee and shall include one member from the civil rights community, one member from the elderly community, and one member from the disability community. The remaining five members shall be selected as follows:

1 - Chairman of the Economic Development Council or designee thereof
1 - Representative appointed by the Capital City Chamber of Commerce
1 - Chairman of the Planning Commission or designee thereof
1 - Representative from Council of Neighborhood Associations
1 - Representative from the Big Bend Environmental Forum

Responsibilities of the Citizen Advisory Committee shall be to review work plans, financial audits and performance audits and make recommendations to the Blueprint 2000 Intergovernmental Agency.

SECTION 6. ACCOUNTING SYSTEM.

The Blueprint 2000 Intergovernmental Agency may designate either the City or the County as the entity for maintaining the accounting system for the Agency. The City and the County will each be provided the same level of access to all information pertaining to the Agency.

SECTION 7. PROJECT RESTRICTIONS.

Permissible Dedicated Sales Surtax projects are restricted to the following categories:

A. Stormwater and Water Quality

B. Transportation Improvements

C. Greenways and Parks and Recreation

SECTION 8. PROJECTS.

The proceeds of the Dedicated Sales Surtax which are dedicated to Blueprint 2000 Projects shall be used for the purpose of funding Blueprint 2000 Projects as approved by the County and City Commissions on July 10, 2000, as follows (a -i represent first priority, j -w represent second priority):

a. Map 2A: Widening of Capital Circle NW from I-10 to Blountstown Hwy; (includes six lanes from I-10 to Tennessee Street without service roads, four lanes from Tennessee Street to Blountstown Hwy., and two interchanges); Water resource protection through greenway linkages, floodplain acquisition, protection and restoration of Gum Swamp system.

b. Map 4: Widening of Capital Circle SE from Crawfordville Hwy. to St. Augustine Road; (Includes portion of Tram Road ROW for future transit; acquisition of environmentally sensitive areas and greenway connection between St. Marks Trail and Southwood; deletes proposed interchanges at Apalachee Parkway and Crawfordville Road).

c. Map 3: Franklin Boulevard improvements, roundabout at Franklin/Meridian/Gaines intersection; Reconstruction of Cascades Park with series of lakes for stormwater retrofit of urban area; Reconstruction of St. Augustine Branch as urban waterway with series of lakes for stormwater treatment; acquisition of land for phase II stormwater improvements along the

central drainage ditch, greenways throughout the system and trailhead development.

d. Water Quality Program - Funding for stormwater and water quality retrofit to be split 50/50 between City and County (includes $10 million for retrofit and drainage improvements in Frenchtown watershed and $5 million for various County retrofit projects in the urban area previously identified as high priority).

e. Map 7: Phase I-Eastern Leon County groundwater and floodplain protection.

f. Map 6: Lafayette Basin floodplain/greenway land acquisition for future stormwater improvements and greenway connection from Lafayette Heritage Trail to Miccosukee greenway.

g. Map 2B: Widening of Capital Circle SW from Blountstown Hwy. to Springhill Road; includes (Option 1-Realignment; includes ROW, construction, and stormwater for roadway improvements only, and land acquisition for future greenway).

h. Map 2C: Widening of Capital Circle SW from Springhill Road to Crawfordville Road; (includes ROW, construction, and stormwater for roadway improvements only and land acquisition for future greenway).

i. Map 5B: Land acquisition only for greenway linkages between Maclay Gardens, Timberlane Ravine, Goose Pond, and Tom Brown Park.

j. Map 3, Segment 4: Old St. Augustine Branch stormwater improvements (Gamble Street to confluence with Munson Slough).

k. Gaines Street Reconstruction and extension of Jackson Bluff Road ($17 million).

l. Map 6: Widening of Mahan Drive from Dempsey Mayo Road to I-10, and stormwater improvements for roadway and Lake Lafayette; trail head

development.

m. Map 2B/2C: Airport Gateway-Connector from Capital Circle SW to Lake Bradford Road.

n. Map 7: Phase II-Eastern Leon County groundwater and floodplain protection.

o. Map 1: Fred George and Ochlockonee River Basins stormwater improvements, groundwater protection, and greenway acquisition.

p. Map 5A: Meridian Road intersection improvements and greenway connections from Timberlane Ravine to Klapp-Phipps-Overstreet Park.

q. Water quality program funding-Phase II.

r. Map 5B: Lake Lafayette Basin stormwater improvements and floodplain protection.

s. Map 2C: Springhill Road ROW and construction; stormwater system and improvements from Springhill Road east to Indianhead Acres; greenways/trail development.

t. Map 2B: Black Swamp restoration, regional stormwater pond, and Cascades to Munson slough greenway trail development.

u. Map 4: Tram Road ROW and construction; interchange at Crawfordville Road.

v. Map 2B: Roadway improvements connecting Capital Circle SW and Springhill Road and interchange at Orange Avenue and Capital Circle SW.

w. Map 2A: Service Roads (Capital Circle NW).

SECTION 9. AMENDMENT, DELETION OR ADDITIONS TO PROJECTS.

The above listed projects can only be significantly amended, deleted, or added to if unforeseen conditions, as determined by the Board of Directors, require such changes and if the City Commission and the Board of County

Commissioners each approve such change by a supermajority vote (a majority plus one of the voting members of each body), after taking into consideration the recommendations of the Citizen Advisory Committee, the Blueprint 2000 Technical Coordinating Committee, and the Intergovernmental Management Committee. Such a vote will not be taken until the Blueprint 2000 Intergovernmental Agency holds at least two noticed public hearings with respect to such proposed change.

SECTION 10. ADDITIONAL COUNTY PROJECTS.

The 10% share of the proceeds dedicated to Leon County projects shall be used for the following purposes as approved by the County Commission on July 10, 2000, and ratified in County Resolution R00-30:

A. Transportation Projects

B. Stormwater and Water Quality

C. Parks and Recreation Facilities

D. Intersection Improvements, Bridges, Sidewalks, Bike Lanes, Bike Paths, Traffic Calming,

E. Greenway and Bike Trails, and

F. Other projects approved by the Board of County Commissioners.

SECTION 11. ADDITIONAL CITY PROJECTS.

The 10% share of the proceeds dedicated to City of Tallahassee projects shall be used for the following purposes as approved by the City Commission on July 10, 2000 and ratified in City Resolution 00-R-44:

A. Transportation Projects

B. Stormwater and Water Quality

C. Parks and Recreation Facilities

D. Gateway Enhancements

E. Greenway and Bike Trails, and

F. Other projects approved by the City Commission.

SECTION 12. REIMBURSEMENT.

The Blueprint 2000 Intergovernmental Agency may establish, from time to time, procedures for reimbursement for reasonable expenses incurred by the Blueprint 2000 Intergovernmental Agency.

PART VI

FINANCING

SECTION 1. SHARE OF SURTAX.

As further provided herein, the proceeds of the Extended Sales Surtax levied as provided by law and distributed by this Agreement to the County and the City or as specified herein throughout the term of this Agreement as follows:

Governmental Body	Share of Proceeds
Leon County	50%
City of Tallahassee	50%

As further provided herein, the County and the City hereby irrevocably agree that 80% of the total proceeds previously, defined herein as the "Dedicated Sales Surtax," shall be used for Blueprint 2000 Projects as approved by the County and City Commissions on July 10, 2000, and ratified in Part V hereof. The County and the City further hereby irrevocably agree that the Dedicated Sales Surtax shall be deposited directly into the account of the Blueprint 2000 Intergovernmental Agency by the Florida Department of Revenue ("DOR") and irrevocably direct DOR to make such deposits for the term of such tax. The Intergovernmental Management Committee shall administer the spending of those funds on the Blueprint 2000 Projects.

SECTION 2. APPROVAL AND ISSUANCE OF BONDS.

In order to finance Blueprint 2000 Projects and in full compliance with the provisions of this Agreement, the Intergovernmental Agency may proceed to issue the Bonds. The Bonds may be issued by a resolution of the Board of Directors of the Intergovernmental Agency. Such resolution shall be subject to such terms and conditions and provide for the disposition from time to time of the funds and accounts held under the Bond Resolution, as the Intergovernmental Agency, in its sole judgment and discretion, may provide. The terms and conditions of the Bonds shall be subject to the sole judgment and discretion of the Intergovernmental Agency.

Pursuant to provisions of the Interlocal Act, the Blueprint 2000 Intergovernmental Agency may issue bonds or other debt obligations (previously defined herein as the "Bonds") from time to time, in various series, to finance and refinance the Blueprint 2000 Projects. Such Bonds shall be issued upon such terms, containing such provisions, bearing interest at such lawful rates, including variable rates, and supported by such other documents to be issued as may hereafter be established by the Blueprint 2000 Intergovernmental Agency.

The proceeds of the Bonds shall be deposited and used for such purposes and under such conditions as set forth herein and in resolutions subsequently adopted by the Board of Directors.

The Bonds shall be secured by a first priority lien and pledge of the Dedicated Sales Surtax, with such coverages as to payment of Debt Service Payments and other charges as shall be provided in the Bond Resolution. Thereafter, such part of the Dedicated Sales Surtax as shall be legally available therefor may be used to pay costs of planning of the Agency for the construction of the Blueprint 2000 Projects, including budgeted expenses of the administration and operation of the Intergovernmental Agency. In no event will Dedicated Sales Surtax proceeds be utilized to pay or reimburse

maintenance or other expense items for which such Dedicated Sales Surtax proceeds may not be lawfully expended.

The City and the County hereby find and determine that unless and until additional operational, maintenance or other responsibilities are conferred upon the Intergovernmental Agency, the sole function and purpose of the Agency shall be to carry out the planning, financing and construction of the Blueprint 2000 Projects and therefore all costs of administration and operation of the Intergovernmental Agency are costs of planning, financing and constructing infrastructure within the meaning and contemplation of Section 212.055(2)(d), Florida Statutes.

SECTION 3. NO MORTGAGE OF BLUEPRINT 2000 PROJECTS.

Neither the City, the County nor the Intergovernmental Agency will mortgage, pledge or otherwise encumber the Blueprint 2000 Projects or the Project Sites during the term of this Agreement.

SECTION 4. SURPLUS FUNDS.

Any surplus funds, accounts or revenues arising from the operations of the Blueprint 2000 Projects or otherwise held under this Agreement, or the Bond Resolution, as applicable, after making provision for all other obligations with respect to this Agreement, including the Bonds and the Blueprint 2000 Projects shall, at the option of the Intergovernmental Agency, be used either for additional improvements to such projects, retirement of Bonds, or for use for any lawful purposes of the Intergovernmental Agency.

PART VII

COVENANTS; PLEDGES AND REMEDIES

SECTION 1. COVENANTS OF THE CITY AND THE COUNTY.

From the date hereof and until the principal of, premium, if any, and interest on the Bonds are paid or defeased as provided in the Bond Resolution,

the City and the County covenant and agree with each other and with the Intergovernmental Agency and the Bondholders as follows:

A. Pledge of the City's Share of the Dedicated Sales Surtax. To secure the obligations of the Intergovernmental Agency under the Bond Resolution for the benefit of the Bondholders, the City hereby pledges, and grants to the Bondholders an irrevocable lien upon, the City's Share of the Dedicated Sales Surtax for payment in the manner herein provided, effective without further act of the City or any filing except as required in Section 6 of Part IX hereof.

B. Pledge of the County's Share of the Dedicated Sales Surtax. To secure the obligations of the Intergovernmental Agency under the Bond Resolution for the benefit of the Bondholders, the County hereby pledges, and grants to the Bondholders an irrevocable lien upon, the County's Share of the Dedicated Sales Surtax for payment in the manner herein provided, effective without further act of the County or any filing except as required in Section 6 of Part IX hereof.

C. Obligations of the City and the County. The obligations of the City for the payment of the City's Share and the County for the payment of the County's Share shall be in the manner and as provided in this Agreement, however, no such payments shall be required to be made by the City or the County except, respectively, from the City's Share and the County's Share, but any failure to pay by a party shall not reduce the liability of such party for the full amounts of its obligations hereunder, or the obligations of the other party to make such party's payment. The City and the County will pay, or cause payments to be made, in the manner and at the times provided in this Agreement.

D. Application of the City's Share and the County's Share. Commencing with the first deposits of the Extended Sales Surtax on or following December 31, 2004, and continuing to and including December 31, 2019, the Dedicated Sales Surtax shall be deposited directly by the Department

of Revenue of the State of Florida to the account of the Intergovernmental Agency, for application as provided herein and in the Bond Resolution, and the City and the County each agree that such funds shall be payable directly to the account of the Intergovernmental Agency. The City and the County each agree to provide written direction to DOR and take all actions necessary to cause the Dedicated Sales Surtax proceeds to be deposited directly into the designated account of the Intergovernmental Agency.

E. Budget and Appropriation by the County. The County shall include in its annual budget and appropriate, but only from the County's Share, the payments required to be made hereunder. In no event shall the County be required to make any payments required hereunder except from the County's Share.

F. Budget and Appropriation by the City. The City shall include in its annual budget and appropriate, but only from the City's Share, the payments required to be made hereunder. In no event shall the City be required to make any payments required hereunder except from the City's Share.

G. Annual Budgets. The City and the County shall each prepare, approve and adopt each year, in the manner provided by law, a detailed annual budget pursuant to which they shall each allocate, appropriate and provide for payment of their respective shares of the Dedicated Sales Surtax to or for the account of the Agency the ensuing Fiscal Year in the amounts and at the times provided herein. The covenant and agreement on the part of each of the City and the County to budget and appropriate such amounts shall be cumulative and shall continue each Fiscal Year until all required payments have been budgeted, appropriated and actually paid by the City, and by the County, as provided in this Agreement. Copies of the City's and the County's annual budgets shall be available for inspection at the respective offices of the City and the County and shall be provided to any Bondholder, letter of credit provider or credit facility provider ("Credit Facility Provider") and to the rating agencies who

shall provide ratings with respect to the Bonds ("Rating Agencies"), requesting the same who shall pay the costs of reproduction and postage.

The City and the County shall each revise their respective annual budgets from time to time as necessary, to make provision for the payment of the amounts provided hereby.

H. Books and Records. The County shall keep separately identifiable financial accounts and data concerning the collection or deposit of the County's Share and the City shall keep separately identifiable financial accounts and data concerning the collection or deposit of the City's Share and any Bondholder, Credit Facility Provider and Rating Agencies shall have the right at all reasonable times to inspect the same, to the extent provided in the Bond Resolution.

I. Reports and Annual Audits. The City and the County shall, as soon as practicable after the end of each Fiscal Year, cause the books, records, accounts and data relating, respectively, to the City's Share and the County's Share for such Fiscal Year to be properly audited by an independent certified public accountant of recognized standing. A copy of the respective audits shall be available for inspection at the offices of the City and the County without cost and shall be promptly furnished to the original purchaser of the Bonds and provided to any Bondholder, Credit Facility Provider and Rating Agencies requesting the same who shall pay the cost of reproduction and postage, to the extent provided in the Bond Resolution.

J. No Lien on or Pledge of Ad Valorem Revenues. The pledge by the City of the City's Share and the County of the County's Share, of the Dedicated Sales Surtax, shall not constitute or create a lien, either legal or equitable, on any of the City's or the County's respective ad valorem revenues or funds. No holder of the Bonds shall ever have the right to compel any exercise of the ad valorem taxing power of the City or the County to make the payments herein provided against any property of the City or the County, except for the

Dedicated Sales Surtax expressly pledged by this Agreement, nor shall this Agreement or the Bonds constitute a charge, lien or encumbrance, either legal or equitable, upon any property or funds of the City or the County, except as expressly herein provided. Neither the City nor the County shall ever be required to levy ad valorem taxes on any property within its boundaries to pay either of their share of debt service payments or any other payments herein provided.

K. Trust Funds. Any funds held hereunder or from which payments are to be made pursuant hereto, whether in the accounts of the City, the County, the Intergovernmental Agency or the DOR, in the amounts and at the times herein provided, shall constitute trust funds to secure the payments required to be made to the Bondholders hereunder, and until such transfer and deposit, the public official holding such funds shall act as trustee of such moneys, for the purposes hereof and such moneys shall be kept separate and distinct from all other funds of the City and the County and shall be used only as provided herein.

L. Enforcement of Collections. The City and the County are each currently receiving the Existing Sales Surtax, having taken all actions required by law, respectively, to entitle each of them to receive the same. The City and the County will, each, (i) take all actions required by law to entitle each of them to receive their respective share of the Extended Sales Surtax and (ii) diligently enforce their respective rights to receive the Extended Sales Surtax and will not take any action which will impair or adversely affect their rights to receive such funds (or their direction to the DOR for such funds to be paid directly to the Intergovernmental Agency) or impair or adversely affect in any manner the pledges of such funds made herein. The City and the County, shall each be unconditionally and irrevocably obligated to take all lawful action necessary or required to continue the entitlement of each to receive their share of the Extended Sales Surtax as now provided by law or as may later be authorized,

and to make, or cause to be made, the transfers of the Dedicated Sales Surtax required by this Agreement, so long as any of the Bonds are outstanding or unpaid, and until this Agreement shall be terminated or shall expire.

M. Limitation of City or County Funds. In no event shall the City or the County be required, in discharging its covenants and obligations under this Agreement, to pledge or appropriate any funds or revenues of the City or the County, except from their respective share of the Dedicated Sales Surtax.

N. Issuance of Other Obligations. Neither the City nor the County will issue other obligations, including any obligations that may be issued on parity with their respective obligations hereunder, from the Dedicated Sales Surtax, or any portion thereof, or voluntarily create or cause to be created any additional debt, lien, pledge, assignment, encumbrance or other charge having priority to, being on a parity with or junior to their respective obligations hereunder, upon the Dedicated Sales Surtax.

SECTION 2. INFORMATION TO BE MADE AVAILABLE.

A. The City and the County shall each, upon request, furnish to the Intergovernmental Agency all such information, certificates, certified copies of official proceedings, engineering reports, feasibility reports, information relating to its agreements, financial statements, opinions of counsel (including the opinion required by subsection (B) hereof), official statements and other documents as the Intergovernmental Agency shall be reasonably requested to deliver pursuant to the Bond Resolution.

B. The City and the County shall each at the time requested by the Intergovernmental Agency, cause an opinion or opinions (i) to be delivered by one or more attorneys or firms of attorneys satisfactory to the Intergovernmental Agency with respect to the authorization, execution and validity of this Agreement as it relates to the Bonds or other obligations outstanding secured by a pledge of sales tax revenues available to the Intergovernmental Agency, the legality under the terms and conditions of this

Agreement as it relates to the holders of such Bonds of the performance by each of the Member's Agreement, and (ii) in such other form as may be required under the Bond Resolution or Bond Purchase Agreement executed in connection with the sale and delivery of the Bonds.

C. The City and the County shall each provide to the Intergovernmental Agency, or its designees, on a timely basis and in such form as shall be reasonably requested by either, any and all documents, releases, financial statements and other information necessary to enable the Intergovernmental Agency to comply with any disclosure or other reporting requirement, including but not limited to Rule 15c2-12 of the Securities and Exchange Commission promulgated under the Securities Exchange Act of 1934 (the "Rule"), now or hereafter imposed by the United States of America, the State of Florida, or any political subdivision or agency of either having jurisdiction over the issuance of any debt obligations, by law, judicial decision, regulation, rule or policy. Such information shall also be provided by each Member from time to time promptly following the occurrence of a "material event" as described in the Rule, and as otherwise may be requested by the Intergovernmental Agency, or its designees, but in any case, no less frequently than shall enable the Intergovernmental Agency or the underwriters or broker/dealers of the obligations of the Intergovernmental Agency to comply with any such law, judicial decision, regulation, rule or policy.

In addition to the foregoing, each Member will provide to the Intergovernmental Agency, or its designee, annually, promptly upon its preparation, but no later than one hundred twenty (120) days after the end of its Fiscal Year, a copy of its annual audit and such other financial and other records as may be required by the issuer of any credit facility or bond insurance policy or other security instrument securing all or any part of the Intergovernmental Agency's bonds or other indebtedness (collectively, a "Bond Insurer").

Each Member further agrees to enter into a continuing disclosure agreement or other undertaking, from time to time, as may be reasonably required by the original purchasers of the Bonds in order to comply with the Rule.

SECTION 3. REMEDIES.

The Bondholders and any trustee for the Bondholders may sue to protect and enforce any and all rights, granted or available to the Bondholders under all Parts of this Agreement, except for Part V, or existing under the laws of the State of Florida or the United States of America, including the rights to the appointment of a receiver, and may take all steps to enforce and collect such funds and other charges as shall become delinquent to the full extent and in the manner permitted or authorized by the Bond Resolution and the laws of the State of Florida and the United States of America.

SECTION 4. AUTHORIZED DEPOSITORIES.

All deposits of funds required under this Agreement shall be deposited and maintained in one or more banks, trust companies, national banking associations, savings and loan associations, savings banks or other banking associations which are under Florida law qualified to be a depository of public funds, as may be determined by the entity maintaining possession and control of such funds and accounts.

SECTION 5. CONTRACT WITH INTERGOVERNMENTAL AGENCY; ASSIGNMENT.

The City and the County acknowledge that the Bondholders will rely on the pledges, covenants and obligations created pursuant to all Parts of this Agreement, except for Part V, for the benefit of the Bondholders, and such Parts of this Agreement shall be deemed to be and constitute a contract between the City, the County, the Intergovernmental Agency and the Bondholders upon the issuance of Bonds, on the date of execution hereof by all parties, and the filing of this

Agreement in accordance with Section 5 of Part IX hereof. The County and the City hereby authorize the Intergovernmental Agency to pledge and assign each of their respective obligations under this Agreement for the benefit of the Bondholders in the manner as shall be provided by this Agreement and the Bond Resolution, or other resolutions of the Intergovernmental Agency.

PART VIII

MODIFICATION OR AMENDMENT

SECTION 1. MODIFICATION OR AMENDMENT.

A. Neither the passage of bond resolutions or other resolutions for the issuance of debt, nor any amendments or supplements thereto shall be adopted or later amended to have the effect of enlarging the obligations of the City or the County hereunder or otherwise adversely affecting the rights or interests of the City or the County, without the written consent thereto of the party adversely affected thereby.

B. Part V of this Agreement may be amended with the written consent of the County and the City.

C. Except as provided in subsection B above, no modification or amendment of any other Part of this Agreement or any agreement amendatory hereof or supplemental hereto materially adverse to the rights or interests of the Bondholders may be made without the consent in writing of the holders of at least two-thirds (2/3) or more in principal amount of the Bonds then outstanding, or as may otherwise be provided in any Bond Resolution, but no modification shall permit a change that would (a) affect the unconditional promise of the City to collect, or cause the collection of, the City's Share or the County to collect, or cause the collection of, the County's Share, or, in each case, the pledge thereof as provided in Section 1A and Section 1B of Part VII, respectively, or (b) reduce such percentage of holders of the Bonds required above for such modifications or amendments, without the consent of all the Bondholders. Provided, however, that if any Bonds shall be insured, the Bond

Insurer may give the requisite consent otherwise required of the Bondholders for such Bonds that may be insured and consent of the Bond Insurer shall be required to the extent provided by the Bond Resolution.

PART IX

MISCELLANEOUS

SECTION 1. ACCUMULATED NET REVENUES.

After completion of all Blueprint 2000 Projects and after all expenses and obligations of the Intergovernmental Agency are paid or provided for, unless the City and the County mutually agree to entrust ongoing operational or other responsibilities to the Intergovernmental Agency, the Interlocal Agency shall conclude its activities and any surplus revenue over and above expenses of the Intergovernmental Agency and any reserve fund established by the Board of Directors and funded by the budget will be proportionately returned to the City and the County or other entity in accordance with the bylaws and policies adopted by the Board, or as provided by any bond resolution or trust indenture adopted by the Intergovernmental Agency for the issuance of bonds or other indebtedness.

SECTION 2. FISCAL CONTROL.

The Intergovernmental Agency shall maintain its financial records in accordance with generally accepted accounting principles. An annual budget shall be adopted by the Intergovernmental Agency. All financial activities shall be audited by a certified public accountant at the conclusion of each fiscal year. Members shall be furnished copies of the annual audit and all other financial records they may from time to time request.

SECTION 3. FILING WITH CLERK OF CIRCUIT COURT.

A copy of this Agreement and all subsequent amendments thereto shall be filed with the Clerk of the Circuit Court of Leon County and with such other agencies of the State of Florida as may be required by law.

SECTION 4. TERM.

This Agreement shall continue, and shall not expire prior to such time as the Bonds shall be fully paid or provisions shall be made for the payment of all of the Bonds as provided in the Bond Resolution and subsequent supplemental resolutions pertaining to the sale of the Bonds and all other obligations of the City, the County, and the Intergovernmental Agency shall be satisfied.

SECTION 5. FILING AND EFFECTIVE DATE.

This Agreement shall become effective upon the occurrence of all of (a) the execution of this Agreement by the proper officers of the City and the County as of the date set forth above and (b) upon filing with the Clerk of the Circuit Court of Leon County, Florida, as required by Section 163.01(11), Florida Statutes.

SECTION 6. NO IMPAIRMENT OF OBLIGATIONS OF CONTRACT.

The Intergovernmental Agency, the City and the County have incurred their respective obligations under this Agreement based upon the covenants of each of them for the benefit of the other. The Intergovernmental Agency has incurred its obligation under this Agreement based upon the covenants and pledges of the City and the County hereunder. Therefore, it is necessary in order to avoid impairment of the obligations of contract of the City, the County and the Intergovernmental Agency for the obligations hereunder to be and remain fully enforceable in the manner herein provided.

SECTION 7. NO GENERAL OBLIGATION.

Notwithstanding anything to the contrary herein or in such subsequent resolutions or ordinances, the Bonds shall not constitute "bonds" within the meaning of Article VII, Section 12 of the Constitution and the Statutes of Florida to be approved at an election of the qualified electors of the County and the City. The Bonds shall not constitute a general obligation of the County or the City, the State of Florida or any political subdivision thereof, or a lien upon

any property owned or situated within the territorial limits of the County or the City, the State of Florida or any political subdivision thereof. The holders of the Bonds shall not have the right to require or compel any exercise of the taxing power of the County or the City, the State of Florida or any political subdivision thereof to pay the principal or, premium, if any, and interest on the Bonds or to make any other payments provided for under any subsequent resolution or ordinance.

SECTION 8. NO DELEGATION.

Nothing contained herein shall be deemed to authorize the delegation of any of the constitutional or statutory duties of the County or the City or any officers thereof.

SECTION 9. VALIDITY.

If any paragraph, sentence, clause, phrase, or portion of this Amended and Restated Interlocal Agreement for any reason is held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

SECTION 10. NO LIABILITY.

No member, agent, officer, official committee or committee member, or employee of the Blueprint 2000 Intergovernmental Agency shall be liable for any omission, except gross negligence, or for any act of omission or commission by any other member, agent, officer, official, committee or committee member, or employee of the Blueprint 2000 Intergovernmental Agency.

SECTION 11. SEVERABILITY.

If any one or more of the covenants, agreements or provisions of this Agreement should be held contrary to any express provision of law or contrary to any policy of expressed law, although not expressly prohibited, or against

public policy, or shall for any reason whatsoever be held invalid, then such covenants, agreements or provisions shall be null and void and shall be deemed separate from the remaining covenants, agreements or provisions of this Agreement which shall remain fully enforceable.

SECTION 12. CONTROLLING LAW; MEMBERS OF THE CITY, THE INTERGOVERNMENTAL AGENCY AND THE COUNTY NOT LIABLE.

All covenants, stipulations, obligations and agreements of the City, the Intergovernmental Agency and the County contained in this Agreement shall be deemed to be covenants, stipulations, obligations and agreements of the City, the Intergovernmental Agency and the County, respectively, to the full extent authorized by the Act and provided by the Constitution and laws of the State of Florida. No covenant, stipulation, obligation or agreement contained herein shall be deemed to be a covenant, stipulation, obligation or agreement of any present or future member of the governing body or agent or employee of the City, the Intergovernmental Agency or the County in its, his or their individual capacity, and neither the members of the governing body of the City, the Intergovernmental Agency or the County nor any official executing this Agreement shall be liable personally or shall be subject to any accountability by reason of the execution by the City or the Intergovernmental Agency or the County of this Agreement or any act pertaining hereto or undertaking to carry out the obligations imposed by this Agreement upon the Intergovernmental Agency.

IN WITNESS WHEREOF, Leon County, Florida, and the City of Tallahassee, Florida, have caused this Amended and Restated Interlocal Agreement to be executed by duly authorized officers thereof as of the 1st day of February, 2003.

BOARD OF COUNTY COMMISSIONERS, LEON COUNTY, FLORIDA

BY: _____
TONY GRIPPA, CHAIRMAN

ATTESTED:

_____
BOB INZER
CLERK OF COURT

APPROVED AS TO FORM:

_____
HERBERT W. A. THIELE, ESQ.
COUNTY ATTORNEY

CITY OF TALLAHASSEE, FLORIDA

BY: _____
SCOTT MADDOX, MAYOR

ATTESTED:

_____
GARY HERNDON
CITY TREASURER-CLERK

APPROVED AS TO FORM:

_____
JAMES R. ENGLISH
CITY ATTORNEY

A Certified Copy
Attest:
Bob Inzer
Clerk of Circuit Court
Leon County, Florida
By _____ D.C.

LAK1 #245359 v6

BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY
BY-LAWS, PROCEDURES, AND POLICIES

ADOPTED February 14, 2001

A. Preamble
B. By-Laws
C. General Policies
D. Specific Policies
E. Citizen Participation
F. Effective Date

A. Preamble. The following sets forth the By-Laws, Policies and Procedures which shall serve to guide the proper functioning of the Blueprint 2000 Intergovernmental Agency, consistent with the Interlocal Agreement between the City of Tallahassee and Leon County, adopted September 6, 2000. Such agreement authorizes the City and County to create a Blueprint 2000 Intergovernmental Agency to govern the project management structure for the project planning and construction of the Blueprint 2000 projects described in the Interlocal Agreement.

B. By-Laws

B-1. Membership

(1) As designated in the Interlocal Agreement, the Intergovernmental Agency shall consist of the following voting members:
   (a) Five members from the Tallahassee City Commission with a weighted vote of seven each.
   (b) Seven members from the Leon County Board of County Commissioners with a weighted vote of five each.

B-2. Membership Term of Office

The membership of elected officials as voting members of the Intergovernmental Agency shall coincide with their respective elected terms.

B-3. Officers and Duties

(1) The Intergovernmental Agency shall meet at least once annually to consider an annual work plan and the past year's performance report.

(2) A Chairperson and Vice-Chairperson shall be elected by a majority of the votes of members present at the annual organizational meeting, utilizing the weighted structure as referenced in Section B-1.(1) (a) and (b).

(3) The Chairperson shall serve as Chair for a period of one year effective 1 June of each year.

(4) The Vice-Chairperson shall be elected for a term of two years the second of which will be Chairperson.

(5) The Chairperson shall preside at all meetings. In the event of the Chairperson's absence, or at the Chairperson's direction, the Vice-Chairperson shall assume the powers and duties of the Chairperson.

(6) At the first meeting of the agency after 1 June of each year a new Vice-Chairperson shall be elected for a term of two years the first to serve as the Vice-Chairperson and the second as the Chairperson.

(7) In the event of the permanent inability of the Chairperson or Vice-Chairperson to serve, a new officer will be elected from the membership at the next meeting.

(8) The Chairmanship of the Agency shall rotate annually between the City and County Commissions with the County serving as Chairperson from June 2003 through May 2004.

B-4. Meetings

(1) Agency meetings shall be held in the Tallahassee City Commission Chambers, or be held at another location designated by the Chairperson.

(2) All meetings will be recorded and transcribed by the staff of the Blueprint 2000 Intergovernmental Agency.

(3) It is the desire of the Agency and the MPO not to schedule Agency and MPO meetings on the same day except for extraordinary reasons approved by the Chairperson.

(4) The Chairperson may call special meetings.

(5) There must be majority representation from both the City Commission and Board of County Commissions to constitute a quorum for the transaction of business. An affirmative vote shall consist of a majority of the total quorum present on issues before the Agency, based on the weighted voting structure, except as specified in Section D(1) of these bylaws.

(6) In accordance with the Telephonic Participation Policy, Directors may participate telephonically when approved by the majority of the Board. Directors approved for telephonic participation will not be counted in the determination of a quorum, however they may participate in discussions and their vote on issues before the Board shall be counted as if the Director were present.

(7) Agenda materials for the meetings shall be distributed seven days prior to the meeting.

(8) Meetings will be open to the public and press. All city and county neighborhoods of record, CONA, and any group which so requests in writing, will be notified of meetings.

(9) Roberts Rules of Order Revised is the adopted rule of meeting procedure.

(10) The Agency Meeting and Agenda Development Policy shall prescribe the process and procedure for establishing the meeting schedule and the development of the agenda.

B-5. By Law Amendments

The bylaws may be amended by majority vote of the total quorum present based on the weighted voting structure of the Intergovernmental Agency.

B-6. Voting Procedure

Except as provided in Section D(1), an affirmative vote shall consist of a majority of the total quorum present, based on the weighted voting structure, on issues before the Agency.

C. General Policies

(1) The agenda will include, as a minimum, sections for Information, Consent and Discussion.

(2) The Staff Director shall work with the Intergovernmental Management Committee to develop the agenda for meetings as scheduled. (See Agency Meeting and Agenda Development Policy)

D. Specific Policies

(1) Significant changes to Blueprint 2000 projects shall be approved by a supermajority vote of the members of each body, after taking into consideration the recommendations of the Citizen's Advisory Committee, the Blueprint 2000 Technical Coordinating Committee, and the Intergovernmental Management Committee. Significant changes are defined as:

- reprioritization of projects (advancing or delaying)
- deletion of projects
- addition of projects not on the original approved lists
- changes in project scope that alter the original intent or location, or cost beyond 25%, or $1,000,000, whichever is less, of original cost projections.

Such a vote will not be taken until the Intergovernmental Agency holds at least two (2) public hearings.

(2) Contracts, change orders, etc. which exceed the authority of the Intergovernmental Management Committee shall be approved by a majority of the total quorum present based on the weighted voting structure of the Intergovernmental Agency.

E. Citizen Participation

(1) Citizen participation is a key tenet of the Blueprint 2000 Program and the Tallahassee-Leon County planning process and citizen comments are encouraged.

(2) Citizens will be allowed to provide comments on any Discussion Agenda Item prior to the vote taken.

(3) Citizens will be required to fill out a speaker request form and will be allowed to speak for three minutes.

F. Effective Date

These bylaws shall become effective immediately upon the approval of the Intergovernmental Agency.

Revised: September 17, 2001
April 15, 2002
September 9, 2003
April 26, 2004
September 19, 2005

CITY OF TALLAHASSEE - LEON COUNTY
BLUEPRINT 2000
INTERGOVERNMENTAL AGENCY

DATE	
NO. 101	
TITLE	ORG. AGENCY DMA-ADMIN.
	APPROVED

PROCUREMENT POLICY

101.01 STATEMENT OF POLICY

It is the intent of the Blueprint 2000 Intergovernmental Agency (hereinafter called the "Agency") to provide for on-time acquisition of competitive, quality products and services to support the operations of the Blueprint 2000 program through the provisions established in this policy. It is also the intent of the Agency to adopt the City of Tallahassee's procurement procedures except as otherwise noted.

101.02 AUTHORITY

The Blueprint 2000 Interlocal Agreement, a legal instrument between the City of Tallahassee and Leon County which authorizes a joint project management structure for administering projects to be funded by the sales tax extension, provides the authority to establish a procurement policy.

101.03 OBJECTIVE

This policy shall provide the governing principles that establish the basic philosophies upon which the procurement functions of the Agency must operate. To achieve the aforementioned objective, all persons authorized to commit Blueprint 2000 funds for the purchase of supplies and services shall:

A. Ensure the uninterrupted flow of the services by obtaining and ensuring delivery of acceptable quality of supplies and services, at the right time and price.
B. Comply with all applicable federal, state and local laws, statutes, ordinances and regulations governing local government procurement. Special emphasis shall be placed on ensuring that procurement actions comply with Chapter 112, Florida Statutes relating to ethical behavior in the acquisition of supplies and services.
C. Provide fair and equitable treatment of all vendors who participate in procurement activities.
D. No person or business shall be excluded from participation in, denied benefits of, or otherwise discriminated against in connection with procurement activities on the grounds of race, color, national origin, gender, sexual orientation or physical impairment.

101.04 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Intergovernmental Agency and all employees referenced in the joint project management structure involved in any activities associated with the procurement of supplies or services for, or on behalf of, the Agency and related Blueprint 2000 program.

101.05 DEFINITIONS

Change Order: Modifications to a capital project contract's work scope, cost, or schedule phasing, as authorized by the applicable authority.

Citizens Advisory Committee: The citizens committee provided for and referenced in the Interlocal Agreement.

Competition: The effort of two or more vendors to secure the business of a purchaser by the offer of the most favorable terms as to price, quality, promptness of deliver, or service in accordance with the provisions of a solicitation of such offers.

Competitive Negotiation: A method for procurement of supplies and services in which discussions attempting to reach agreement on terms and conditions of a contract may be conducted with multiple vendors who submit proposals in response to a solicitation.

Competitive Sealed Bid: A method for acquiring offers for procurement of goods, services, or construction in which award is made to the lowest responsive and responsible bidder based on responses to an invitation for bid received from qualified vendors.

Competitive Threshold: A dollar limit established by the Intergovernmental Agency for the purpose of determining the method of procuring a particular supply or service. (See Appendix A for competitive threshold requirements)

Continuing Services Agreement: A type of agreement that provides for furnishing of specified types of professional services for a stated term pursuant to individual task or purchase orders.

Contract: A written agreement, regardless of its title, which is signed on behalf of the Intergovernmental Agency and one or more other parties and which sets forth specific terms and conditions for the procurement or furnishing of goods, services or professional services.

Contract Amendment: Any written alteration in specifications, delivery point, rate of delivery, period of performance, price, quantity, or other provision of the contract, accomplished by mutual action of the parties to the contract.

Contracting Officer: An individual with the authority to enter into, administer, and/or terminate contracts, and make related determinations and findings.

Intergovernmental Agency: Governing body, consisting of the City and County Commissions, of the joint project management structure, as provided in the Interlocal Agreement.

Interlocal Agreement: The agreement approved by the City Commission and County Commission in September 2000, which specifies how sales tax proceeds are to be divided and utilized, creates the Blueprint 2000 Intergovernmental Agency and related joint project management structure, and lists the projects to be funded by the sales tax extension.

Intergovernmental Management Committee: A committee consisting of the City Manager and County Administrator, as provided for in the Interlocal Agreement.

Non-Competitive Negotiations: A method for procurement of supplies and services in which discussions attempting to reach agreement on terms and conditions of a contract may be conducted with a single vendor.

Off-the-Shelf Purchase: An item produced and stocked in inventory by a vendor awaiting the receipt of orders or contracts for sale.

Procedure: The prescribed method or specific course of action that will accomplish the requirements of a policy.

Procurement: Buying, leasing, renting or otherwise acquiring any materials, supplies services, construction, and equipment, including description of specifications and requirements, selection and solicitation resources, preparation and award of contracts.

Purchasing Authority: The authority to approve the acquisition of supplies or services on behalf of the Intergovernmental Agency.

Request for Quotation (RFQ): An informal solicitation or request for information, where oral or written quotes are obtained from vendors, without formal advertising or receipt of sealed bids.

Services: The furnishing of labor, time, or effort by a vendor, which does not result in the delivery of a tangible product.

Staff Director: The individual responsible for carrying out the implementation of the Blueprint 2000 program, reporting directly to the City Manager and County Administrator.

Supplies: Commodities or equipment.

Technical Coordinating Committee: Staff committee established by the Interlocal Agreement to provide technical and professional advice and expertise on Blueprint 2000 projects and related matters.

Term Contract: A type of agreement that provides prices for specific types of goods or services (other than professional services) that is in effect for a stated term.

Vendor: Any natural person or business that responds to a solicitation relating to procurement of goods or services.

101.06 ROLES AND RESPONSIBILITIES

In that this policy provides for adoption of the City of Tallahassee's procurement procedures, City departments referenced herein shall be responsible for providing the

same level of service for Blueprint 2000 procurement activities as is provided for City procurement activities.

A. All Employees of the Agency, in accordance with the requirements of their positions, shall be responsible for:

1. Complying with all adopted purchasing procedures within the parameters of their position responsibilities (except as otherwise noted).

2. Providing City Procurement Services with timely and accurate information to efficiently procure requested supplies/services.

3. Providing necessary information and working with City Procurement Services in:

   a. Evaluating vendor performance.
   b. Resolving vendor grievances.
   c. Identifying department procurement needs.
   d. Evaluating vendor responses to solicitations.
   e. Providing purchasing and vendors with necessary technical information.
   f. Identifying alternative sources of supply.

4. Ensuring that City Procurement Services is made aware of all communications with vendors concerning:

   a. Invitations for bids and requests for proposal that have been advertised and the bid opening date has not yet occurred;
   b. Invitations for bids and requests for proposal that have been received and opened, but not yet awarded; and
   c. Potential contract amendments.

B. Intergovernmental Agency, as the overall governing body for the joint project management structure that administers Blueprint 2000 projects funded by sales tax extension revenues, as referenced in the Intergovernmental Agreement, shall:

1. Provide overall policy direction related to procurement activities.

2. Render a final decision on all purchases, contracts and change orders presented by the Intergovernmental Management Committee.

C. Intergovernmental Management Committee shall provide overall administration of procurement activities for the Blueprint 2000 program. This responsibility shall include:

1. Approving and submitting of all award recommendations presented to the Intergovernmental Agency by Blueprint 2000 staff.

2. Approving and awarding all purchases/contracts within designated managerial authority.

3. Recommending issuance of all RFP's and consider for approval all purchasing, contracts, and change orders to contracts up to 20% of the contract amount.

4. Recommending amendments to this Procurement Policy and approving all administrative procedures to insure consistency and compliance with this Policy.

D. City of Tallahassee Procurement Services shall provide for the acquisition of materials, supplies and services for the Blueprint 2000 program, in accordance with City procurement procedures. These responsibilities include the following:

1. Providing appropriate procedures for the selection of vendors in accordance with applicable federal, state and local laws, statutes, ordinances and regulations governing municipal procurement.

2. Assisting in the development of invitations to bid and requests for proposal, administration of contracts and management of inventories of purchased goods.

3. Issuing and receiving responses to invitations to bid and requests for proposal in accordance with this Policy and related administrative procedures.

4. Making a final determination and/or recommendation, in conjunction with Blueprint 2000 staff, for quote, bid and proposal awards, except where others are so authorized by the Intergovernmental Management Committee or Intergovernmental Agency.

5. Providing appropriate procedures for ensuring vendor protests of competitive sealed bids, competitive negotiations and requests for quotations are treated in a fair and objective manner.

6. Processing vendor payments in accordance with the City's Prompt Pay Policy and the Florida Prompt Payment Act, Section 218.70, Florida Statutes.

8. Resolving complaints between the Agency and vendors regarding purchases of supplies and services.

9. Rejecting all bids or proposals received in response to a particular solicitation, when deemed appropriate by the Intergovernmental Management Committee.

10. Authorizing the termination of vendor relationships.

11. Maintaining vendor performance records.

12. Providing procedures for the evaluation of vendors including suspension and debarment.

E. Blueprint 2000 Staff Director is responsible for

1. Approving and awarding all purchases/contracts within designated managerial authority.

2. Reviewing and recommending all procurement related awards submitted to the Intergovernmental Management Committee and the Agency.

3. Serving in the capacity of Contracting Officer for the Agency.

4. Approving all extensions to the term of procurement related agreements as stipulated in the original terms and conditions of such agreements

5. Executing all documents, including contracts and change orders, approved by the Agency, Intergovernmental Management Committee, and those within designated managerial authority.

F. Treasurer - Clerk's Office shall be responsible for the following, with regards to Blueprint 2000 procurement activities:

1. Countersigning all contracts made in behalf of the Agency.

2. Ensuring contracts are executed and disseminated to the appropriate parties.

3. Safekeeping all bid and contract performance security instruments, including without limitation bonds, cashier or certified checks, letters of credit, and assignments of certificates of deposit, submitted to the Intergovernmental Agency.

4. Handling concerns and issues relative to responding to requests for documents under the Public Records Act.

5. Issuing petty cash funds.

G. The City Attorney/Office in his/their capacity as legal advisor(s) to the Intergovernmental Agency shall be responsible for the following, with regards to procurement activities:

1. Advising personnel on procurement matters that arise as a result of Agency operations.

2. Reviewing of contract documents prior to contract award for legal sufficiency and completeness.

3. Endorsing on each procurement related agreement approval of the form and correctness of the document.

4. Defending for and in behalf of the Agency, all complaints, suits and controversies in which the Agency is a party that arise as a result of procurement activities.

H. Vendors interested in doing business with the Agency shall be responsible for:

1. Registering with the vendor database manager and distributor for all procurement solicitations.

2. Ensuring that all business information set forth in the database, at any time, is current (i.e., address, contact person, product lines, etc.).

3. Complying with all terms and conditions of the applicable solicitation, or other procurement related documents, in making an offer or proposal to the Agency and when conducting business with same.

4. Ensuring the correctness, completeness and timeliness, of responses to procurement solicitations and invoices submitted for payments.

101.07 ADDITIONAL PROVISIONS AND EXCEPTIONS

1. Minority Business Enterprise (MBE) Program shall be administered in accordance with the City of Tallahassee's current MBE policy approved with the following exceptions:

   a. Minority Participation Goals shall be established as follows:
      1) Operating Expenses: The highest of either the City of Tallahassee's or Leon County's goals will be utilized, based on the applicable category as referenced in the respective approved policies.

      2) Capital Projects: A representative from the City's MBE Office and Leon County's MBE Office and the Blueprint 2000 Staff Director (or designee) shall review each proposed project to determine an appropriate goal for minority participation, based on the requirements of the project and the availability of certified MBE's in the local market area. This provision also applies to professional/consultant services contracts included in the overall project scope.

   b. The percent breakdown of each expenditure category allocated to female, black and disadvantaged businesses shall be determined through consultation with the City and County MBE Offices.

   c. The MBE point system used in evaluating minority participation in professional and consultant services for contract award shall be consistent with Leon County's procedure in which ten points, rather than five, are utilized. The total point system utilized shall be limited to 100 points, inclusive of the 10 points for MBE participation. A sliding scale shall be utilized for the award of points for the MBE participation; points awarded shall be based on a joint determination by the City and County MBE offices and the Blueprint 2000 Staff Director or designees.

2. Consultant Competitive Negotiation Act (CCNA) procedures as provided in Chapter 287.055 Florida Statutes shall be utilized for purchases/contracts consistent with Section IX.E.7.1 of the City's Procurement Procedures.

3. Expenditure Authority

a. Purchasing Authority is defined as follows:

Intergovernmental Agency	$50,000 and over
Intergovernmental Management Committee	$25,000 to $50,000* (see note)
Blueprint 2000 Staff Director	$0 to $25,000

* Note: Without regard to the above threshold, the Intergovernmental Management Committee shall have the authority to award any contract if such is within the approved project budget and complies with all policies established herein.

b. Change Orders shall be authorized as follows:

1) The Intergovernmental Management Committee shall have the authority to approve change orders to contracts up to 20% of the original contract amount provided funding is identified and available in the approved project budget.

2) The Agency shall approve change orders to contracts which exceed 20% of the original contract amount or require funding in excess of the total project budget.

4. Price agreements (City or County) shall be utilized whenever possible and do not require additional approval by the purchasing authority.

5. Continuing Service Agreements (City or County) for the provision of specified professional services shall be utilized where applicable and:

   a. Have no threshold limit for professional fees.
   b. Provide a specified contract period with optional extension periods as appropriate.
   c. Provide a termination clause.

   Each request for services under a Continuing Services Agreement shall contain a lump sum cost, a cost estimate or proposal, or other limitation and shall require approval in accordance with the above chart.

6. A formal contract shall be prepared for transactions for services that exceed $50,000. Contract extensions that are included in the original terms and conditions **do not** require Agency approval. The Agency shall approve extensions to contracts that are not a part of the original terms and conditions.

7. Local Preference Policy (Appendix B) as adopted by the Leon County Board of County Commissioners on March 26, 2002, shall be incorporated by reference into the Blueprint 2000 Procurement Policy, with the following exceptions:
   a. the definition of “local business” shall be expanded to include the four county area of Leon, Wakulla, Gadsden, and Jefferson

b. primary residence of employees, or if the business has no employees, the business shall be at least 50% owned by one or more persons whose primary residence shall be within the four county area described in 101.07 (7).

8. Vendor Grievance Procedures (Appendix C) as referenced in Section IX. B.1.- Appendix A of the City of Tallahassee's procurement policy shall be amended to include the following changes:
   a. grievance committee membership shall consist of the Blueprint 2000 Staff Director (or designee) and a representative from the City of Tallahassee and Leon County.
   b. grievance bond shall be made payable to the Blueprint 2000 Intergovernmental Agency.

101.08 SUNSET REVIEW

The Procurement Policy shall be reviewed no later than five years from the effective date. The Blueprint 2000 staff director shall submit the policy to the Agency for review at least 90 days prior to the sunset review date. If no action is taken on the policy prior to the sunset review date, the policy will automatically extend for another five-year period or until the Agency revises or terminates the policy.

101.09 EFFECTIVE DATE

This policy will become effective upon approval by the Blueprint 2000 Intergovernmental Agency.

Revised: June 17, 2002

CITY OF TALLAHASSEE - LEON COUNTY
BLUEPRINT 2000
INTERGOVERNMENTAL AGENCY

DATE	
NO.	102
ORG. AGENCY	Blueprint 2000
APPROVED	

TITLE

Budget Policy and Procedures

102.01 STATEMENT OF POLICY

It is the intent of the Blueprint 2000 Intergovernmental Agency (hereinafter called the "Agency") to provide budget policy and procedures to guide the Agency and its staff in their responsibilities related to operating and capital budget activities.

102.02 AUTHORITY

The Blueprint 2000 Intergovernmental Agency, created pursuant to Chapter 163.01(7) of the Florida Statutes, has the authority to establish budget policies and procedures to guide the Agency in operating and capital budget activities.

102.03 OBJECTIVE

This policy shall provide the governing principles for the establishment of budget policies and procedures for the Blueprint 2000 program.

102.04 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Intergovernmental Agency and all employees referenced in the joint project management structure involved in any activities associated with the Blueprint 2000 operating or capital budgets.

102.05 DEFINITIONS

Citizens Advisory Committee: Referenced in the Interlocal Agreement, the citizens committee serves in an advisory capacity to the Intergovernmental Agency.

Budget Amendment: A change in the approved budget, operating or capital, which may involve an appropriation of funds.

Capital Fund: Includes all capital projects for the Blueprint program.

Capital Improvement Program: Planned infrastructure projects over a specified period of time, generally referred to as a five-year plan.

Finance Committee: Consisting of the County Clerk of the Courts, County Budget Director, City Director of Management and Administration, and City Treasurer-Clerk, the committee provides expertise and advice on financial issues related to Blueprint program implementation.

Intergovernmental Agency: Governing body, consisting of the City and County Commissions, of the joint project management structure, as provided for in the Interlocal Agreement, and generally referred to as the "Agency".

Interlocal Agreement: The agreement approved by the City Commission and County Commission in September 2000, which specifies how sales tax proceeds are to be divided and utilized, creates the Blueprint 2000 Intergovernmental Agency and related joint project management structure, and lists the projects to be funded by the sales tax extension.

Intergovernmental Management Committee: A committee consisting of the City Manager and County Administrator, as provided for in the Interlocal Agreement.

Operating Fund: Includes the operating budget for the day-to-day operations of the Blueprint program.

Procedure: The prescribed method or specific course of action that will accomplish the requirements of a policy.

Staff Director: The individual responsible for carrying out the implementation of the Blueprint 2000 program, reporting directly to the Intergovernmental Management Committee.

Technical Coordinating Committee: Staff committee established by the Interlocal Agreement to provide technical and professional advice and expertise on Blueprint 2000 projects and related matters.

102.06 ROLES AND RESPONSIBILITIES

A. All Employees of the Agency, in accordance with the requirements of their positions, shall be responsible for complying with adopted budget policies and procedures.

B. Intergovernmental Agency, as the overall governing body for the joint project management structure that administers Blueprint 2000 projects funded by sales tax extension revenues, as referenced in the Intergovernmental Agreement, shall:

1. Provide overall policy direction related to budget activities.

2. Adopt an annual operating and capital budget and appropriate funding for the upcoming year as described in the appropriations resolution.

3. Conduct a public hearing on proposed budgets.

4. Approve budget amendments within the operating and capital funds/projects that exceed the authority of the Intergovernmental Management Committee and between funds; appropriate funds as required.

C. Intergovernmental Management Committee shall provide overall administration of budget activities for the Blueprint 2000 program. This responsibility shall include:

1. Approving budget amendments between major object classes within the operating fund which do not require an appropriation.
2. Reviewing budget amendments to the capital budget or between the operating and capital budgets as recommended by Blueprint 2000 staff for submittal to the Intergovernmental Agency.

3. Reviewing and recommending proposed operating and capital budget programs to the Intergovernmental Agency.

4. Recommending amendments to this Budget Policy and approving administrative procedures to insure consistency and compliance with this Policy.

D. Blueprint 2000 Staff Director is responsible for

1. Preparing a proposed budget for the operations of the Agency for the ensuing fiscal year and a five-year Capital Improvement Program (CIP), and by April 30 of each year submitting the proposed budgets to the Intergovernmental Management Committee for review and approval.

2. Ensuring that the proposed budgets are advertised in the newspaper of record and opportunities for public comment scheduled.

3. Approving budget transfers within major object classes in the operating fund.

4. Recommending operating and capital budget amendments to the Intergovernmental Management Committee and the Intergovernmental Agency.

5. Executing all budget amendments approved by the Agency, Intergovernmental Management Committee, and those within designated managerial authority.

E. City of Tallahassee Department of Management and Administration, Accounting Services Division shall ensure that all funds are properly received, managed and accounted for and all investment income earned shall accrue to the sales tax extension funds.

F. City of Tallahassee Treasurer - Clerk's Office shall ensure that all funds received by the Agency are invested like other public funds by the appropriate fiscal officers of the City of Tallahassee.

G. City Attorney in his/her capacity as legal advisor to the Intergovernmental Agency shall be responsible for ensuring that all legal requirements are met with regard to budget activities.

H. Finance Committee shall be responsible for

1. Providing recommendations to the Intergovernmental Management Committee, Staff Director, and Intergovernmental Agency relating to overall financing strategies for Blueprint 2000 projects
2. Reviewing annually the year-end statements and providing comments as necessary.

102.07 PROCEDURES

1. Fiscal Year: The fiscal year for the Intergovernmental Agency shall extend from October 1 to September 30.

2. Appropriation of funds for operating and capital budgets: The budget resolution shall be prepared which lists the sources of revenue for the operating and capital budget, and shall authorize carryover of the fund balance, including project balances, requisitions and encumbrances, as automatic re-appropriations to the capital budget.

3. Budget Process: The Blueprint 2000 Staff Director shall develop a proposed operating budget for the upcoming fiscal year and a five-year capital improvement program, and shall submit proposed budgets to the Intergovernmental Management Committee by April 30. This committee shall provide input/comments on the proposed budgets to the Staff Director by May 15. Upon receipt of these comments, the Staff Director shall forward the proposed budgets to the Intergovernmental Agency and place the proposed budgets on the meeting agendas for the next Blueprint 2000 Technical Coordinating Committee, Citizens Advisory Committee, and Finance Committee. Concurrently he shall schedule an opportunity for preliminary public comment in conjunction with one of the above meetings. The proposed budgets shall also be placed on the agenda for consideration by the Intergovernmental Agency during the regularly scheduled June meeting.

4. Advertising of Proposed Budget and Opportunities for Public Comment: Pending receipt of comments from the Intergovernmental Management Committee, the proposed budget shall be advertised in the newspaper of re cord and provide an opportunity for public comment. Subsequent to the Intergovernmental Agency's initial consideration of the proposed budget, a second opportunity for public comment in August/September in conjunction with the Agency's adoption of the budget resolution shall be provided. Said hearing will not conflict with the Leon County School Board's scheduled public hearings.

5. Budget Amendments: Authority for approving budget amendments is defined in the following chart.

Blueprint 2000 Staff Director	Amendments to line items within major object classes in the operating budget

Intergovernmental Management Committee	Amendments to line items between major object classes in the operating budget that do not require an appropriation
Intergovernmental Agency	Amendments between the operating and capital funds and those that require an appropriation

102.08 ADDITIONAL PROVISIONS AND EXCEPTIONS

1. All expenditures by the Agency for the operations of the Blueprint 2000 program and projects funded through the sales tax shall conform to the budget as approved by the Intergovernmental Agency and no expenditures shall be made in excess of the appropriation unless an additional appropriation therefore shall be made and then approved by said Agency.

101.09 SUNSET REVIEW

The Budget Policy shall be reviewed no later than five years from the effective date. The Blueprint 2000 staff director shall submit the policy to the Agency for review at least 90 days prior to the sunset review date. If no action is taken on the policy prior to the sunset review date, the policy will automatically extend for another five-year period or until the Agency revises or terminates the policy.

101.10 EFFECTIVE DATE

This policy will become effective October 1, 2002, pending approval by the Blueprint 2000 Intergovernmental Agency.

CITY OF TALLAHASSEE - LEON COUNTY
BLUEPRINT 2000
INTERGOVERNMENTAL AGENCY

DATE	
NO.	103
ORG. AGENCY	Blueprint 2000
APPROVED	October 20 2003

TITLE

Meeting Schedule and Agenda Development Policy

103.01 STATEMENT OF POLICY

It is the intent of the Agency to establish a clear and consistent process for the development of meeting agendas, prescribe a process for modifying said agendas, prescribe a process and procedures for establishing and modifying meeting schedules.

103.02 AUTHORITY

This policy was adopted by the Blueprint 2000 Intergovernmental Agency Board of Directors on October 20, 2003.

103.03 OBJECTIVE

To establish a policy for the development and modification of agendas and scheduling of meetings of the Intergovernmental Agency.

103.04 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Intergovernmental Agency, Intergovernmental Management Committee (IMC) and all employees referenced in the joint project management structure involved in any activities associated with the Blueprint 2000 program.

103.05 DEFINITIONS

Draft Agenda: An agenda that has been prepared by the Director of Blueprint 2000 but has not been approved by the Intergovernmental Management Committee, (IMC).

Draft Agenda Modifications: Changes, including deletions, additions, or supplemental material to existing agenda items on the Draft Agenda. (Does not include editorial or administrative modifications)

Approved Agenda: An agenda with or without supporting documentation that has been approved by the IMC.

Agenda Modifications: Changes made to the Approved Agenda as described above, generally announced at the beginning of each Agency Board of Directors meeting. Depending on the timing of the modification(s), material supporting the changes may or may not be distributed prior to the scheduled meeting.

Intergovernmental Agency (IA): Governing body, consisting of the City and County Commissions, of the joint project management structure, as provided for in the Interlocal Agreement, and generally referred to as the "Board".

Intergovernmental Management Committee (IMC): The City Manager and County Administrator

Chairperson: Duly elected member of the Board of Directors charged with the conduct of all Meetings of the Agency Board of Directors

Vice Chairperson: Duly elected Member of the Board of Directors who acts as the Chairperson in the absence of the Chairperson.

Electronic Agenda Distribution: Approved or Draft Agendas that are distributed via e-mail or posted on the Blueprint 2000 web page, www.blueprint2000.org

Approved Agency Schedule:The Draft Agency Schedule that has been presented to the Agency at a regular meeting and approved.

Draft Agency Schedule:An annual schedule developed jointly by the City, County and Blueprint staff that recommends specific dates and locations for Agency meetings.

Staff Director: The individual responsible for carrying out the implementation of the Blueprint 2000 program, reporting directly to the Intergovernmental Management Committee.

103.06 ROLES AND RESPONSIBILITIES

A. Blueprint 2000 Staff Director:

1. Develop the Draft Agenda and supporting documentation based upon input from members of the Board of Directors, direction from previous Agency meetings, staff, IMC, Citizen's Advisory Committee, Technical Coordinating Committee, Finance Committee or operational or administrative requirements.
2. The Staff Director may accept or reject agenda items presented by staff for inclusion in the Draft Agenda based on agenda length, time sensitivity of the agenda item or applicability of the agenda item to the Agency. It is the intent that all requested items be included in the agenda. Rejection of an items will be considered as an exception.
3. Present the Draft Agenda to the Intergovernmental Management Committee (IMC) for approval.

4. Present the Approved Agenda to the Chairperson or the Vice Chairperson, in the absence of the Chair, for review.
5. When requested by other than Directors, present the IMC with requests to modify the Approved Agenda (Directors are requested to contact the City Manager or the County Administrator directly.)
6. Produce and distribute to Directors, IMC, Director Aides and others as required, electronic and/or hard copies of the Approved Agenda.
7. Develop the Draft Agency Meeting Schedule, review it with the IMC, and present it to the Board of Directors for approval.
8. Present to the Chairperson, staff requests to modify the Approved Agency Schedule.

B. Intergovernmental Management Committee:

1. Provide guidance to the Director for the development of the Draft Agenda.
2. Review and Approve the Draft Agency Agenda.
3. Provide guidance for Draft Agency Meeting Schedule.
4. Review and comment on the Draft Agency Meeting Schedule.

C. Vice Chairperson: Act as the Chairperson in the absence of the Chairperson.

D. Chairperson of the Board of Directors:

1. Approve the Draft Agency Meeting Schedule for presentation to the Board at a regular meeting.
2. Resolve issues regarding rescheduled meetings.
3. Approve rescheduled meetings.

103.07 ADDITIONAL PROVISIONS AND EXCEPTIONS

General Provisions:

The Agenda for Intergovernmental Agency meetings will be prepared in Draft by the Blueprint 2000 Staff Director. This Draft Agenda will contain items that require Board action as determined by the Staff Director--consent, discussion and informational items. The City and County staffs will provide and coordinate with the Staff Director any City or County items for inclusion into the Agenda and will provide input for Blueprint 2000 agenda items that may involve or impact either entity. This Draft Agenda will be forwarded to the Intergovernmental Management Committee for their approval.

The IMC must approve all modifications to the Approved Agenda.

Either member of the IMC may unilaterally exclude an item from the agenda, however any agenda item specifically requested by a member of the Board is not subject to exclusion by either member of the IMC.

The Blueprint staff will distribute Approved Agendas electronically (e-mail), on the Blueprint 2000 web site and in hard copy. E-mail copies will be provided seven (7) days in advance of the meeting. Hard copies will be limited to each Director, the IMC, and selected others as deemed necessary and distributed at least five (5) days prior to the scheduled Agency meeting.

Directors who desire the addition of an agenda item or the deletion of an agenda item from the Approved Agenda will contact the City Manager or the County Administrator directly. Staff desiring to add or delete an agenda item from the Approved Agenda will first approach the Director who may then forward the staff request to the IMC for consideration. The IMC may deny the late addition or deletion of any agenda item if in his/her opinion the item has not been properly developed, can be deferred until a subsequent meeting without detriment, or in the event of a request to delete, feels that the items needs to be considered by the Board. Late agenda items will only be added if deemed time sensitive and critical by the IMC.

Agendas will be posted to the Blueprint 2000 Web site www.blueprint2000.org. Limited copies of the agendas will be available at the Agency meeting. Directors will be provided Blueprint 2000 binders that contain reference information to include the Interlocal Agreement and the Agency by-laws. Director aides are requested to post to these binders the Approved Agendas that are provided.

Format for the Agenda will be as attached.

Agency Meeting Schedule

Annually the Staff Director, in conjunction with the City and County Staffs will prepare a Draft Agency Meeting Schedule. This schedule will specify, times, dates and locations for Agency Board of Director meetings for a period of not less than one year. Meeting locations will generally alternate between the City Commission Chamber and the County Chamber. Other locations may be used as approved by the Chairperson. Times for meetings will generally be 3:00 p.m. to 5:00 p.m., however, meetings may be scheduled for 5:00 p.m. to 7:00 p.m. if approved by the Agency. The Draft Agency Meeting Schedule may include meeting dates for the TCC and the CAC. MPO meetings and Agency meetings will not be on the same day except as approved by the Chairperson in extreme cases.

Once reviewed by the IMC and the Agency Chairperson, the Draft Agency Meeting Schedule will be distributed to each member of the board for their review prior to the Agency meeting. Distribution will be as above for agenda distribution.

The Draft Agency Meeting Schedule will be presented to the Board as an agenda item. Once passed by the Board of Directors the Approved Schedule will not be altered except in extreme cases. Requests to alter the Approved Schedule must be presented to the Agency Chairperson who will task staff to query the Directors for their availability and agreement to modify the approved schedule. Based upon input from the Directors the Chairman will make the decision considering the following:

i. The number of members available for the originally scheduled meeting.
ii. The number of members indicating agreement to a new specified meeting date.

iii. The number of members available on the rescheduled meeting date.

After considering the above information the Chairperson will determine which alternative, the original date or the rescheduled meeting date satisfies the needs and desires of the greatest number of the Directors.

The Chairperson may direct meeting cancellations only after a query of the Directors is made and the Chairperson considers the desires of the Directors. If the majority of the total Board members desire not to cancel a meeting then the meeting will be held as scheduled minus those Directors who are not available to attend. If sufficient City or County Commissioners are not available to form a quorum the Chairperson may elect to hold the meeting yet defer any agenda items requiring a vote.

Any items not specifically addressed in this policy will be presented to the Staff Director and the Intergovernmental Management Committee for resolution.

Sunset Provision: December 2019

103.08 EFFECTIVE DATE

This policy will become effective on October 20, 2003, pending approval by the Blueprint 2000 Intergovernmental Agency.

CITY OF TALLAHASSEE - LEON COUNTY BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY	DATE
	NO. 104
TITLE **Leveraging Policy and Plan**	ORG. AGENCY Blueprint 2000
	APPROVED September 20, 2004

104.01 STATEMENT OF POLICY

It is the intent of the Blueprint 2000 Intergovernmental Agency (hereinafter called the "Agency") to provide a leveraging policy and procedures to guide the Agency and its staff in their responsibilities related to leveraging the dollars for the Blueprint 2000 projects. Consistent with the referendum that created the Blueprint 2000 organization, funding of known opportunities shall be pursued were applicable and reasonable.

104.02 AUTHORITY

The Blueprint 2000 Intergovernmental Agency, created pursuant to Chapter 163.01(7) of the Florida Statutes, has the authority to establish leveraging policies and procedures to guide the Agency in leveraging funds.

104.03 OBJECTIVE

This policy shall provide the governing principles for the establishment of leveraging policies and procedures for the Blueprint 2000 program.

104.04 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Intergovernmental Agency and all employees referenced in the joint project management structure involved in any activities associated with the Blueprint 2000 leveraging policy.

104.05 DEFINITIONS

Capital Programs and Finance Manager: The individual that provides the fiscal accounting, project and contract management needed to implement annual and long-range Blueprint 2000 capital projects. This individual is charged with developing, implementing, and administrating ancillary programs, grants identification, and development. Identifies grant sources, develops and submits grant applications, and ensures departmental compliance with grant requirements.

Contracting Officer: An individual with the authority to enter into, administer, and/or terminate contracts, and make related determinations and findings.

Cooperative Agreements: To act or work in compliance with another or others in an association for mutual benefit of an arrangement as to a course of action, compact, or agreement.

Finance Committee: Consisting of the County Clerk of the Courts, County Budget Director, City Director of Management and Administration, and City Treasurer-Clerk, the committee provides expertise and advice on financial issues related to Blueprint program implementation.

Intergovernmental Agency: Governing body, consisting of the City and County Commissions, of the joint project management structure, as provided for in the Interlocal Agreement, and generally referred to as the "Agency".

Interlocal Agreement: The agreement approved by the City Commission and County Commission in September 2000, which specifies how sales tax proceeds are to be divided and utilized, creates the Blueprint 2000 Intergovernmental Agency and related joint project management structure, and lists the projects to be funded by the sales tax extension.

Intergovernmental Management Committee: A committee consisting of the City Manager and County Administrator, as provided for in the Interlocal Agreement.

Leveraging: To supply, supplement, and enhance by securing additional financial resources.

Procedure: The prescribed method or specific course of action that will accomplish the requirements of a policy.

Staff Director: The individual responsible for carrying out the implementation of the Blueprint 2000 program, reporting directly to the Intergovernmental Management Committee.

Planning Manager: This individual plans, organizes, supervises, and coordinates Blueprint 2000 activities with the MPO, City, County, and FDOT. Participates in the preparation of grant applications. Prepares and administers budgets and seeks alternative funding sources. Manages federal grants.

104.06 ROLES AND RESPONSIBILITIES

A. All Employees of the Agency, in accordance with the requirements of their positions, shall be responsible for complying with adopted leveraging policies and procedures.

B. Intergovernmental Management Committee shall provide overall administration of budget activities for the Blueprint 2000 program. This responsibility shall include:

2. Recommending amendments to this Leveraging Policy and approving administrative procedures to insure consistency and compliance with this Policy.

3. Approve submission of leveraging applications and awards that require matching funds greater than $1M per application and/or where the match is greater than 50/50. The leveraging awards shall be for approved projects where the project Budget has been approved by the Agency.

C. Blueprint 2000 Staff Director is responsible for:

1. Approve submission of leveraging applications and awards that require matching funds less than $1M per application and/or where the match is less than 50/50. The leveraging awards shall be for approved projects where the project Budget has been approved by the Agency.

2. Reviewing and recommending all procurement related grants or programs submitted to the Intergovernmental Management Committee and the Agency.

3. Serving in the capacity of Contracting Officer for the Agency.

4. Approving all extensions to the term of leveraging agreements as stipulated in the original terms and conditions of such agreements.

5. The director shall pursue grant opportunities that are in the best interest of the Blueprint 2000 program and the directive created by the referendum that formed the organization.

D. Finance Committee shall be responsible for:

1. Providing recommendations to the Intergovernmental Management Committee and Staff Director relating to overall leveraging strategies for Blueprint 2000 projects.

E. Planning Department and the Planning Director shall be responsible for:

1. Coordinating all grant requirements and management/maintenance issues with other City/County departments.

2. Prepare agenda items for grant applications for City/County approval as required.

3. Maintain and update Greenway Master Plan with new land acquisitions.

4. Coordinating with Blueprint 2000 on applications where Blueprint funds are required.

104.07 Methodology

1. Leveraging is the creation of collaborative relationships or formal agreements with others outside of Blueprint 2000 and is not limited to the pursuit of grants and other available funding opportunities.

2. Blueprint will seek collaborations that may develop as partnerships, cooperative agreements, or other similar arrangements entered into by Blueprint and another organization, such as a corporation, educational institution, foundation, government agency, or non-profit agency.

3. Resources contributed by Blueprint or other parties could consist of expertise, regulatory experience, equipment, facilities, support staff and services, funding, and any other intellectual or physical resources.

4. Blueprint will build leveraging into its infrastructure by developing a leveraging data base, calendar, and up to date resource of eligible funding sources, and by convening forums in which to share leveraging experiences, information, and resources. Third party research firms and products may also be utilized in order to identify all eligible funding and resource opportunities.

5. In the case of Sensitive Lands, Blueprint will develop a systematic approach to identify parcels and schedule the application of grants through FCT, OGT, and other agencies based on willing sellers, the direction and guidance of the Tallahassee Master Greenway Plan and Blueprints Sensitive Lands Working Group, and the appropriateness of the grant programs for Blueprint projects.

6. In the case of Corridor Improvements to Roadways or Greenways and Trails as well as Stormwater Improvements, Blueprint 2000 will pursue funding from all available sources where reasonable. Possible funding sources include but are not limited to the following agencies, the Northwest Florida Water Management District, the Federal Highway Administration, the Florida Department of Transportation, the Florida Department of Environmental Protection, and other local, regional, state, and federal funding opportunities, as well as non-profit leveraging resources.

7. In many cases when submitting grant applications, Blueprint 2000 will write the actual grants submitted so they are consistent in nature. Where needed or applicable, the City of Tallahassee or Leon County will be the official applicant under whose name the grants would be submitted. Blueprint will provide copies of all grant or leveraging agreements to the City of Tallahassee and Leon County in order to facilitate open communication and a coordinated effort. Coordination between Blueprint 2000 and City/County staff will be critical to the process and strongly promoted. The City and County will use their resources to pursue funds. Plans for greenways, trails, municipal, state, and federal grants or funding availabilities will be coordinated with the Planning Department.

8. Avenues for leveraging funds that are “outside the box” will be pursued. Creative thinking will be used to identify eligible funds from non-traditional sources. At the same time, all known applicable funding sources will be pursued where feasible. A cost-benefit analysis will look at administrative aspects such as application costs, match

requirements, and future monitoring and management costs to determine if the grant should be targeted. The City and County Lobbyist may be utilized in order to pursue leveraging sources.

9. Grants that contain a 50/50 or better match opportunity are considered the most advantageous interest and will be pursued at the director's discretion when funds are available in the approved budget and consistent with the program objectives.

104.08 SUNSET REVIEW

The Leveraging Policy shall be reviewed no later than five years from the effective date. The Blueprint 2000 staff director shall submit the policy to the Agency for review at least 90 days prior to the sunset review date. If no action is taken on the policy prior to the sunset review date, the policy will automatically extend for another five-year period or until the Agency revises or terminates the policy.

104.09 EFFECTIVE DATE

This policy will become effective September 20, 2004, pending approval by the Intergovernmental Agency.

Telephonic Participation in Agency Meetings Policy

~~103~~105.01 STATEMENT OF POLICY

It is the intent of the Agency to establish a clear and consistent process for the authorization of Directors to participate telephonically in Agency meetings where extraordinary circumstances prevent the Director from physically being present at the meeting.

~~103~~105.02 AUTHORITY

The Blueprint 2000 Intergovernmental Agency Board of Directors adopted this policy on 16 February 2004.

~~103~~105.03 OBJECTIVE

The goal of the Intergovernmental Agency is for the Directors of the Board to participate in all Agency meetings and that each Director exercise his/her vote on matters presented to the Board for decision. During the course of events one or more Directors may not be able to physically attend a meeting. The purpose of this policy is to prescribe procedures that will allow Directors to participate in meetings telephonically. It is not the intent of this policy to allow Directors to participate telephonically for convenience only but to acknowledge that extraordinary circumstances may exist from time to time that preclude a Director from being able to physically attend an Agency meeting.

It is the intent of this policy to require Board approval for a Director to participate telephonically in Agency meetings and~~; to assign the responsibility for the logistics of such participation to the Director making the request and finally~~ to establish procedures for telephonic participation to be adopted by the Agency.

~~103~~105.04 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Intergovernmental Agency Board of Directors.

~~103~~105.05 DEFINITIONS

Agency Meeting: Any scheduled and noticed meeting of the Blueprint 2000 Intergovernmental Agency.

Agency Board of Directors: Board of elected City and County Commissioners sitting jointly as prescribed in the Interlocal Agreement.

Calling Director: Any Member of the Board of Directors for the Intergovernmental Agency who requests to participate telephonically in an Agency meeting without being physically present at the meeting.

Telephonic Participation: Participation in an Agency meeting via high quality telephone with speaker or video teleconferencing.

Chairperson: Duly elected member of the Board of Directors charged with the conduct of all Meetings of the Agency Board of Directors

Vice Chairperson: Duly elected Member of the Board of Directors who acts as the Chairperson in the absence of the Chairperson.

Staff Director: The individual responsible for carrying out the implementation of the Blueprint 2000 program, reporting directly to the Intergovernmental Management Committee.

~~103~~105.06 ROLES AND RESPONSIBILITIES

A. Blueprint 2000 Staff Director:
1. Act as the point of coordination for all Directors to initiate request for Telephonic Participation.
2. Coordinate the logistical support for telephonic participation as required.

B. Calling Director:
~~1.~~3. Initiate requests to the Board of Directors to participate in an Agency meeting telephonically.
4. Notify the Staff Director of the desire to participate telephonically in sufficient time allow the Staff Director to coordinate the needed logistical support.
~~2.Coordinate with appropriate City or County Staff to secure logistical support for the telephonic participation.~~
~~3.~~5. Prior to the Agency Meeting initiate the phone connection.
~~4.~~6. Maintain/reestablish the phone connection as required.
~~5.~~7. Ensure that communications to the meeting are high quality so not to disrupt the normal conduct of the Agency Meeting.

C. Board of Directors:
1. Authorize Directors to participate via telephone with a standard of:
   a. Extraordinary circumstances
   b. Based on good judgment of the Board of Directors
   c. On a case-by-case basis
2. Authorize the disconnection of a Calling Director if the connection becomes degraded to the point that it impairs the conduct of the Agency Meeting.

~~D.~~B. Vice Chairperson: Act as the Chairperson in the absence of the Chairperson.

E. Chairperson of the Board of Directors:
1. Present to the Board as the initial item of business any late request for telephonic participation from Director(s).
2. During voting ask the Calling Director(s) for their vote separate from those Directors present.

3. Request from the Board authorization to disconnect a Calling Director if the connection becomes degraded to the point that it impairs the conduct of the Agency Meeting.

~~103~~105.07 ADDITIONAL PROVISIONS, PROCEDURES AND EXCEPTIONS

A. Pursuant to the Legal Opinion of the Agency General Counsel attached here to, the following are specified:
   1. A Calling Director who requests and is approved for participating telephonically in an Agency meeting will **not** count in the determination of a quorum.
   2. A Director who has been duly approved for telephonic participation by the majority of the Board shall vote as required and in accordance with the bylaws.
   3. On a case-by-case basis, the majority of the Directors shall determine in their good judgment if a physically absent Director may participate telephonically due to extraordinary circumstances.

B. Implementing Instructions:
   1. Any Director desiring to participate telephonically due to extraordinary circumstances will make such request to the Board of Directors at the Agency Board Meeting prior to the meeting for which the absence is requested. Requests from Calling Directors shall be considered during the "Items from Members of the Board" portion of the agenda and will be recorded in the minutes. Approval of request shall be by majority vote in accordance with Agency bylaws. In the event that the telephonic participation is a last minute requirement the Board shall consider and vote on the request as the initial item of business of the meeting. *It is recommended that only one Director be authorized to participate via telephone at each meeting for logistical reasons.*
   2. In situations where advance approval is not possible ~~t~~The Calling Director shall advise the Blueprint Staff Director of the intent to participate telephonically. The Staff Director shall coordinate with the City or County staff for the logistical support and will advise the Chairperson of the pending request.~~or his designee shall coordinate with the City or County Staff as required ensuring that appropriate provisions are made within the meeting room for Telephonic Participation.~~
   3. The Staff Director working with the Calling Director or designee will ensure that on the day of the Agency Meeting that communications are established and maintained during the Agency meeting.
   4. Clear communications are mandatory for telephonic participation and degraded communications that disrupt the conduct of the Agency Meeting shall be terminated as directed by the majority of the Board. The *use of cellular phones for this purpose is strongly discouraged.* Lost communications are the responsibility of the Calling Director to reestablish. If communications are lost or distorted to the point that the Calling Director cannot hear or be heard the Agency Meeting shall continue without regard to the communications disruptions. Votes taken and material discussed during a period of lost or degraded communications shall not be reheard or be subject to revote for the sole reason of lost or degraded communications with a Calling Director.

5. To preclude confusion in voting the Chairman shall ask the Calling Director for his/her vote independently of the Directors present.

C. Any items not specifically addressed in this policy will be presented to the Staff Director and the Agency General Counsel for resolution.

D. Sunset Provision: December 2019

~~103~~105.08 EFFECTIVE DATE

This policy will become effective on February 16, 2004.

CITY OF TALLAHASSEE - LEON COUNTY
BLUEPRINT 2000
INTERGOVERNMENTAL AGENCY

DATE	
NO.	107
ORG. AGENCY	Blueprint 2000
APPROVED	9/19/07

TITLE

BLUEPRINT 2000 REAL ESTATE POLICY

107.01 STATEMENT OF POLICY

The purpose of this administrative regulation is to establish a policy and procedures to govern the delegation of authority for any and all conveyances of any interest in real property involving Blueprint 2000 (Blueprint), including but not limited to, fee simple and less than fee simple acquisitions, sales and dispositions, property management activities, and leases to others of real property owned by Blueprint 2000, an Intergovernmental Agency founded by the City of Tallahassee and Leon County Florida.

107.02 AUTHORITY

The Blueprint 2000 Intergovernmental Agency, created pursuant to Chapter 163.01(7) of the Florida Statutes, has the authority to establish real estate and land banking policies and procedures.

107.03 OBJECTIVE

The intent of this policy is to provide operating procedures and a set of rules to insure proper accountability in any real estate transaction involving Blueprint 2000 and to insure proper management of any real property owned or leased by Blueprint. Further, these policies and procedures shall be followed, along with all applicable laws and professional ethics, in order to insure fair and equitable treatment to Leon County, the City of Tallahassee, the general public, and all affected property owners. The policies and procedures contained herein shall govern all Blueprint 2000 real estate transactions.

107.04 SCOPE AND APPLICABILITY

The policy outlined herein shall apply to the Intergovernmental Agency and all employees referenced in the joint project management structure involved in any activities associated with the Blueprint 2000 Real Estate Policy.

107.05 DEFINITIONS

Appraisal: A professional, impartial estimate of the fair market value of real property.

Capital Improvement Projects: All projects, which have been approved by the Intergovernmental Agency in a Capital Improvement Plan Budget and have been included on a list of approved projects.

Closing: The time and place for the exchange of documents and tender of payment to finalize the bargain or contract for transfer of real property.

Condemnation/Eminent Domain: A government's right to acquire private property for public use with full compensation to the owner.

Dedication: The setting aside of land for a public use by its owner, together with acceptance by or on behalf of the public, by the making, signing, acknowledging and recording of a map or plat of land in accordance with general law upon which areas appear as devoted to public use for such purposes as streets and utility and drainage easements.

Designee: A duly authorized representative of a person holding a superior position.

Easement: A right to use land of another for a specific purpose and for a certain time frame.

Fee Title or Fee Simple Title: An estate in real property belonging to the owner and alienable or sellable by owner or transmissible to owner's heirs absolutely and simple. An absolute estate in perpetuity and the largest possible real property right an owner can have.

"IA": Means Intergovernmental Agency

"IMC": Intergovernmental Management Committee has oversight of the Blueprint 2000 Program and is comprised of the Leon County Administrator and the City Manager of Tallahassee.

Land Banking: The acquisition and holding of property for both current and future purposes including but not limited to, transportation projects, greenways, trails and other environmentally sensitive lands.

Marketable Title: A legally defensible title which is free from material defects and acceptable to a reasonable purchaser, informed as to the facts and their legal meaning.

Option: A contract conveying a right to buy real estate at a specific price during a stipulated period of time.

Property: Land and all improvements thereon, if any.

Public Purpose: A purpose which has as its objective the promotion of the public health, safety, morals, general welfare, security, prosperity, and contentment of the residents of the City of Tallahassee and Leon county and not the welfare of an individual or specific class of persons.

Purchase and Sale Agreement: A binding contract for the purchase and sale of real property subject to the conditions contained in the agreement.

Quitclaim Deed: An instrument of conveyance intended to pass such title, interest or claim as the grantor may have in the property and which contains neither warranties nor covenants of title. (See Section 125.411, Florida Statutes)

Real Property: Any interest in land or the improvements thereon, including but not limited to, fee simple, leasehold and other rights of possession, temporary and perpetual easements, and grants of right of entry.

Right of Way Map: Any map or survey prepared by or on behalf of Blueprint that identifies the real property necessary to implement a Capital Improvement Project.

"Under the Threat of Condemnation": A term used to indicate that a property shall be acquired, if necessary, using Blueprint's authority to impose the laws of eminent domain (condemnation).

Value Determination: Estimate of market value as prepared by the real estate staff or an approved right of way consulting firm.

107.06 APPROVAL AUTHORITY:

A. **Blueprint 2000 Executive Director**

1. The Director of Blueprint is authorized to approve the following real estate acquisitions provided the purchase price, exclusive of attorney fees and costs and business damages, if applicable, does not exceed $750,000.00 or 20% above the appraised value, whichever is greater;
    a. The acquisition of real estate for land banking purposes.
    b. The payment of legal settlements for property acquired under the threat of condemnation purchased through either informal negotiations or mediation.
2. The Director of Blueprint is authorized to approve the sale or disposition of surplus property owned by Blueprint provided the sale price does not exceed $100,000.00, exclusive of closing costs.
3. The Director of Blueprint is authorized to approve all deposits in circuit courts required by Order of Takings, final judgments of jury verdicts, or other court orders on property being acquired under threat of condemnation.

4. The Director of Blueprint, with input from legal counsel, is authorized to settle all reasonable attorney fees and costs incurred by property owners during the condemnation process, through negotiation, mediation or court award.
5. The Director of Blueprint is authorized to settle any claim for business damages made pursuant to Section 73.015(2), Florida Statutes (2003), as may be amended from time to time, provided the amount of the business damage claim, exclusive of attorneys' fees and costs, does not exceed $250,000.00 or 20% above the amount of the estimate obtained in accordance with Section 107.08 C.

B. **Intergovernmental Management Committee**

1. The Intergovernmental Management Committee (IMC) is authorized to approve all acquisition of real estate, and/or business damage claims, in which the purchase price exceeds the approval authority of the Director, and is within the approved and budgeted Blueprint Capital Improvement Plan.
2. The IMC is authorized to approve the sale and disposition of surplus property owned by Blueprint provided the sale price does not exceed $500,000.00, exclusive of closing costs.
3. The IMC is authorized to approve all leases of property owned by Blueprint where the annual lease does not exceed $100,000.00.
4. All decisions of the IMC, pursuant to this Policy, shall be subject to the requirements of Florida Statute 286.011, Florida Government in the Sunshine Law.

C. **Intergovernmental Agency**

The Intergovernmental Agency (IA) shall approve all other real estate transactions. In addition, the Director or the IMC may elect to request IA approval on any real estate purchase, sale or disposition.

107.07 RESPONSIBLE DEPARTMENTS:

A. Unless specifically directed otherwise by the IMC, the Director of Blueprint and his/her Real Estate Manager shall implement and comply with these policies and procedures and shall be charged with the following responsibilities:

1. Develop clear and uniform procedures for all real property transactions.
2. Assure clear and uniform documentation of all real property transactions.

3. Assure that all real property transactions are negotiated equitably, in good faith and in accordance with all applicable state and federal laws as well as in the best interest of the taxpayers of Leon County.
4. Assure that, in those instances when negotiations for the acquisition of real property under the threat of condemnation are unsuccessful, all information necessary for the filing of an eminent domain lawsuit is provided to the City/County Attorney.
5. Maintain an accurate inventory and provide effective management of all real property owned by Blueprint 2000.
6. Report to the Intergovernmental Agency ("IA") at regularly scheduled meetings all acquisition and/or sale of real property.
7. Report monthly to the Intergovernmental Management Committee (IMC) all acquisitions and/or sale of real property.

B. With input from Blueprint 2000 General Counsel, the City/County Attorney or his/her designee is responsible for acquisition through the use of Blueprint's eminent domain power in those instances when negotiations for the acquisition of real property under the threat of condemnation are unsuccessful.

107.08 APPRAISALS AND OTHER VALUE ESTIMATES:

A. For all real property transactions, Blueprint shall prepare or obtain a value estimate or an appraisal report, which estimates the fair market value of the real property interest involved in the transaction in accordance with the following procedures:
   1. For acquisitions, sales, or dispositions in which the estimated value of the real property does not exceed $25,000.00, an in house value determination or an appraisal shall be prepared.
   2. For acquisitions, sales, or dispositions in which the estimated value of the real property does not exceed $750,000.00, an independent state-certified appraiser shall be retained to prepare an appraisal report with an estimate of the fair market value of the real property.
   3. For acquisitions, sales, or dispositions in which the estimated value of the real property exceeds $750,000.00, two independent state-certified appraisers may be

retained to each prepare an appraisal report with an estimate of the fair market value of the real property.

4. All appraisal reports being obtained for property under the threat of condemnation shall be reviewed by an independent state certified appraiser. All other appraisals may be reviewed at the discretion of the Director of Blueprint or his/her designee.
5. Nothing in this section is intended to preclude Blueprint from purchasing real property pursuant to sections 125.355 or 166.045, Fl Statutes, if it chooses to do so.

B. The Blueprint Director or his/her designee shall determine the scope of the appraisal assignment and the form of the appraisal report to be prepared. However, when an appraisal report is being obtained for property under the threat of condemnation, the City/County Attorney or the Blueprint 2000 General Counsel may be consulted to determine the scope and form of the appraisal report.

C. For any acquisition under the threat of condemnation in which an owner is entitled to damages to a business, pursuant to Section 73.015(2), Florida Statutes (2003), as may be amended from time to time, Blueprint shall obtain from a Certified Public Accountant, and/or other such consultants as recommended by the City/County Attorney, a report estimating the amount of such business damages. The City/County Attorney or the Blueprint General Counsel may be consulted to determine the scope and form of the business damage report.

107.09 ACQUISITIONS FOR CAPITAL IMPROVEMENT PROJECTS:

Any real property that has been identified on a right of way map or designated property map as being necessary to implement Blueprint's Capital Improvement Plan shall be acquired "under the threat of condemnation" pursuant to the guidelines provided in Section 73.015, Florida Statutes, and pursuant to the following authority and procedures:

A. The Director of Blueprint, or his/her designee, shall have the authority and responsibility to approve and to execute all documents necessary to implement an approved and budgeted Capital Improvement Project. This authority and responsibility includes coordination with the City/County Attorney's Office, the Blueprint General Counsel, or their designee, for the preparation of a condemnation resolution for approval by the Intergovernmental Agency stating the public purpose of the project and the necessity of

acquiring the parcels identified in the resolution and upon the Intergovernmental Agency's approval of the resolution the identified parcels shall be acquired in one of the following manners:

1. The Director of Blueprint, or his/her designee, shall have the administrative authority to purchase fee simple title or easements, or negotiate settlements of any voluntary action which is required for the implementation of a Capital Improvement Project provided the funds for the project are available, budgeted and are within the Director's limits of authority, pursuant to Section 107.06.
2. Property not acquired through voluntary acquisition as described above, shall be transferred to the City/ County Attorney's Office to be acquired through the exercise of Blueprint's power of eminent domain pursuant to Chapter 73 or 74, Florida Statutes and the City/County Attorney or his/her designee shall file a petition with the appropriate court to obtain title to the condemned property. Settlement of property acquired through Orders of Taking shall be made pursuant to Section 107.06, of this policy.

B. The Director of Blueprint, or his/her designee, and/or the IMC shall seek technical advice from staff or others, as needed, prior to making settlement and acquisition decisions affecting real property.

107.10 LAND BANK PROGRAM:

A. Blueprint 2000 has established a land banking program to be used to acquire property for future Blueprint projects including the early acquisition of right of way along transportation corridors.

B. All properties being considered for purchase under this program shall be presented to the Director of Blueprint in a written report, which includes the following information:

1. The location of the property
2. Description
3. Intended use
4. Estimate of value
5. Proposed purchase price

C. Florida Statute 125.355 may be utilized by the Director of Blueprint.

D. The Director of Blueprint or his/her designee shall have the authority to negotiate a contract to option real estate for approved land banking purchases.
   1. The Director has the authority to approve land banking purchases up to the approved settlement limit (See Section 107.06 A.)
   2. The Director of Blueprint, or his/her designee, may seek such technical advice from staff or others as needed prior to making acquisition and settlement decisions affecting real property.

E. The IMC has the authority to approve all settlements for land banking purchases up to their delegated authority as provided specifically in Section 107.06 B.

F. All other requirements imposed by the Blueprint 2000 Real Estate Policy, including but not limited to, obtaining a value determination or appraisal, completing title work etc. shall apply to purchases under the land-banking program.

107.11 ENVIRONMENTAL ASSESSMENTS:

An Environmental Assessment or equivalent (which may be contained in a Contamination Screening Evaluation Report as part of a PD&E Study) shall be secured on all property purchased by Blueprint 2000. The Environmental Assessment shall be reviewed and approved by the Director of Blueprint or his/her designee prior to closing. The Director may seek technical support from staff and others, as needed, to interpret and evaluate the results of the environmental assessment and, if deemed necessary, the Director or his/her designee, may request additional assessment activities.

107.12 REAL PROPERTY OWNED BY BLUEPRINT: SALE OR DISPOSITION OF ANY REAL PROPERTY DECLARED SURPLUS PROPERTY.

A. The Capital Programs/Finance Manager, with input from the Director of Blueprint and the Real Estate Manager, shall annually review all real estate owned by Blueprint and shall determine whether any parcels might be considered surplus property. A property shall not be considered surplus unless there is no potential future use of the property within the Blueprint 2000 Program. If such potential surplus property is identified, a written report will be submitted to the IMC recommending the property be declared surplus. The IMC has authority to declare property surplus and once declared surplus,

may approve disposal of that property if the appraised value is $500,000.00 or less. If the property value is in excess of $500,000.00, the property shall be submitted to the Intergovernmental Agency for approval of disposition.

B. The Director of Blueprint has the authority to sell or dispose of surplus property if the appraised value does not exceed $100,000.00. (See Section 107.06 A)

C. All surplus real property shall be marketed for sale or disposal in accordance with Section 125.35,Florida Statutes, as may be amended from time to time, unless the sale or disposition is exempted pursuant to either Section 125.38 or Section 125.39, Florida Statutes, or unless the sale or disposition is part of an exchange of real property. In addition, the Director of Blueprint may utilize a Real Estate Broker and may improve the marketability and value of property by obtaining permitting, site plan approvals, or other property enhancements prior to the disposal of surplus real property.

D. Contiguous property owners must receive written notification of Blueprint's intent to sell or dispose of the real property, and Blueprint must place adequate signage on the real property to notify the public that the property is available for purchase.

E. Blueprint 2000 shall give the City and County first refusal to secure any property declared surplus.

F. If bond proceeds were used for the acquisition or sale of any real estate and there is any conflict with the Bond Resolution, then the Bond Resolution shall control, to the extent of the conflict

107.13 REAL PROPERTY OWNED BY BLUEPRINT: LEASE FROM BLUEPRINT OF REAL PROPERTY.

A. If an individual or entity is interested in leasing any real property owned by Blueprint, such individual or entity shall express such interest in the form of a written request to Blueprint.

B. The written requests shall be reviewed by Blueprint's Capital Programs/Finance Manager to determine if the property is suitable for leasing.

C. Upon determination that property is suitable for lease, the Director of Blueprint shall make a written recommendation on whether or not to negotiate a lease to the IMC if the annual lease is less than $100,000.00. If the IMC approves the recommendation to pursue the lease of the Blueprint owned property, the Capital Programs/Finance

Manager with input from the Real Estate Manager will enter into negotiations to lease the real property.

D. If the annual rent value is above $100,000.00, the IMC will review and evaluate the lease request and present its recommendation to the Intergovernmental Agency for consideration as an agenda item.

E. All lease documents shall be approved as to form and content by the City/County Attorney or his/her designee prior to being submitted for final approval. All leasing activities shall be in accordance with Section 125.35, Florida Statutes.

F. If bond proceeds were used to acquire any real estate and there is any conflict with the Bond Resolution, then the Bond Resolution shall control, to the extent of that conflict.

107.14 REQUIREMENTS FOR ALL FIRMS PROVIDING APPRAISAL, ACQUISITION AND RELOCATION SERVICES TO BLUEPRINT 2000:

A. All real estate appraisers and/or review appraisers shall be licensed in Florida as a State Certified General Real Estate Appraiser.

B. All real estate appraisers and review appraisers shall be Pre-Approved by the Florida Department of Transportation.

C. All acquisition and relocation firms shall be Pre-Approved by the Florida Department of Transportation to perform all acquisition and relocation functions.

D. All Appraisal, Appraisal Review, Acquisition and Relocation services will be provided under the auspices of the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) as well as all applicable state and federal laws and regulations.

107.15 ABSTRACT AND TITLE REQUIREMENTS:

An independent abstract and Title Certificate with title insurance shall be secured on all acquisitions for the Blueprint 2000 Program. However, any property acquired by virtue of an Order of Taking in a condemnation lawsuit shall not require title insurance.

107.16 REVIEWING AND MAINTAINING CLOSING DOCUMENTS:

A. In addition to the Blueprint 2000 General Counsel, the City/County Attorney or his/her designee shall review all closing documents and title work prior to closing on all real

property acquisitions by Blueprint. This review shall be documented in writing. The City/County Attorney may authorize licensed agents with contracted acquisition firms, or appropriate Blueprint Staff to close Blueprint purchases, provided a review of the closing documents and title work has been conducted by the City/County Attorney or his/her designee prior to closing on any real property acquisitions.

B. Blueprint 2000 shall be responsible for recording and maintaining all closing documents.

107.17 USE OF FEDERAL FUNDING TO ACQUIRE OR LEASE REAL PROPERTY:

Blueprint 2000 shall comply with the requirements of the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1979, as amended if acquiring right of way for transportation projects or acquiring property on projects where federal funds are being utilized or where federal funding may be secured in the future.

107.18 REVISIONS TO THE REAL ESTATE POLICY:

The Director of Blueprint shall recommend amendments, modifications or alterations to this policy to the Intergovernmental Agency as required to maintain its applicability to local, state and federal regulations, laws, and ordinances.

In addition to the Blueprint 2000 General Counsel, the City/County Attorney's office shall review proposed revisions, as needed, to ensure compliance with applicable laws. Any revisions to the Blueprint 2000 Real Estate Policy shall become effective upon approval by the Intergovernmental Agency.

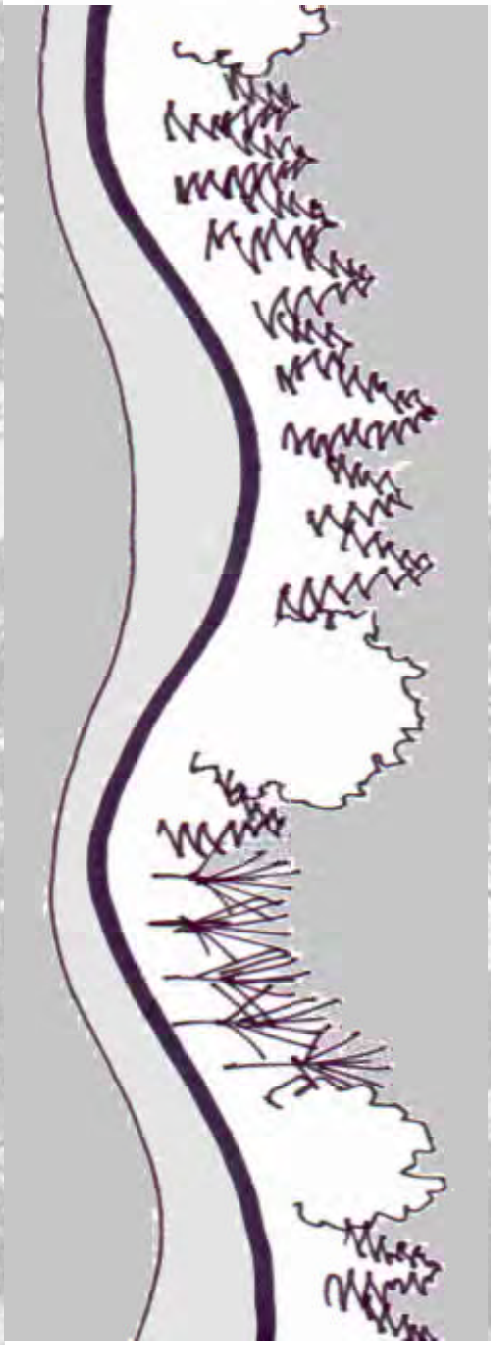
107.19 EFFECTIVE DATE OF REAL ESTATE POLICY:

This Real Estate Policy shall become effective upon approval of the Intergovernmental Agency. The effective date of this policy shall be _____.

CITY OF TALLAHASSEE · LEON COUNTY

BLUEPRINT 2000 & BEYOND

INTERGOVERNMENTAL AGENCY



Multi Modal Design Guidelines

May, 2004

THE BLUEPRINT 2000 TEAM

LPA

JACOBS

Moore Bass CONSULTING

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I. Project Overview

The Multi Modal Design Guidelines identify aesthetic design goals and objectives for the Capital Circle Southeast corridor to direct roadway designers and landscape architects in developing the corridor attributes in a consistent manner. The development and implementation of standardized site elements serves as the primary means of achieving the goal of continuity throughout the corridor. Each section of this document addresses FDOT and local regulatory standards. In addition, the Design Guidelines address existing and future development activity along the corridor and incorporate it into the overall vision. This vision is a corridor that meets the physical and regulatory needs of both the pedestrian and vehicular user by partnering functional considerations with aesthetics.

All guidelines set forth in this document shall be utilized in conjunction with FDOT Design Criteria Specifications for Road and Bridge Construction, the City of Tallahassee Growth Management Ordinance (unless otherwise noted), and any other applicable regulations. Deviations to this guideline shall be approved by the Intergovernmental Agency, as discussed in the variance process section.

II. Roadway Sections

The recommended roadway sections for the corridor establish a peer approach to all potential users along with extending a holistic community approach by establishing hierarchy in design elements. Preferred roadway sections are to establish a "user friendly" environment between vehicle, pedestrian, and the surrounding development circulation. Significant emphasize on the roadway image is intended in the design guidelines. The preferred roadway sections are as follows:

A. Preferred Option A

A six-foot (6') landscape strip with parallel six-foot (6') wide sidewalk on one side and ten-foot (10') wide sidewalk on the opposite roadway.

B. Preferred Option B

Varying landscape strip with meandering ten-foot (10') wide sidewalk on one side of the corridor and a six-foot (6') landscape strip with a parallel six-foot (6') wide sidewalk on the opposite roadway.

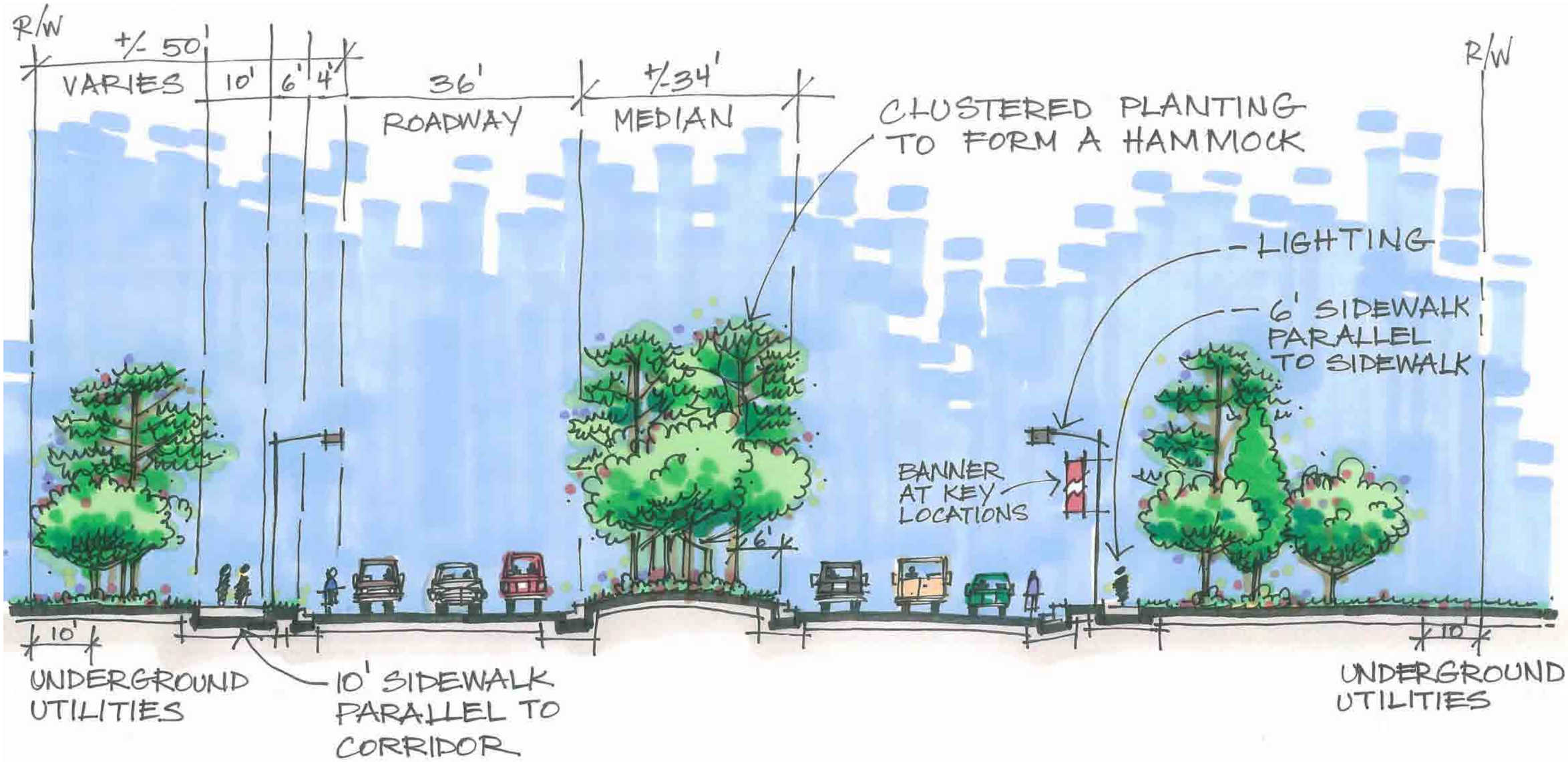
C. Bus Transit Areas

Future extension of the Taltran transit system is important to the overall function of the corridor. Transit stop areas should be included in appropriate locations throughout the corridor. These locations should be coordinated with Taltran prior to final design. Construction materials utilized in transit areas will be consistent with the natural color palette discussed in other sections.

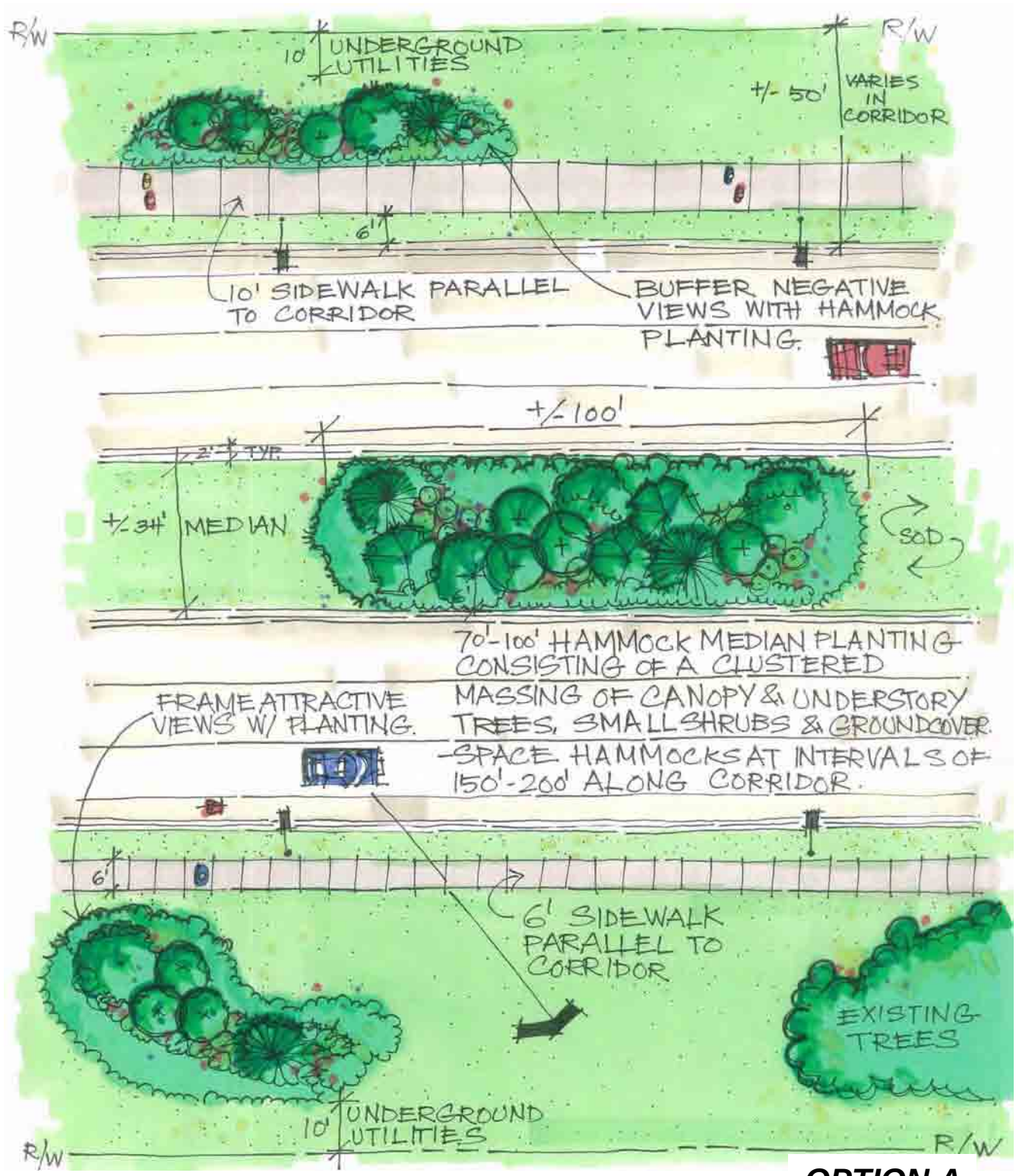
If determined appropriate, bus turnout areas may be located on cross streets accessing Capital Circle corridor and situated on the downstream side of the intersections.

D. Crosswalks

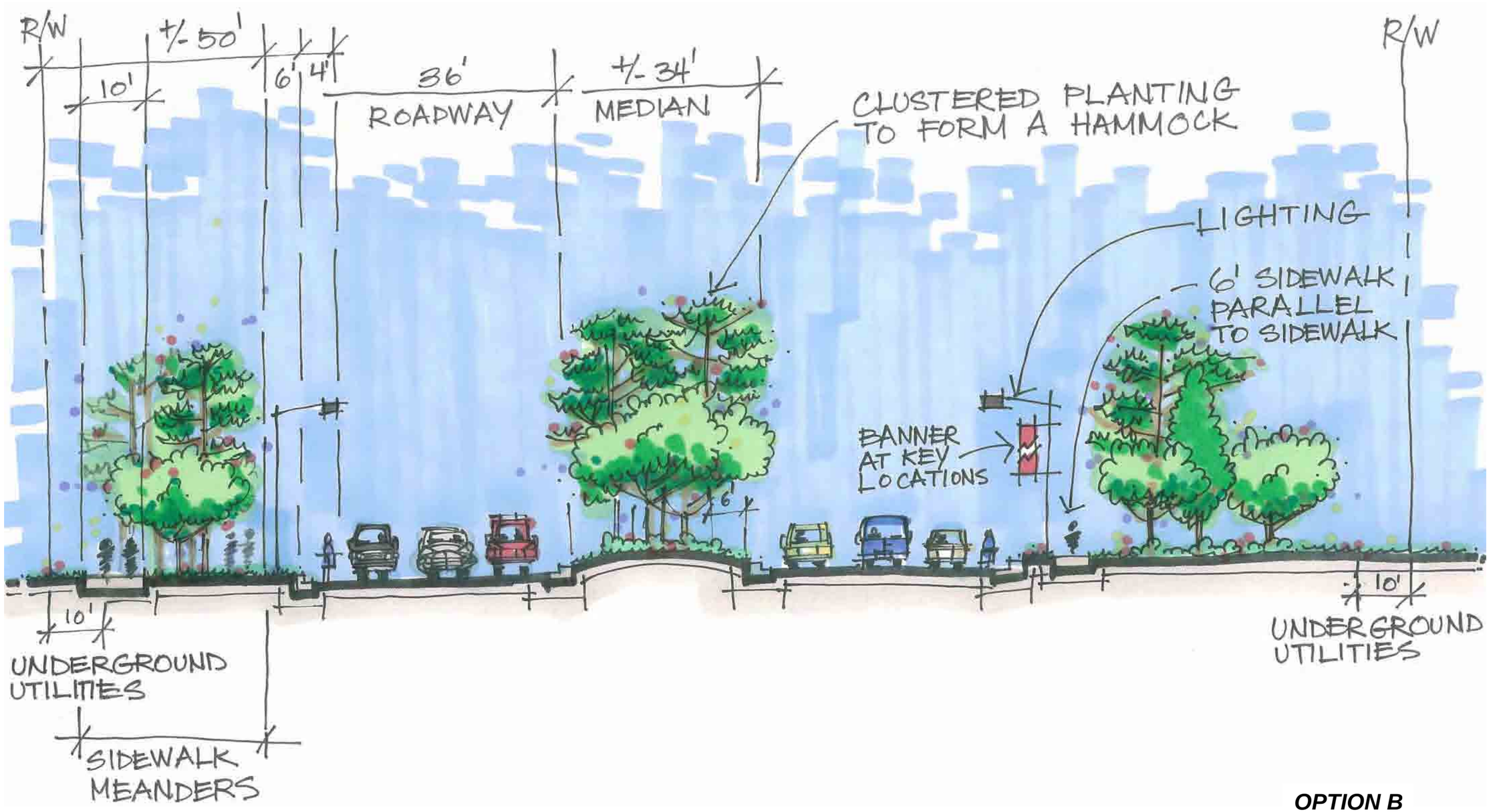
Crosswalks are critical elements of the pedestrian network. Safe crosswalks should support all transportation modes. Specific attention to design and its relation to pedestrian safety is important to the development of these areas. Design and hardscape elements will signify the importance of these crossings. Crosswalks will include refuge areas of a contrasting color and texture.


R/W
+/- 50'
VARIES
10'
6'
4'
36'
ROADWAY
+/-34'
MEDIAN
R/W
CLUSTERED PLANTING TO FORM A HAMMOCK
LIGHTING
6' SIDEWALK PARALLEL TO SIDEWALK
BANNER AT KEY LOCATIONS
6'
10'
10'
UNDERGROUND UTILITIES
10' SIDEWALK PARALLEL TO CORRIDOR
UNDERGROUND UTILITIES

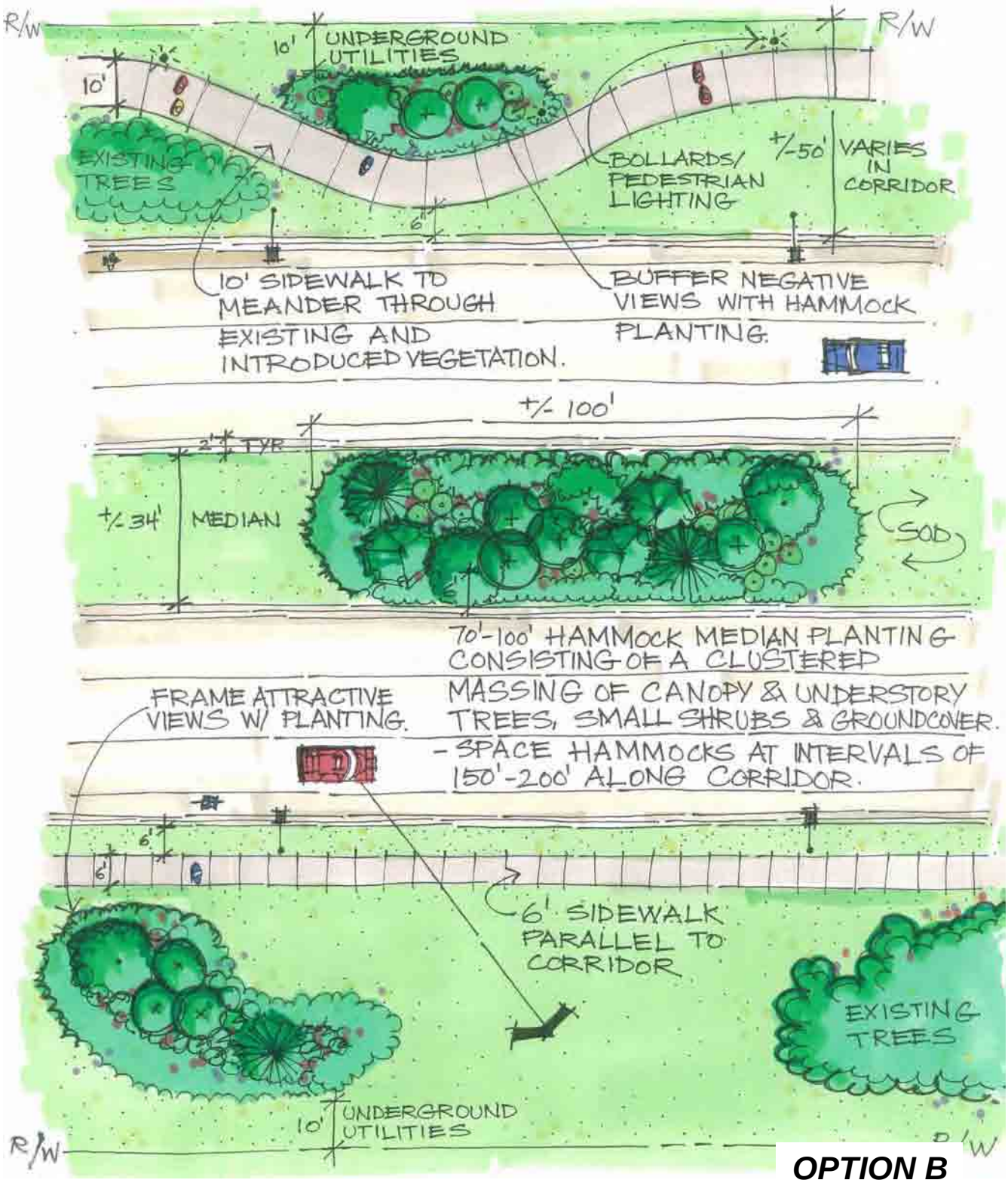
OPTION A


R/W
10' UNDERGROUND UTILITIES
R/W
+/- 50'
VARIES IN CORRIDOR
6'
10' SIDEWALK PARALLEL TO CORRIDOR
BUFFER NEGATIVE VIEWS WITH HAMMOCK PLANTING.
+/- 100'
2' TYP.
+/- 34' MEDIAN
SOD
70'-100' HAMMOCK MEDIAN PLANTING CONSISTING OF A CLUSTERED MASSING OF CANOPY & UNDERSTORY TREES, SMALL SHRUBS & GROUNDCOVER.
-SPACE HAMMOCKS AT INTERVALS OF 150'-200' ALONG CORRIDOR.
FRAME ATTRACTIVE VIEWS W/ PLANTING.
6'
6' SIDEWALK PARALLEL TO CORRIDOR
EXISTING TREES
10' UNDERGROUND UTILITIES
R/W
R/W

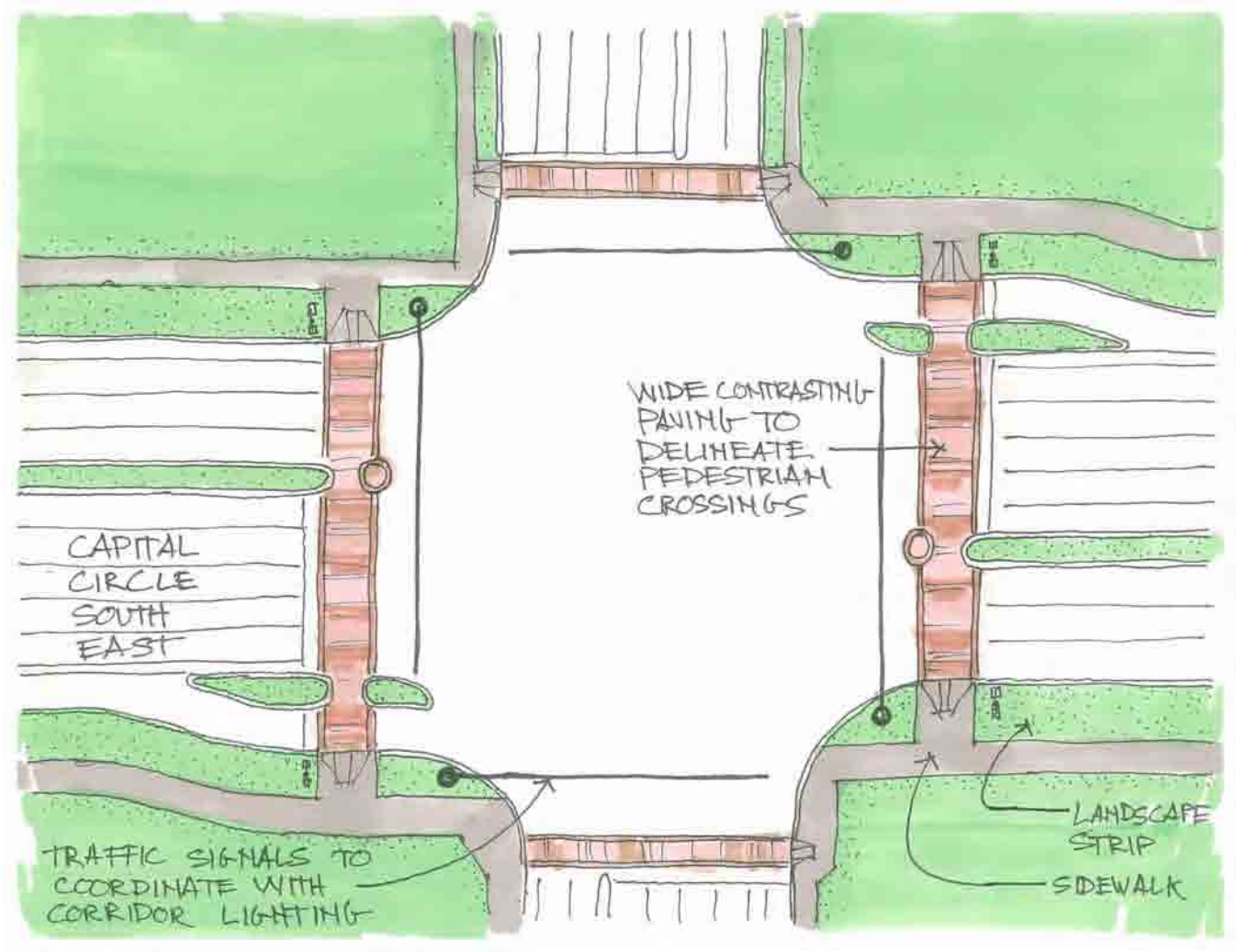
OPTION A


R/W
+/- 50'
10'
6'
4'
36'
ROADWAY
+/- 34'
MEDIAN
R/W
CLUSTERED PLANTING TO FORM A HAMMOCK
LIGHTING
6' SIDEWALK PARALLEL TO SIDEWALK
BANNER AT KEY LOCATIONS
6'
10'
UNDERGROUND UTILITIES
10'
UNDERGROUND UTILITIES
SIDEWALK MEANDERS

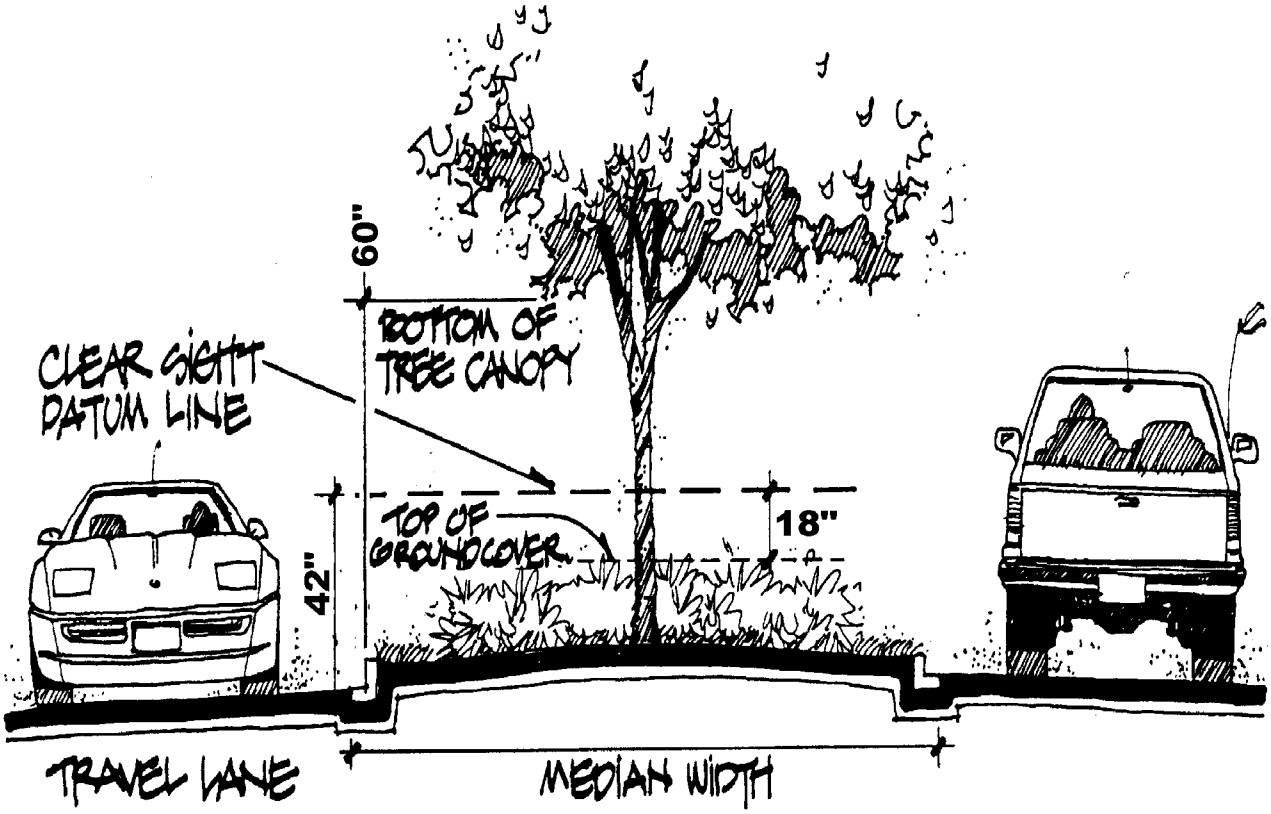
OPTION B


R/W
R/W
10'
UNDERGROUND UTILITIES
10'
EXISTING TREES
BOLLARDS/ PEDESTRIAN LIGHTING
+/-50'
VARIES IN CORRIDOR
6'
10' SIDEWALK TO MEANDER THROUGH EXISTING AND INTRODUCED VEGETATION.
BUFFER NEGATIVE VIEWS WITH HAMMOCK PLANTING.
+/- 100'
2' TYP
+/- 34'
MEDIAN
SOD
6'
70'-100' HAMMOCK MEDIAN PLANTING CONSISTING OF A CLUSTERED MASSING OF CANOPY & UNDERSTORY TREES, SMALL SHRUBS & GROUNDCOVER.
- SPACE HAMMOCKS AT INTERVALS OF 150'-200' ALONG CORRIDOR.
FRAME ATTRACTIVE VIEWS W/ PLANTING.
6'
6'
6' SIDEWALK PARALLEL TO CORRIDOR
EXISTING TREES
10'
UNDERGROUND UTILITIES
R/W
R/W

OPTION B



SUGGESTED CROSSWALKS



DOT Reference
Highway Landscape Guide
(FDOT Index #546)

CLEAR SIGHT WINDOW

III. Landscaping

The main objective of the corridor landscaping is to create safe, low maintenance, attractive landscaping within the road right-of-way. The design objectives are intended to maintain the natural environment; to direct views and screen objectionable views; and to mediate vast areas of paved roadway, thus relieving driving monotony and increasing highway safety. Spatial quality and rhythm of the proposed design will be an important asset to achieving these objectives.

A. Overall image/aesthetics

The landscape character of the corridor should embrace the natural setting established in the southeast sector by preserving quality vegetation and placement of appropriate plant species. Landscaping will assist in projecting a quality image and sense of place within the corridor

B. Preservation of existing vegetation

Existing trees of good health and that represent the vegetative character of the area should be preserved to the greatest extent possible and incorporated into the overall roadway design. Incorporation into the landscape scheme can also minimize maintenance requirements and the conservative use of water for irrigation of such vegetation. Selective clearing to achieve view sheds should be considered.

C. Vegetation re-establishment and view shed design

Corridor planting should be implemented throughout the roadway by use of hammock massing of canopy trees and low growing vegetation to emphasize views and signify direction during transportation movements. Boulevard planting shall be designed to further generate vistas throughout the driving corridor appropriate for the established design speed. Landscape material should also be situated to allow light distribution on both vehicular and pedestrian areas in suitable application. Suitable plant selection will include review of factors (salt tolerance, sun or shade tolerance, drought tolerance, wind exposure, etc.) for its environment.

Several tree species shall be utilized by alternate groupings to assure diversity within the roadway corridor. Planted trees shall be a minimum caliper of three inches (3”), measured six inches (6”) from tree base. Refer to Landscape Materials.

D. Median landscape

Median trees shall contain a visual clear zone of three (3) to eight (8) feet from finish grade of roadway while meeting the Florida Grades and Standards for canopy coverage.

E. Buffer/Perimeter landscape

The buffer/perimeter areas should include plantings intended to direct views and screen objectionable views as described in III.C. of the design guidelines. Upper-story trees planted in buffer areas shall be a minimum caliper of three inches (3”), measured six inches (6”) from tree base. Mid-story trees shall be a minimum caliper of two inches (2”), measured six inches (6”) from tree base.

F. Entry design – provide consistent element throughout corridor

The main roadway entrances should include enhanced landscape design to designate point of arrival to the corridor. The roadway and entrances shall contain a unified landscape versus a collection of individual areas. Proposed plant material shall not be in conflict with existing structures or predetermined view axis, or FDOT Index 546.

G. Maintenance

It is the objective of these Design Guidelines to produce a corridor landscaped in a manner that requires minimum maintenance, therefore, landscape design and selections should keep ease of maintenance at the forefront. The incorporation of existing vegetation into the corridor landscape will assist in the achievement of this task. Introduced vegetation will consist of low maintenance hammocks- massings of native and other appropriate vegetative material spaced naturalistically along the corridor.

The minimal mechanical maintenance required will be limited to discouraging encroachment of trees, shrubs and groundcover over roadways, shoulders, clear zones and sidewalks. The FDOT’s Florida’s Design Standards for Resurfacing, Restoration and Rehabilitation (3R) of Streets and Highways elaborates these criteria.

Planting bed layouts should promote the ease of mowing sodded areas and upkeep of introduced plantings. Trees shall be trimmed and pruned following FDOT requirements and tree trunks shall be maintained as single leaders with all suckers regularly removed. Shrub heights shall not exceed 42” in height above travel lanes. Shrubs and groundcovers shall not encroach sidewalks or maximum height restrictions within the vicinity of the drive lanes. All plant material will be mechanically maintained; therefore, plant layouts or species that require hand weeding should be minimized to the greatest extent.

H. Landscape Material

All landscape material shall complement natural habitats found along the corridor. Noxious species shall not be utilized. Native species specific to the surrounding soil conditions and a limited number of appropriate introduced species shall be utilized in planting masses that consist of canopy and understory trees, low shrubs and

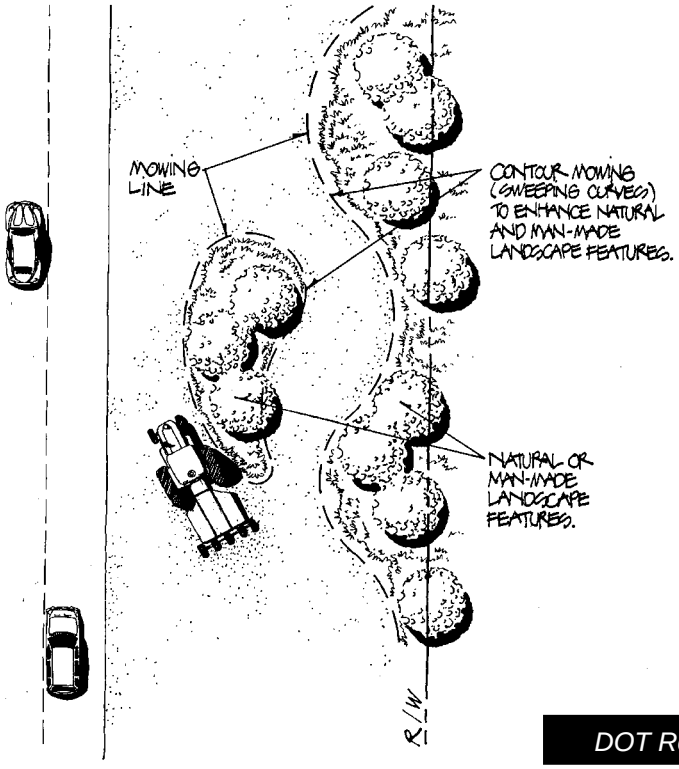
groundcover. Plant material selection should promote species diversity along the corridor.

Refer to the attached recommended plant list for specie types.

Perimeter Screening

Perimeter Buffering

Plant Material/Textures For High-speed Roadways



MOWING PLAN

DOT Reference

Plant List

Plants that will tolerate xeric conditions once established

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
LARGE TREES						
Acer rubrum	Florida Red Maple	Deciduous	Pyramidal	Fast	40'	Red fall color, attractive red seeds/canopy
Betula nigra	River Burch	Deciduous	Upright, spreading	Fast	50'	Attractive, peeling bark
Cercis canadensis	Eastern Redbud	Deciduous	Upright	Moderate	25'	Pink flowers early spring/ accent
Ilex opaca	American Holly	Evergreen	Pyramidal, loose	Moderate	35'	Attractive, mottled bark, red fruit in winter/accent
Liquidambar styraciflua	Sweet Gum	Deciduous	Pyramidal	Fast	85'	Yellow fall color/canopy
Magnolia virginiana	Sweet Bay	Evergreen	Upright	Moderate	75'	White flowers in spring/accent
Pinus clausa	Sand Pine	Evergreen	Upright	Moderate	60'	Requires dry fertile soil/screening/ canopy
Pinus elliottii	Slash Pine	Evergreen	Upright	Fast	100'	Used in masses for screening/ canopy
Pinus palustris	Longleaf Pine	Evergreen	Upright, spreading	Moderate	120'	Requires good drainage/screening canopy
Platanus occidentalis	Sycamore	Deciduous	Pyramidal	Fast	100'	Yellow fall color/canopy
Quercus chapmanii	Chapman Oak	Evergreen	Rounded	Slow	8'	Screen

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
Quercus falcata	Southern Red Oak	Deciduous	Upright, spreading	Moderate	60'	Coarse Bark and leaf texture
Quercus shumardi	Shumard Oak	Deciduous	Upright, spreading	Fast	60'	Yellow fall color/canopy
Quercus stellata	Post Oak	Deciduous	Upright, spreading	Moderate	60'	Used in masses for screening/ canopy
Quercus virginiana	Live Oak	Evergreen	Spreading canopy	Slow	70'	Graceful shade tree form when older/canopy
Sabal palmetto	Cabbage Palm	Evergreen	Upright	Slow	60'	Tropical accent needed to achieve "Florida Image"
Taxodium ascendens	Pond Cypress	Deciduous	Upright	Fast	60'	Tolerant of wet soil conditions
Ulmus alata	Winged Elm	Deciduous	Upright	Fast	40'	Winged branches - masses for screening/canopy
SMALL TREES						
Chionanthus virginicus	Fringe Tree	Deciduous	Spreading	Slow	15'	White flowers in the spring/accent
Cornus florida	Dogwood	Deciduous	Low-Upright	Slow	18'	White flowers in the spring/accent
Ilex cassine	Dahoon Holly	Evergreen	Irregular	Moderate	40'	Red fruit in the fall/screen
Juniperus virginiana	Red Cedar	Evergreen	Pyramidal	Moderate	20'	Evergreen screen
Malus angustifolia	Crabapple	Deciduous	Spreading	Moderate	12'	White/pink flowers early spring/ accent

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
Myrica cerifera	Wax Myrtle	Evergreen	Round-bushy	Fast	20'	Dense screening tree - drought tolerant
Prunus angustifolia	Chickasaw Plum	Deciduous	Spreading	Moderate	25'	White flowers in the spring/accent
Prunus caroliniana	Cherry Laurel	Evergreen	Pyramidal-Oval	Moderate	35'	Fragrant flowers early spring/ accent
Quercus myrtifolia	Myrtle Oak	Evergreen	Spreading	Slow	8'	Screen
Vaccinium arboreum	Sparkleberry	Deciduous	Irregular	Slow	10'	Accent/wildlife
GROUNDCOVERS/GRASSES						
Spartina bakeri	Sand Cordgrass	Perennial Evergreen	Rounded	Fast	3'-4'	Tolerates periodic flooding
Tripsacum floridanum	Fakahatchee Grass	Perennial Evergreen	Rounded	Fast	4'	Tolerant of wet soil conditions
Zamia pumila	Coontie	Evergreen	Mounding	Medium	3'	Mass Plantings
GRASSING						
Eremochloa ophiuroides	Centipede Grass	Perennial Evergreen	Low	Fast	Varies	Stays green until cold weather, dense mat forming
Paspalum notatum	Bahia Grass	Perennial Evergreen	Low	Fast	3"-16"	Stays green until cold weather, dense mat forming
Muhlenbergia capillaris	Pink Muhly	Perennial	Clump	Moderate	3'	Pink plumes in late summer/fall

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
SHRUBS						
Ilex cornuta 'Burfordii'	Burford Holly	Evergreen	Rounded-dense	Slow	10'	Red fruit in the fall/massing, screen
Ilex glabra	Gallberry	Evergreen	Dense-round	Moderate	3'	Screen
Viburnum odoratissum	Sweet Viburnum	Evergreen	Round	Moderate	10'	White blooms in March

Plants for additional maintenance and irrigated areas (mainline and ramp toll plazas)

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
TREES						
Magnolia grandiflora	Southern Magnolia	Evergreen	Upright	Medium	75'	Large white blooms in the spring/ accent, screen
SHRUBS/GROUNDCOVERS/ACCENTS						
Juniperus 'parsonii'	Parson's Juniper	Evergreen	Spreading-low	Slow	24"	Dense groundcover
Liriope 'Evergreen Giant'	Evergreen Giant Border Grass	Evergreen	Clump	Medium	18"-24"	Dense clumps of grass-like spikes/groundcover
Pittosporum tobira	Green Pittosporum	Evergreen	Shrubby-mounding	Fast	48"	Good medium height massing plant
Raphiolepis indica 'Alba'	White Indian Hawthorne	Evergreen	Low-Mounding	Slow	24" typ. can reach 36"-48"	White flowers in spring/groundcover

NATIVE GRASSES AND WILDFLOWERS	
Coreopsis basalis	Dye Flower; Texas Tickseed
Coreopsis lanceolata	Lanceleaf Coreopsis
Coreopsis leavenworthii	Leavenworth's Coreopsis
Gaillardia pulchella	Blanketflower Firewheel; Indian Blanket
Ipomopsis rubra	Standing Cypress
Phlox drummondii	Drummond Phlox A
Rudbeckia hirta	Black-eyed Susan
Rudbeckia mollis	Softhair Coneflower A
Trifolium reflexum	Buffalo Clover Purple
Aristida stricta	Wire Grass
Andropogon SPP	Bluestems and Broomsedges
Sorghastrum secundum	Lopsided Indian Grass

Plant List

Wetland and Aquatic Plants

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
TREES						
Acer rubrum	Red Maple	Deciduous	Pyramidal	Fast	40’	Red fall color, attractive red seeds/canopy
Betula nigra	River Birch	Deciduous	Upright	Fast	50’	Attractive peeling bark
Carya aquatica	Water Hickory	Deciduous	Upright Spreading Crown	Fast	100’	Hard fruit capsules; long lived
Cornus foemina	Swamp Dogwood	Evergreen	Multi-trunk spreading	Fast	25’	Showy white flowers; short lived
Cyrilla racemiflora	Titi	Evergreen	Upright/ Irregular	Fast	30’	Showy flowers in Spring
Fraxinus caroliniana	Pop Ash	Deciduous	Upright	Fast	50’	Screening; short lived
Fraxinus pennsylvanica	Green Ash	Deciduous	Upright	Fast	100’	Shade tolerant; long lived
Gordonia lasianthus	Loblolly Bay	Evergreen	Pyramidal	Slow	60’	Showy white flowers
Ilex cassine	Dahoon	Evergreen	Irregular	Moderate	40’	Showy red fruit; screening
Magnolia virginiana	Sweet Bay	Evergreen	Upright	Moderate	75'	White flowers in spring/accent
Nyssa aquatica	Water Tupelo	Deciduous	Upright	Fast	100’	Buttressed trunk; long lived

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
Nyssa sylvatica	Black Gum	Deciduous	Pyramidal	Fast	100’	Excellent fall color
Platanus occidentalis	Sycamore	Deciduous	Pyramidal	Fast	100'	Yellow fall color/canopy
Quercus laurifolia	Laurel Oak	Deciduous	Upright	Fast	100’	Attractive leaves; specimen
Taxodium ascendens	Pond Cypress	Deciduous	Upright	Fast	60'	Tolerant of wet soil conditions
Taxodium distichum	Bald Cypress	Deciduous	Upright/ Pyramidal	Fast	80’	Excellent fall color
Ulmus alata	Winged Elm	Deciduous	Upright	Fast	40'	Winged branches - masses for screening/canopy
SHRUBS/GROUNDCOVERS/ACCENTS						
Acrostichum danaeifolium	Leather Fern	Perennial	Upright	Fast	8’	Attractive arching foliage
Bacopa	Water Hyssop	Perennial	Mat forming	Fast	6”	Succulent/ wildlife white flowers
Canna flaccida	Yellow Camma	Perennial	Upright	Fast	2’-4’	Showy yellow flower; requires standing water
Cephalanthus occidentalis	Button Bush	Perennial	Spreading	Fast	6’-20’	Fragrant flowers
Crinum americanum	String Lilly	Evergreen	Clump	Moderate	2’-3’	Showy white flowers
Eleocharis	Spikerushes	Perennial	Clump	Moderate	3’	Tolerates inundation
Equisetum hyemale	Horsetail	Perennial	Clump	Fast	4’	Tolerates inundation

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
Helianthus	Sunflowers (narrowleaf)	Perennial	Mounding	Fast	2’-6’	Showy yellow flowers
Hymenocallis latifolia	Spider Lilly	Perennial	Clump	Moderate	2’-3’	Large showy white flowers
Ilex glabra	Gallberry	Evergreen	Dense-round	Moderate	3'	Screen
Iris	Blue Flag Iris	Perennial	Clump	Moderate	3’-5’	Showy blue flower
Itea virginica	Virginia Willow	Perennial	Spreading	Fast	3’-8’	White flowers
Juncus effusus	Soft Rush	Perennial	Clump	Moderate	4’	Good for erosion control; wildlife
Lachnanthes caroliana	Red Root	Perennial				Wildflower
Lobelia cardinalis	Cardinal Flower	Perennial				Wildflower
Muhlenbergia capillaris	Muly grass	Perennial	Clump	Moderate	1’-5’	Showy in florescence
Nymphaea odorata	Water Lilly					Floating aquatic
Osmunda cinnamonmea	Cinnamon Fern	Perennial	Upright/ Clump	Fast	2’-4’	Attractive foliage
Osmunda regalis	Royal Fern	Perennial	Upright/ Clump	Moderate	2’-5’	Attractive folige
Polygonum	Smart Weeds	Perennial	Spreading	Fast	1’-5’	Pond edge

Botanical Name	Common Name	Foliage Type	Habit	Growth Rate	Mature Height	Comments/Use
Pontederia cordata	Pickerel Weed	Perennial	Spreading	Fast	2’-4’	Pond edge; showy flower spikes
Sagittaria	Arrowheads	Perennial	Spreading	Fast	1’-5’	Pond edge; attractive flowers
Saururus cernuus	Lizards Tail	Perennial	Spreading	Fast	2’-3’	Pond edge; attractive flowers
Scirpus	Bulrushes	Perennial	Upright	Fast	3’-9’	Screening; pond edges
Styrax americanus	Snowbell	Perennial	Spreading	Fast	6’-10’	Showy white flowers; tolerates standing water
Symphyotrichum carolinianum	Climbing Ash	Perennial	Sprawling/ vine-like	Fast	10’	Attractive blue flowering; prolific bloomer
Thalia geniculata	Alligator Flag	Perennial	Upright	Fast	6’-9’	Tolerant of continuous inundation
Viburnum dentatum	Arrow Wood	Deciduous	Spreading	Fast	6’-15’	Showy flowers and fruit
Viburnum obovatum	Walters Viburn	Semi-evergreen; Deciduous	Spreading	Fast	6’-30’	Flowers profusely in Spring
Woodwardia	Chain Fern	Deciduous	Upright	Fast	1’-3’	Spreads by underground runners

IV. Drainage Conveyance/Stormwater

A. Stormwater facilities

Required stormwater facilities and conveyance systems located within the roadway corridor shall be designed to provide a positive design feature. Designed facilities and landscape treatment should create a focal point if located in visible area. Curvilinear facility shapes in character with the naturalistic approach are preferred. Landscaping that reinforces the basic shape of the facilities will blend in with the overall corridor improvements.

B. Stormwater structures and swales should be designed to blend into the corridor landscape.

Where possible, landscape medians shall be enhanced with depressions to provide additional stormwater treatment areas. These potential features will be incorporated into the overall landscape design within the corridor medians.

C. Stormwater drainage vegetation needs and design

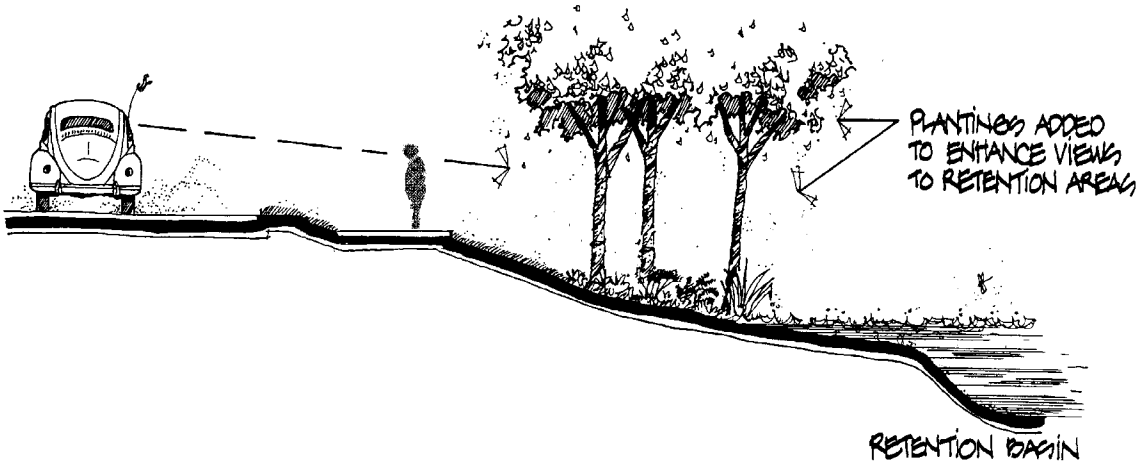
Stormwater management facilities within the corridor shall be landscaped in accordance with the Environmental Management Ordinance and the design standards set forth in these guidelines. Where fencing and/or retaining walls are proposed and visible from a public roadway/access way, such fencing shall comply with the design guidelines.

Stormwater/Drainage Treatment

Stormwater Structure/Inlet

Stormwater Pond Treatment

Stormwater Pond Treatment



DRAINAGE POND ENHANCEMENT

V. Fencing

A. Buffering

In conjunction with other features, fencing can be utilized as buffering between vehicular and pedestrian activity. This design element is to be placed in intermittent locations in combination with landscape massing along the pedestrian paths to create an informal visual buffering between the uses. This proposed fencing should be no higher than (3') three feet in height and contain an opacity no greater than 30 percent. Color selections may consist of tans, bronze, and earthtones which are consistent with the overall corridor color scheme. Color and materials of fencing utilized in this manner will be consistent throughout the corridor.

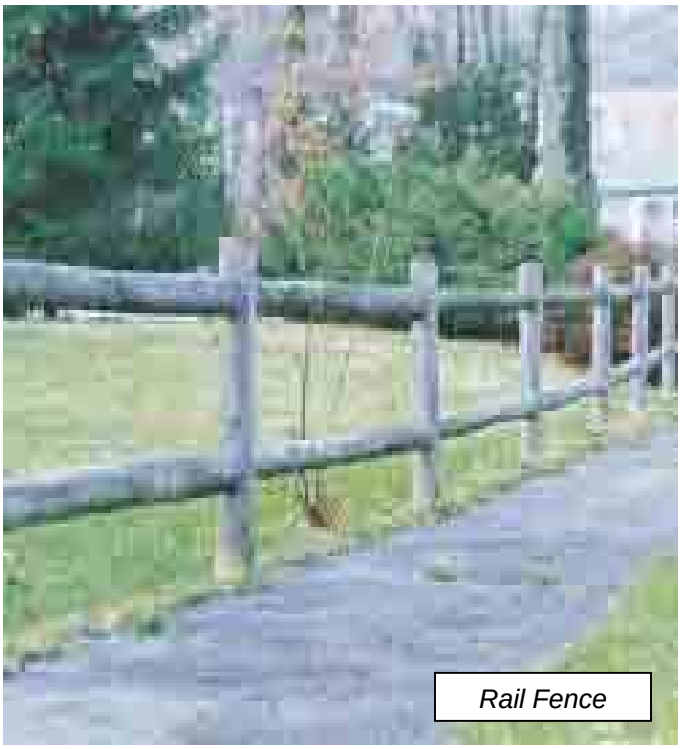
B. Safety Fencing

Fencing utilized for safety purposes, such as stormwater facilities, will consist of materials and colors that blend into their surroundings as much as possible.

C. Edge Definement

Edge definement and barrier fencing should be consistent with the natural character of the corridor. Edge definement may be required to restrict access to the corridor in certain areas. Barrier fencing may be utilized where screening of negative views is desired. Colors and materials will be consistent with other fencing material criteria. These Design Guidelines are not intended to be employed for audio buffering.

Concrete Rail Fence



Rail Fence

Barrier Fencing

VI. Lighting

A. Roadway, pedestrian, and bike lane lighting shall be in accordance with FDOT standards for safety, circulation, and security purposes within the right of way.

B. Lighting will assist in promoting continuity and a uniform design throughout the roadway corridor. Light poles will be spaced at standard intervals along the corridor. The light poles should compliment the proposed traffic signals, pedestrian lighting and other hardscape elements utilized along the corridor. Bollards providing pedestrian lighting may be located adjacent to remote sidewalks. The metal finish on all lighting elements shall be a brown powder-coated type similar to the mast-arm traffic signalization color (see Hardscape section.)

C. Lighting fixtures will be City approved and maintained. Material selection will be consistent in allowing stock materials and replacements available for purchase by the City.

D. Light pole locations shall be consistent with FDOT clear zone and horizontal clearance criteria. Pole locations will be coordinated to minimize excess distractions within the corridor. Where possible, other design features shall be incorporated with the pole locations.

Lamp & Post

Roadway Lighting
Typical Spacing: 140' O.C.

City Approved Lighting Option

Roadway Lighting
Typical Spacing: 180' O.C.

Typical Pedestrian Lighting Bollards for Remote Sidewalk Locations

VII. Signage

A. Continuity by Use of Sign Standards

The purpose of signs is to effectively communicate information to drivers and therefore their design is strictly regulated by FDOT. The objective of these guidelines is to reduce clutter and provide continuity throughout the corridor. Directional Signage within the corridor should be consistent and use similar materials, forms and colors for a cohesive design. Sign guidelines will aid in the minimization of visual clutter that could jeopardize the safety of the corridor users. Special care should be taken to ensure that the positioning of signs avoids conflict with clear zone and horizontal clearance criteria.

B. Overall size and dimensions

A maximum of one “shared” directional sign may be permitted at each intersection of a main arterial roadway and a secondary arterial roadway – one sign for traffic in each direction on the primary artery. It is recommended that a maximum of (5) business names / logotypes be permitted on one sign, and the sign directional arrow may only direct vehicular traffic in one direction (left or right) per sign.

C. Material Selection and Colors

Selected materials should reflect form and color of other corridor design elements along with taking into consideration varying corporate logo features that may be located on the directional signage.

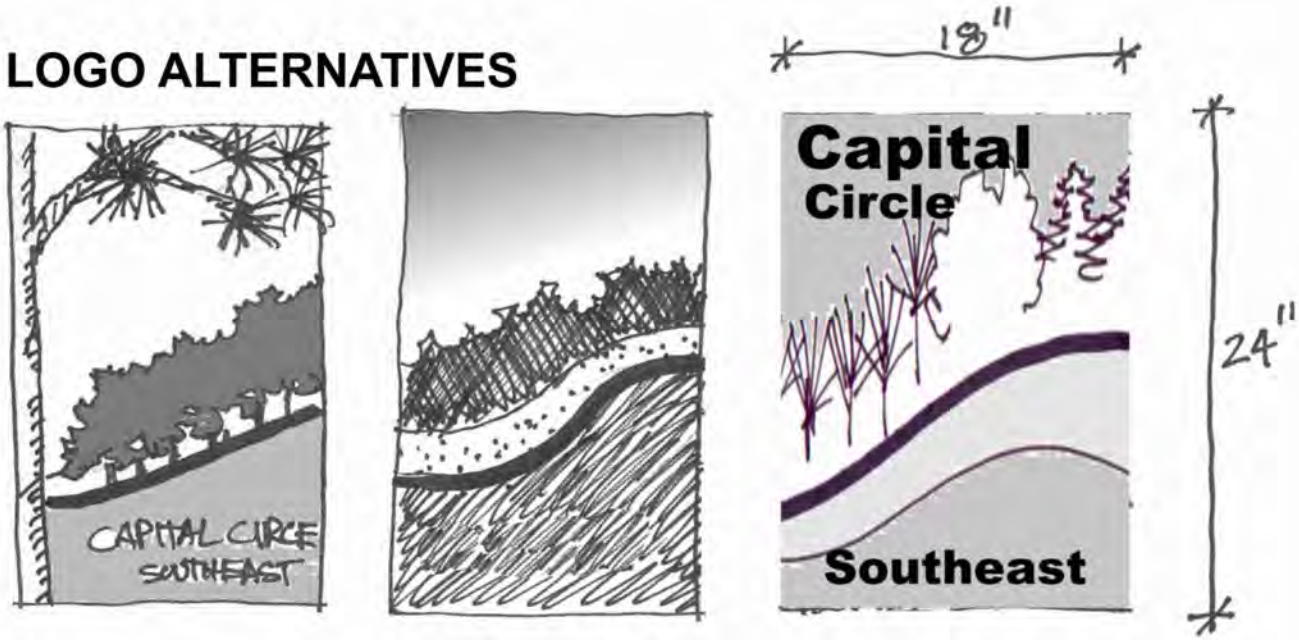
D. Lighting

Lighting of directional signage may occur as long as planned into the overall lighting scheme. Lighting is to be consistent and maintained by business users regardless of its location within the corridor.

E. Logo

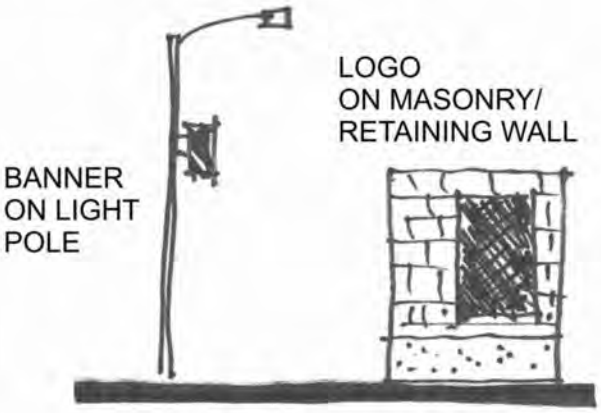
A logo representing the corridor theme should be developed to create a sense of identity for the vehicular and pedestrian thoroughfare. The development of a logo is intended to strengthen the continuity of the project and incorporated with associated design elements such as retaining walls, signage, or banners. Logo banners shall be limited to specific locations for utilization during special events only.

LOGO ALTERNATIVES



COLORS:
- BLACK
- GRAY
- WHITE
- BRONZE
- BROWN

MATERIALS
- IRON
- ALUMINUM
- FABRIC



LOGO OPORTUNITIES

Banner Treatment

VIII. Hardscape Elements

A. Benches and Trash Receptacles

Trash receptacles shall be of sufficient size and durability. Receptacles and seating shall be located in primary site locations and placed on a permanent concrete base aligned with walkways and other site elements. Benches, trash receptacles should be made of sustainable (recycled) products to the greatest extent possible.

B. Traffic Signalization Criteria – Utilize City standards

Traffic signalization should be consistent with the current City of Tallahassee standards and structures utilized for the Blairstone Road improvements. Signal pole locations shall be consistent with FDOT clear zone and horizontal clearance requirements.

C. Material Selection and Finishes

Material selection and placement is required to signify pedestrian interaction within the corridor. Specialty pavement can be utilized to signify circulation changes and separation between vehicular and pedestrian paths. Pavement variations should be utilized at significant intersections and entrances. Material selections may include the following:

- Colored asphalt (colors: tans, bronze, earthtones)
- Natural concrete material

D. Retaining Walls and Guardrails

Grades along the corridor may require retaining walls. These walls must meet safety regulations. The proposed design, materials, and finishes for retaining walls should blend into the landscape. Whether using concrete, masonry or wood finishes textures should be considered and remain consistent along the corridor and natural colors should be utilized. Retaining walls can also serve as an element to display a corridor “logo”, which enhances a specific theme throughout.

Where potential roadside hazards occur, as defined by FDOT PPM Vol. 1, shielding is required for either vehicles or pedestrian barriers such as walls, guardrails or handrails. The proposed material or finish shall blend into the landscape and be consistent with the color scheme of the other proposed “hardscape” items.
Where slopes allow, landscaping may be provided behind and adjacent to retaining walls and guardrails.

Benches/Trash Receptacle

Trash Receptacles

Mast-arm Traffic Signalization

Illuminated Street Sign

Stamped Colored Asphalt Crosswalk

Stamped Colored Asphalt

Pedestrian Refuge at Intersection

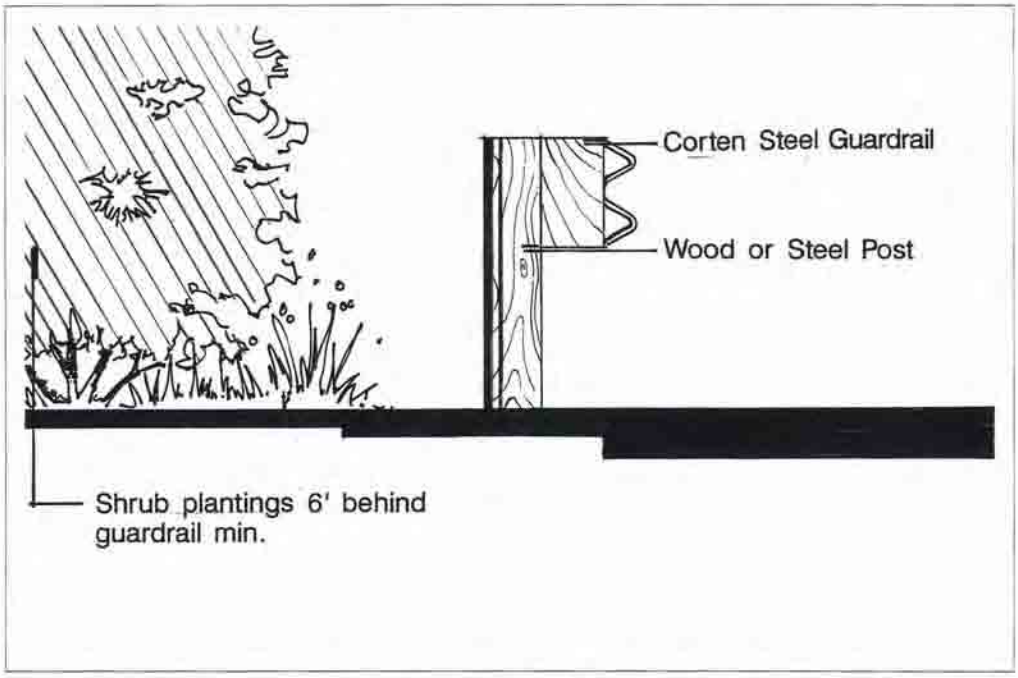
Pedestrian Refuge at Intersection

Pedestrian Walk

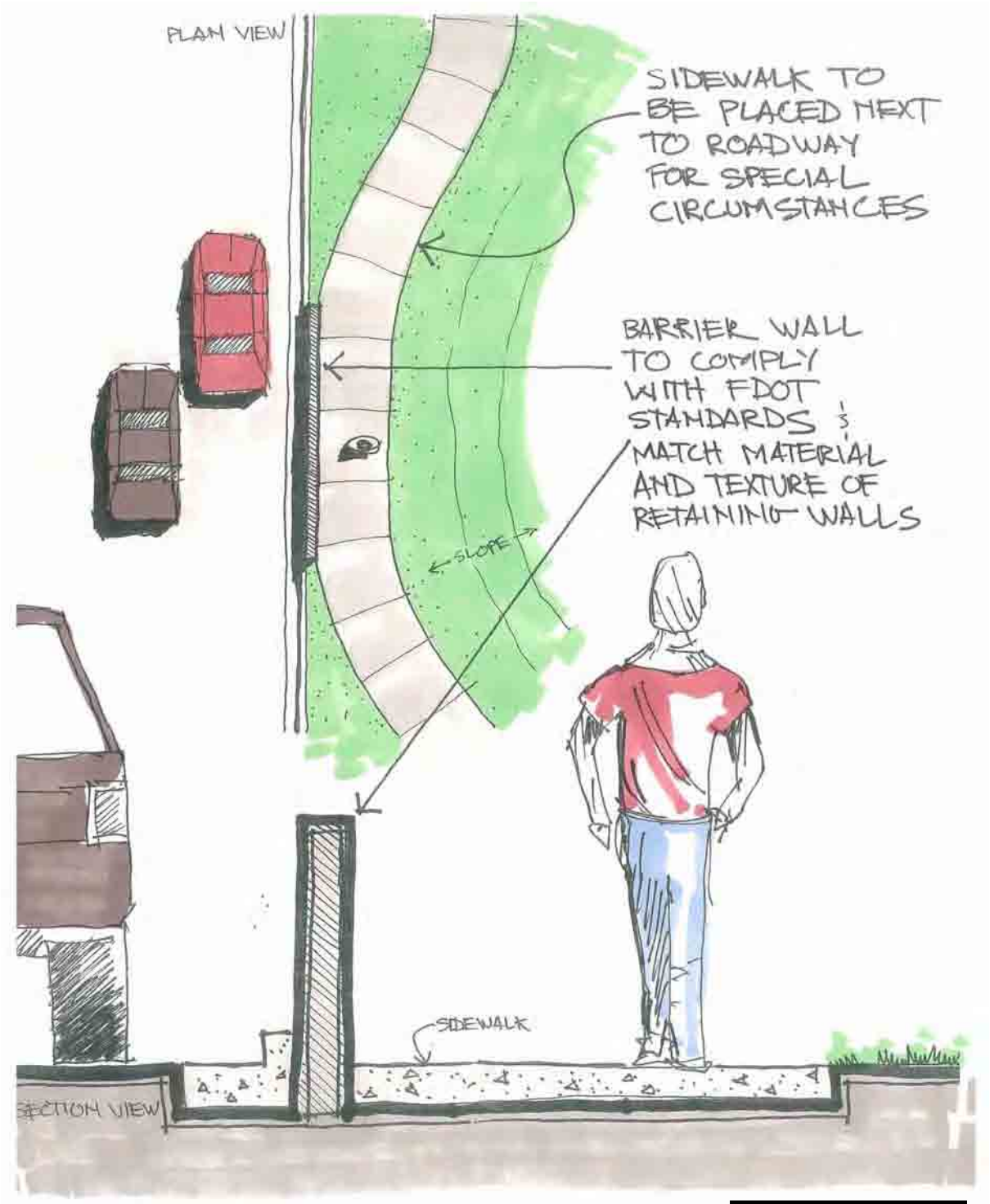
Pedestrian Walk

Retaining Wall Texture

Vegetative Coverage



Cor-Ten Guardrails



Pedestrian Barriers

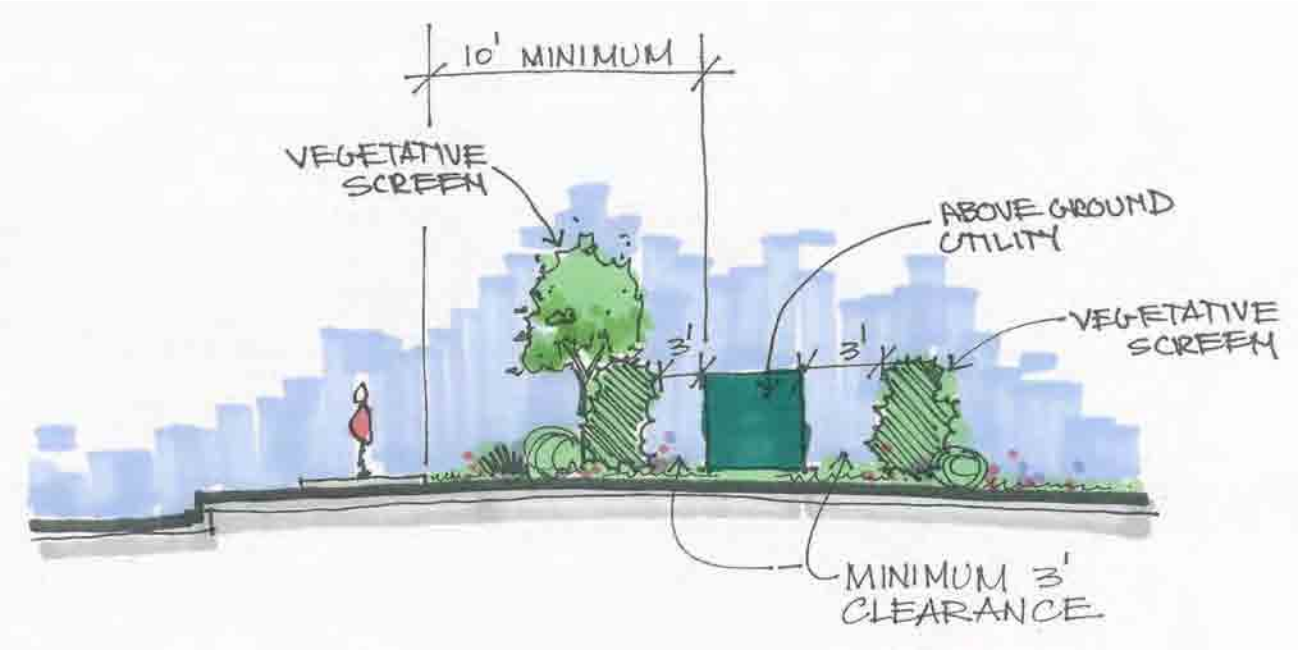
IX. Maintenance

Long-term maintenance program/agreement between the City and FDOT should be established. The program should provide procedures for maintenance of lighting, guardrails, fencing, retaining walls, signage, landscape and other improvements scheduled for the corridor. Maintenance program should provide information on its general upkeep along with replacement of damaged products to ensure consistency with the original intent of materials in the design.

X. Utility Locations and Screening

A. Utility placement within the corridor shall comply with the typical City of Tallahassee underground utility placement criteria. Overhead utilities will be combined in one pole system where possible and located along the perimeter of the corridor, see Roadway Section A for preferred location.

B. Appropriate vegetative screening of all above ground utility equipment is to occur when located in road and pedestrian view axis unless screening negatively impacts user safety.



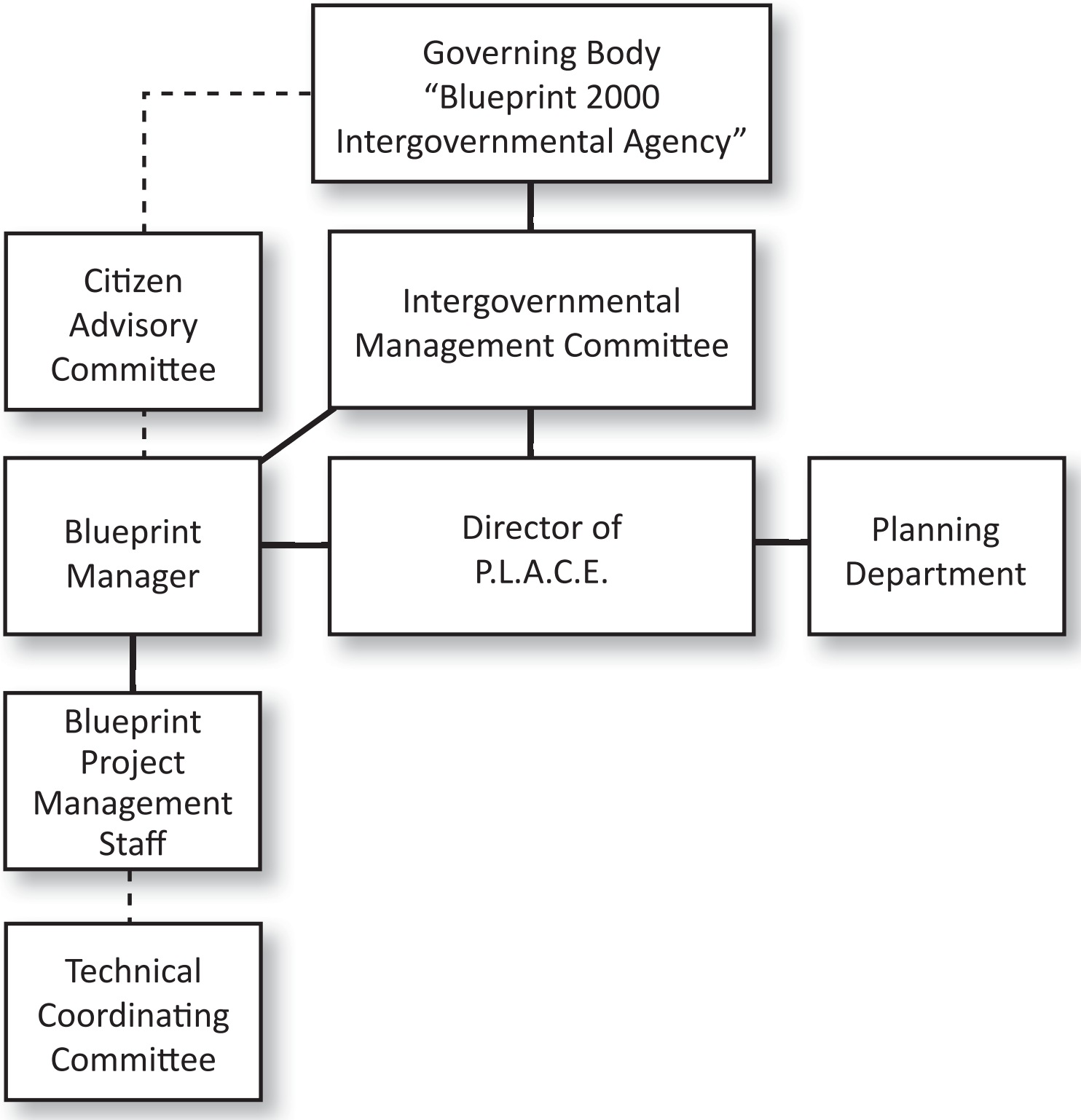
Utility Screening

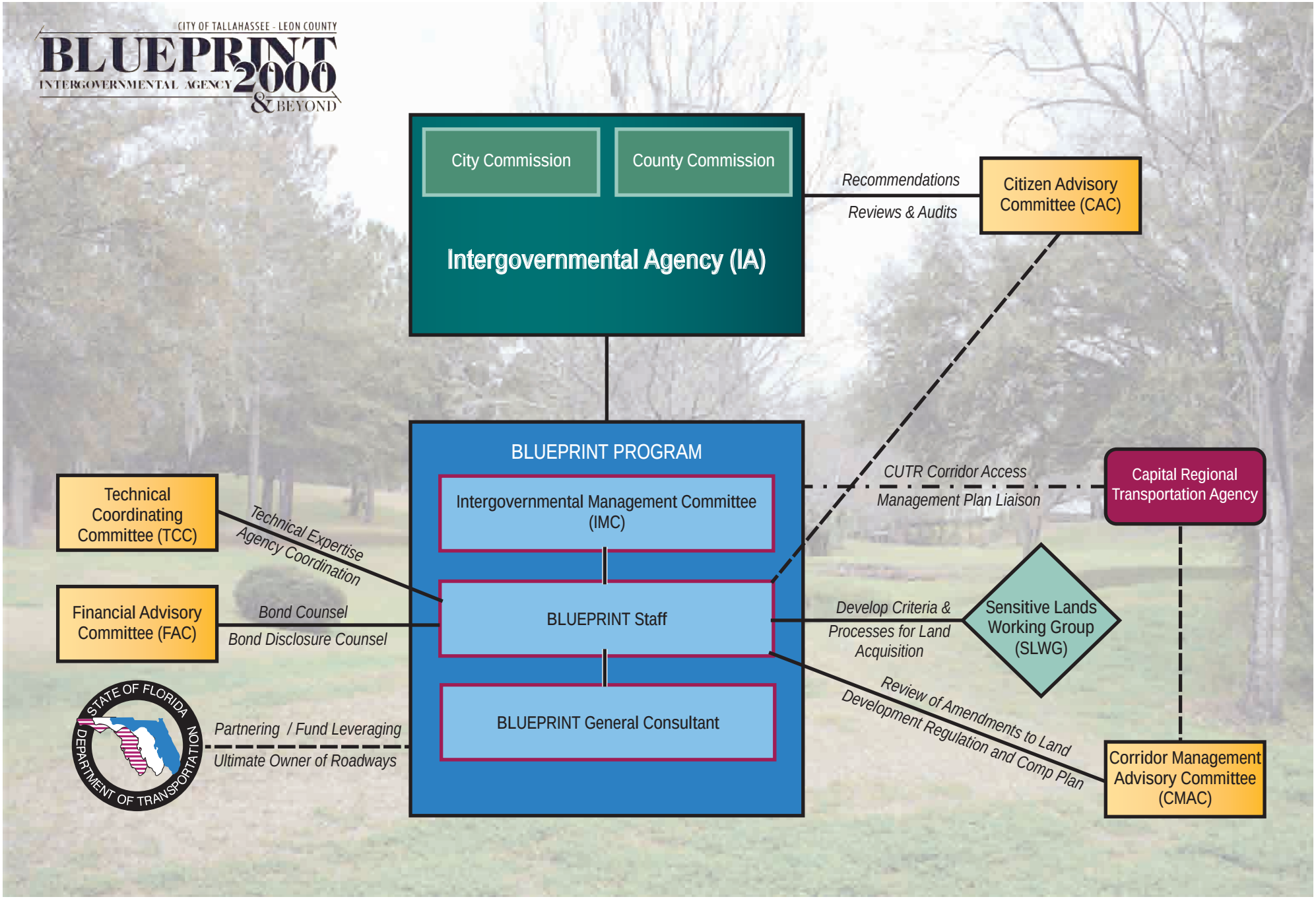
XI. Variance Process

The project consultant may request the Blueprint 2000 Intergovernmental Agency (IA) for a variance from the requirements of the Design Guidelines prior to final design approval. Variations to the proposed design standards may be presented to the IA at their regularly scheduled meetings review such requests. The IA may grant the request if it determines that conformance to the Design Guidelines are not possible or the health, welfare, and safety of the public may be jeopardized.

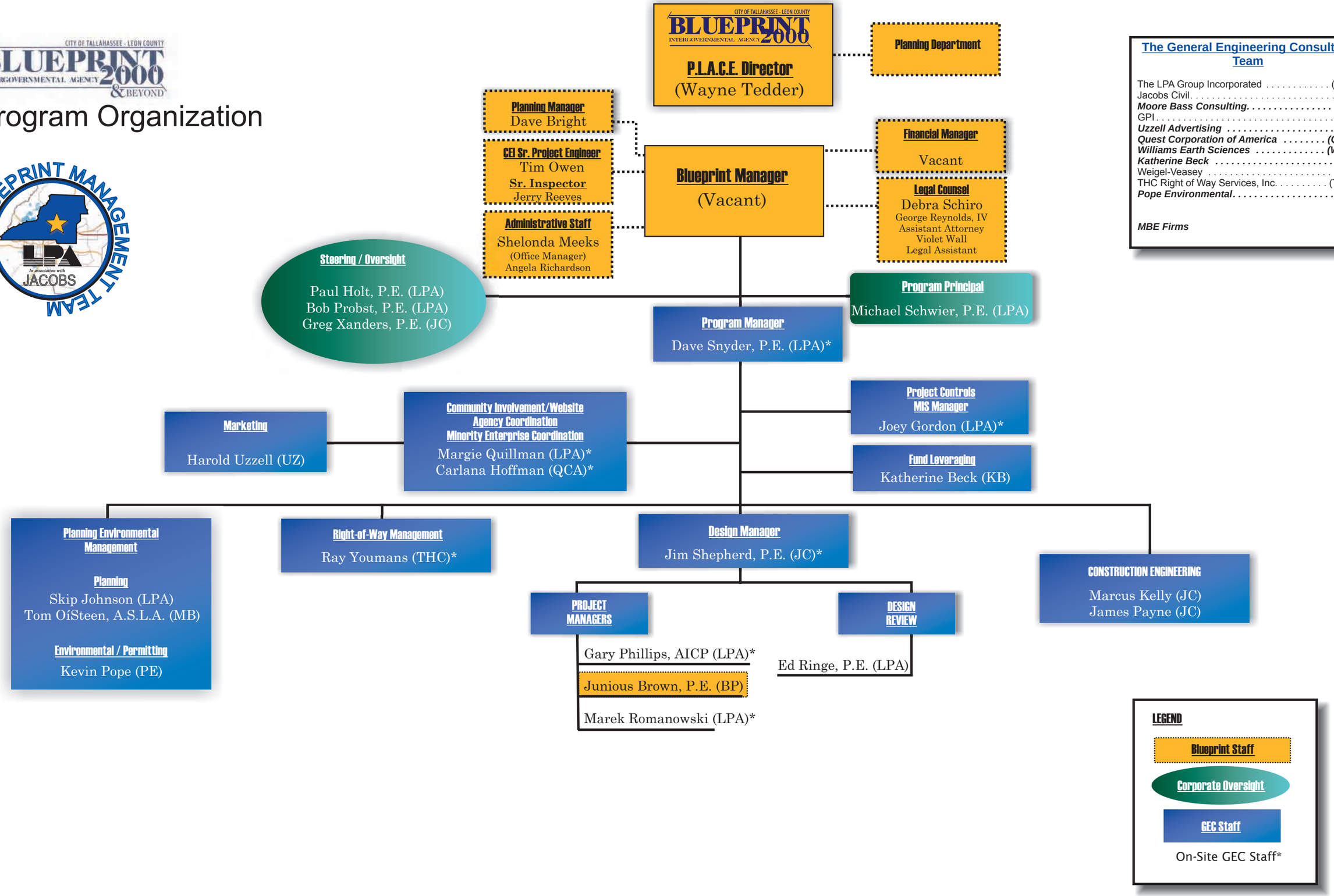
The project consultant must demonstrate that a deviation from the Design Guidelines will not substantially impact the goals and objectives set forth for the Corridor improvements.

Blueprint 2000




CITY OF TALLAHASSEE - LEON COUNTY
BLUEPRINT 2000
INTERGOVERNMENTAL AGENCY
& BEYOND
City Commission
County Commission
Intergovernmental Agency (IA)
Recommendations
Reviews & Audits
Citizen Advisory Committee (CAC)
BLUEPRINT PROGRAM
Intergovernmental Management Committee (IMC)
BLUEPRINT Staff
BLUEPRINT General Consultant
CUTR Corridor Access
Management Plan Liaison
Capital Regional Transportation Agency
Technical Coordinating Committee (TCC)
Technical Expertise
Agency Coordination
Financial Advisory Committee (FAC)
Bond Counsel
Bond Disclosure Counsel
Develop Criteria &
Processes for Land
Acquisition
Sensitive Lands Working Group (SLWG)
Review of Amendments to Land
Development Regulation and Comp Plan
Corridor Management Advisory Committee (CMAC)
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
Partnering / Fund Leveraging
Ultimate Owner of Roadways

Program Organization



The General Engineering Consultant Team

The LPA Group Incorporated . . . . . (LPA)
Jacobs Civil. . . . . (JC)
Moore Bass Consulting. . . . . (MB)
GPI . . . . . (BH)
Uzzell Advertising . . . . . (UZ)
Quest Corporation of America . . . . . (QCA)
Williams Earth Sciences . . . . . (WES)
Katherine Beck . . . . . (KB)
Weigel-Veasey . . . . . (WV)
THC Right of Way Services, Inc. . . . . (THC)
Pope Environmental. . . . . (PE)

MBE Firms

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& BEYOND
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Intergovernmental Management Committee (IMC)

An Intergovernmental Management Committee shall be established to jointly administer this program and make recommendations on policy to the Blueprint 2000 Intergovernmental Agency and carry out the long range direction of the Blueprint 2000 Intergovernmental Agency. The Intergovernmental Management Committee shall meet at least quarterly and shall consist of the County Administrator and the City Manager.

Responsibilities of the Intergovernmental Management Committee:

- Monitor the operations of the program.
- Implement an annual financial audit conducted by an independent public accounting firm licensed under Chapter 473, Florida Statutes, and an annual performance audit conducted by a firm qualified to perform such audits. The scope of the performance audit shall be established jointly by the County Administrator and the City Manager.
- Recommend approval of operating budget
- Recommend approval of long and short term work plans
- Recommend issuance of RFPs and consider for approval all purchasing, contracts, and change orders up to 20% of the costs of the project.

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Blueprint 2000 Technical Coordinating Committee (TCC)

An intergovernmental coordinating committee shall be established to provide professional advice and technical expertise to the staff director on a project basis. The Blueprint 2000 Technical Coordinating Committee shall meet at least monthly and consist of an Assistant City Manager, the Assistant to the County Administrator, the Planning Director, the City Public Works Director, the County Transportation Engineering Director, the City Stormwater Manager, the County Chief of Stormwater Engineering, the City Growth Management Biologist, and the County Director of Environmental Compliance. Other staff may be added on a project basis.

Responsibilities of the Blueprint 2000 Technical Coordinating Committee:

- Work with Staff Director to ensure coordination with other ongoing and future projects and related issues.
- Review Blueprint 2000 project scope and implementation plans and make recommendations to Staff Director.
- Annually review City and County other projects to ensure coordination between governments.

Members

Wayne Tedder, Director of PLACE
VACANT, Blueprint Manager
Jay Townsend, Blueprint Liaison/Assistant City Manager
Alan Rosenzweig, Assistant County Administrator
Roxanne Manning, Director – Planning Department
Gabriel Menendez, Director – Public Works Department
Tony Park, Director -County Public Works
John Buss, Manager – City Stormwater
Theresa Heiker, Chief – County Stormwater
Rodney Cassidy, Biologist – City Growth Management
John Kraynak, Director – County Environmental Compliance
Harry Reed, Director- Metropolitan Planning Organization

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Blueprint 2000 Citizen Advisory Committee (CAC)

A Citizens Advisory Committee shall be established to serve in an advisory capacity to the Blueprint 2000 Intergovernmental Agency. In February 2001, the committee was expanded from nine members to twelve. In November 2007, a member from the Education Community was added to the CAC.

Organizational Members

Economic Development Council
Education Community
Tallahassee Senior Citizen Advisory Council
EECC Representative
Big Bend Environmental Forum
Planning Commission
Planner – nominated by the EECC
Council of Neighborhood Associations
Financial expert—nominated by the EECC
Natural scientist/biologist—nominated by the EECC
Better Transportation Coalition / Ability 1st / Disabled Community Representative
NAACP / Civil Rights Community Representative
Capital City Chamber of Commerce

Project	Description	Allocated to Date	Encumbered/ Expended	Available Balance	Total Project Cost	Needed Funding	2012	2013	2014	2015	2016	2012-2016 CIP	Capital Funding Needs Beyond 2016	Funding Allocated 2012-2016
Water Quality/Sensitive Lands & Misc.														
0100234	Water Quality Project City	9,359,491.00	8,712,758.06	646,732.94	25,000,000.00	15,640,509.00	1,662,031	1,695,023	1,771,299	1,851,007	1,934,302	8,913,662	6,726,847	8,913,662
0100235	Water Quality project/County	20,486,898.00	12,374,048.00	8,112,850.00	22,790,579.00	2,303,681.00	1,000,000	1,000,000	303,681	0	0	2,303,681	0	2,303,681
03754	NWFWMD Partnership	1,500,000.00	697,419.76	802,580.24	1,500,000.00	-								
0100228	Headwaters of St. Marks	4,487,390.00	2,976,435.71	1,510,954.29	10,470,221.00	5,982,831.00	0	0	743,331	873,972	382,697	2,000,000	3,982,831	2,000,000
0100229	Lake Jackson Basin	272,429.00	174.66	272,254.34	272,429.00	-								
0101437	Fred George Basin	2,770,000.00	1,682,226.00	1,087,774.00	2,770,000.00	-								
0100309	Lake Lafayette Floodplain	2,250,000.00	-	2,250,000.00	1,392,237.00	(857,763.00)								
03758	Bluepint 2000 Land Bank	9,550,034.00	947,241.52	8,602,792.48	9,389,779.00	(160,255.00)								
04771	Sensitive Lands - Project Mgmt	480,447.90	480,446.98	0.92	480,447.00	(0.90)								
Capital Projects														
03721	CCNW I10 to US90 (N-1)	71,612,831.19	69,303,723.19	2,309,108.00	69,303,723.00	(2,309,108.19)								
03760	CCNW/SW US90 to Orange Ave (N-2)													
	Design and ROW	57,598,632.00	54,552,924.41	3,045,707.59	56,552,924.41	(1,045,707.59)								
	Construction (1,300' North of Orange Ave - US90)	43,100,000.00		43,100,000.00	51,300,000.00	8,200,000.00	12,800,000	18,250,000	18,250,000	2,000,000	0	51,300,000	0	8,200,000
	Project Management	-		-	1,000,000.00	1,000,000.00	250,000	250,000	250,000	250,000	0	1,000,000	0	1,000,000
03755	CCSE Connie Dr to Tram Rd (E-1)	38,717,560.00	38,340,233.47	377,326.53	38,640,233.47	(77,326.53)								
0100225	CCSE Tram Rd to Woodville HWY(E-2)	38,355,603.00	37,239,911.10	1,115,691.90	38,305,603.00	(50,000.00)								
0100226	CCSE Woodville Hwy to Crawford Rd (E-3)	11,655,551.43	10,648,281.28	1,007,270.15	11,655,551.43	-								
0100227	CCSW Crawfordville Rd to Orange Ave													
	PDE	4,505,044.00	3,832,138.17	672,905.83	4,073,807.53	(431,236.47)								
	Design	-	-		2,300,000.00	2,300,000.00	1,300,000	1,000,000	0	0	0	2,300,000	0	2,300,000
	Project Management	-	-		408,000.00	408,000.00	208,000	200,000	0	0	0	408,000	0	408,000
03747	Capital Cascade Trail Seg.1 Flood Relief Project	11,578,639.00	8,142,694.64	3,435,944.36	14,278,639.00	2,700,000.00	6,100,000					6,100,000	0	2,700,000
	Design					-								
	Construction				TBD	TBD	TBD					TBD	0	
0100306	Capital Cascades Segment 2 Construction	34,859,124.00	30,863,169.80	3,995,954.20	34,859,124.00	-	14,000,000	0	0	0	0	14,000,000	0	0
0100978	Capital Cascade Segment 3 & 4													
	Design	4,205,331.00	3,770,806.68	434,524.32	3,850,331.00	(355,000.00)	1,340,000	0	0	0	0	1,340,000	0	0
	ROW Acquisition	5,000,000.00	-	5,000,000.00	5,000,000.00	-	4,000,000	1,000,000	0	0	0	5,000,000	0	0
	Construction				TBD	TBD	70,011	6,400,000	6,400,000	1,349,704	0	14,219,715	TBD	14,219,615
	Box Culvert Construction (Adams Street to Monroe)				1,650,000.00	1,650,000.00	1,650,000	0	0	0	0	1,650,000	0	1,650,000
1000612	Cascade Trail Connector Bridge													
	Design	250,000.00	250,000.00	-	250,000.00	-								
	Construction				2,500,000.00	2,500,000.00	1,250,000	1,250,000	0	0	0	2,500,000	0	2,500,000
	Project Management				250,000.00	250,000.00	125,000	125,000	0	0	0	250,000	0	250,000
0800402	Capital Cascades Segment 4													
	Design	1,889,989.00	65,813.50	1,824,175.50	TBD	TBD	0	500,000	1,300,000	24,176	0	1,824,176	TBD	0
	ROW Acquisition				TBD	TBD							TBD	0
	Construction				TBD	TBD							TBD	0
03757	LPA Group Engineering Services (Cascades Trail 1-4)	6,701,416.10	6,686,957.82	14,458.28	10,586,957.00	3,885,540.90	500,000	500,000	500,000	500,000	500,000	2,500,000	1,400,000	2,500,000
Closed Projects														
02842	BP2K Booth Property Purchase	584,753.75	584,753.75											
3745	Blueprint 2000 Lidar	349,817.00	349,817.00											
3746	BP2000-Building Renovations	48,180.36	48,180.36											
101438	Mahan Drive	4,825,730.88	4,825,730.88											
Grand Total		**386,994,892.61**	**297,375,886.74**	**89,619,005.87**	**420,830,585.84**	**41,534,164.22**	**46,255,042**	**32,170,023**	**29,518,311**	**6,848,859**	**2,816,999**	**117,609,234**	**12,109,678**	**48,944,958**

Notes:

1. Project 03760 does not include $9.2 FDOT funding in grants, but is included in the 5-year CIP allocations.
2. Project 100227 does not include $2,708.000 FDOT funding in grants, but is included in the 5 year CIP
3. Project 03721 balance represents Stormwater Retrofit funds.
4. Project management costs are included in each project except for Cascade Trail Segments 1-4.
5. No future interest is included in net sales tax estimates.
6. Sales Tax revenues use City/County revenue estimates for 5 years, then 3% annual increase
7. Operating costs are projected to remain at same funding level.

Project	Description	Allocated to Date	Encumbered/ Expended	Available Balance	Total Project Cost	Needed Funding	2012 Sales Tax Funding	2013 Sales Tax Funding	2014 Sales Tax Funding	2015 Sales Tax Funding	2016 Sales Tax Funding	2017 Sales Tax Funding	2018 Sales Tax Funding	2019 Sales Tax Funding	2020 Sales Tax Funding	2012-2020 Sales Tax Funding	Funding Allocated 2012-2016	Funding Allocated 2017-2020
Water Quality/Sensitive Lands & Misc.																		
0100234	Water Quality Project City	9,359,491.00	8,712,758.06	646,732.94	25,000,000.00	15,640,509.00	1,662,031	1,695,023	1,771,299	1,851,007	1,934,302	2,021,346	2,112,306	2,207,360	385,835	15,640,509	8,913,662	6,726,847
0100235	Water Quality project/County	20,486,898.00	12,374,048.00	8,112,850.00	22,790,579.00	2,303,681.00	1,000,000	1,000,000	303,681	0	0	0	0	0	0	2,303,681	2,303,681	0
03754	NWFWMD Partnership	1,500,000.00	697,419.76	802,580.24	1,500,000.00	-												
0100228	Headwaters of St. Marks	4,487,390.00	2,976,435.71	1,510,954.29	10,470,221.00	5,982,831.00	0	0	743,331	873,972	382,697	1,000,000	1,000,000	1,000,000	982,831	5,982,831	2,000,000	3,982,831
0100229	Lake Jackson Basin	272,429.00	174.66	272,254.34	272,429.00	-												
0101437	Fred George Basin	2,770,000.00	1,682,226.00	1,087,774.00	2,770,000.00	-												
0100309	Lake Lafayette Floodplain	2,250,000.00	-	2,250,000.00	1,392,237.00	(857,763.00)												
03758	Bluepint 2000 Land Bank	9,550,034.00	947,241.52	8,602,792.48	9,389,779.00	(160,255.00)												
04771	Sensitive Lands - Project Mgmt	480,447.90	480,446.98	0.92	480,447.00	(0.90)												
Capital Projects																		
03721	CCNW I10 to US90 (N-1)	71,612,831.19	69,303,723.19	2,309,108.00	69,303,723.00	(2,309,108.19)												
03760	CCNW/SW US90 to Orange Ave (N-2)																	
	Design and ROW	57,598,632.00	54,552,924.41	3,045,707.59	56,552,924.41	(1,045,707.59)												
	Construction (1,300' North of Orange Ave - US90)	43,100,000.00		43,100,000.00	51,300,000.00	8,200,000.00	8,200,000									8,200,000	8,200,000	0
	Project Management	-		-	1,000,000.00	1,000,000.00	1,000,000									1,000,000	1,000,000	0
03755	CCSE Connie Dr to Tram Rd (E-1)	38,717,560.00	38,340,233.47	377,326.53	38,640,233.47	(77,326.53)												
0100225	CCSE Tram Rd to Woodville HWY(E-2)	38,355,603.00	37,239,911.10	1,115,691.90	38,305,603.00	(50,000.00)												
0100226	CCSE Woodville Hwy to Crawford Rd (E-3)	11,655,551.43	10,648,281.28	1,007,270.15	11,655,551.43	-												
0100227	CCSW Crawfordville Rd to Orange Ave																	
	PDE	4,505,044.00	3,832,138.17	672,905.83	4,073,807.53	(431,236.47)												
	Design	-	-		2,300,000.00	2,300,000.00	2,300,000									2,300,000	2,300,000	0
	Project Management	-	-		408,000.00	408,000.00	408,000									408,000	408,000	0
03747	Capital Cascade Trail Seg.1 Flood Relief Project	11,578,639.00	8,142,694.64	3,435,944.36	14,278,639.00	2,700,000.00	2,700,000									2,700,000	2,700,000	0
	Design					-												
	Construction				TBD	TBD												
0100306	Capital Cascades Segment 2 Construction	34,859,124.00	30,863,169.80	3,995,954.20	34,859,124.00	-											0	0
0100978	Capital Cascade Segment 3 & 4																	
	Design	4,205,331.00	3,770,806.68	434,524.32	3,850,331.00	(355,000.00)											0	0
	ROW Acquisition	5,000,000.00	-	5,000,000.00	5,000,000.00	-											0	0
	Construction				TBD	TBD	9,154,323	2,176,261	2,889,031							14,219,615	14,219,615	0
	Box Culvert Construction (Adams Street to Monroe)				1,650,000.00	1,650,000.00	1,650,000									1,650,000	1,650,000	0
1000612	Cascade Trail Connector Bridge																	
	Design	250,000.00	250,000.00	-	250,000.00	-												
	Construction				2,500,000.00	2,500,000.00	2,000,000	500,000								2,500,000	2,500,000	0
	Project Management				250,000.00	250,000.00	150,000	100,000								250,000	250,000	0
0800402	Capital Cascades Segment 4															0		
	Design	1,889,989.00	65,813.50	1,824,175.50	TBD	TBD						538,474				538,474	0	538,474
	ROW Acquisition				TBD	TBD							1,401,165			1,401,165	0	1,401,165
	Construction				TBD	TBD								11,945,965	263,958	12,209,923	0	12,209,923
03757	LPA Group Engineering Services (Cascades Trail 1-4)	6,701,416.10	6,686,957.82	14,458.28	10,586,957.00	3,885,540.90	500,000	500,000	500,000	500,000	500,000	500,000	300,000	300,000	300,000	3,900,000	2,500,000	1,400,000
Closed Projects																		
02842	BP2K Booth Property Purchase	584,753.75	584,753.75													0		
3745	Blueprint 2000 Lidar	349,817.00	349,817.00															
3746	BP2000-Building Renovations	48,180.36	48,180.36															
101438	Mahan Drive	4,825,730.88	4,825,730.88															
Grand Total		**386,994,892.61**	**297,375,886.74**	**89,619,005.87**	**420,830,585.84**	**41,534,164.22**	**30,724,354**	**5,971,284**	**6,207,342**	**3,224,979**	**2,816,999**	**4,059,820**	**4,813,471**	**15,453,325**	**1,932,624**	**75,204,198**	**48,944,958**	**26,259,240**

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2012-2020 Est.Funding
Estimated Net Sales Tax Funds	12,351,431	4,814,923	5,971,284	6,207,342	3,224,979	2,816,999	4,059,820	4,813,471	15,453,325	1,932,624	49,294,767
Unallocated 2011 Funds		12,351,431									12,351,431
FDOT Funds (Project 03760)		9,200,000									9,200,000
FDOT Funds (Project 100227)		2,708,000									2,708,000
DREF Grant		1,650,000									1,650,000
Total		30,724,354	5,971,284	6,207,342	3,224,979	2,816,999	4,059,820	4,813,471	15,453,325	1,932,624	75,204,198

Notes:

1. Project 03760 does not include $9.2 FDOT funding in grants, but is included in the 5-year CIP allocations.
2. Project 100227 does not include $2,708.000 FDOT funding in grants, but is included in the 5 year CIF
3. Project 03721 balance represents Stormwater Retrofit funds.
4. Project management costs are included in each project except for Cascade Trail Segments 1-4.
5. No future interest is included in net sales tax estimates.
6. Sales Tax revenues use City/County revenue estimates for 5 years, then 3% annual increase
7. Operating costs are projected to remain at same funding level.