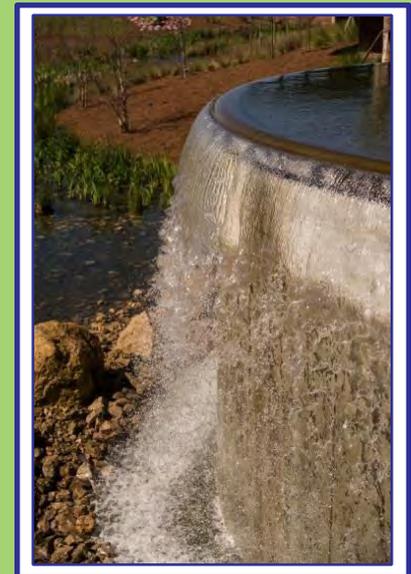
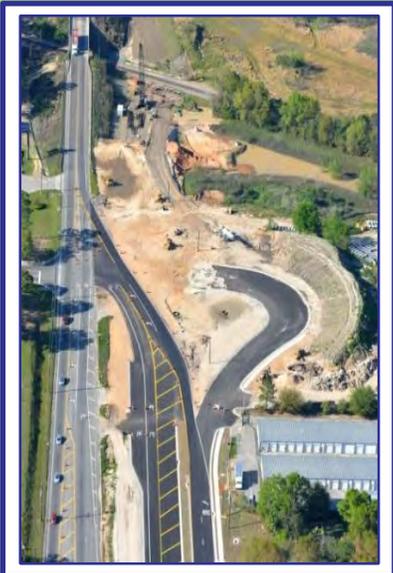


# Blueprint 2000 Intergovernmental Agency Meeting April 1, 2015



CITY OF TALLAHASSEE - LEON COUNTY  
**BLUEPRINT**  
INTERGOVERNMENTAL AGENCY **2000**

2727 Apalachee Parkway  
Suite 200  
Tallahassee, FL 32301  
Phone: 850-219-1060



# INTERGOVERNMENTAL AGENCY MEETING

April 1, 2015  
5:00 pm to 7:00 pm  
5:30 Public Hearing  
City Commission Chambers

**Chair: Scott Maddox**

## Agenda

### I. AGENDA MODIFICATIONS

### II. INFORMATION ITEMS

- |   |                |                    |
|---|----------------|--------------------|
| 1. CAC Draft Meeting Minutes (February 5, 2015) | Shelonda Meeks | <b>Page #</b><br>1 |
|---|----------------|--------------------|

### III. CONSENT

- |                                       |                 |                    |
|---------------------------------------|-----------------|--------------------|
| 2. IA Meeting Minutes (March 9, 2015) | Chair S. Maddox | <b>Page #</b><br>9 |
|---------------------------------------|-----------------|--------------------|

### IV. PRESENTATIONS/DISCUSSION

- |   |              |                     |
|---|--------------|---------------------|
| 3. Consideration of Funding 2020 Sales Tax Extension<br>Projects in Advance of Revenue Collection | Wayne Tedder | <b>Page #</b><br>19 |
|---|--------------|---------------------|

### V. PUBLIC HEARING: 5:30 pm

- |  |              |                     |
|--|--------------|---------------------|
| 4. Magnolia Drive Multiuse Trail Funding and Phasing | Wayne Tedder | <b>Page #</b><br>43 |
|--|--------------|---------------------|

### VI. CITIZENS TO BE HEARD

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

### VII. ITEMS FROM MEMBERS OF THE COMMITTEE

### IX. ADJOURN

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

**#1.**

**CAC Draft Meeting  
Minutes  
(February 5, 2015)**

**Blueprint 2000 CAC DRAFT Meeting Minutes**  
 Thursday, February 5, 2015  
 Cascades Park, Meridian Point Building

Kent Wimmer called the meeting to order at 4:39 pm.

**Committee Members present:**

Gordon Hansen	Andrew Chin
Chris Klena	Jim Stevenson
Neil Fleckenstein	George Smith
Kent Wimmer	JR Harding
Christic Henry	Dale Landry
Henree Martin	

**Committee Members absent:**

Terrance Hinson	
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**Guests/Presenters/Staff present:**

Charles Hargraves	Patrick Twyman
Autumn Calder	Rita Stevens
Susan Emmanuel	Wayne Tedder
Gary Phillips	Kathy Burke
Shelonda Meeks	Grant Gelhardt
Harry Reed	Sured Willis
Paco de la Fuente	Bonnie Gandy
Zoe Kulakowski	Dana Powell
Sean McGlynn	Will Hanley
Sam McArthur	Doug Martin
Adam Anthony Biblo	Stewart Proctor

**Agenda Modifications**

There were none.

Kent Wimmer suggested re-ordering the agenda to allow guests from the Bucklake Alliance to speak to the Committee on the additional information sent out prior to the meeting. Henree Martin stated in deference to the guests, she reviewed the distributed material and did not believe that the CAC was the appropriate forum for the presentation. Her understanding was that the CAC was instituted to ensure the IA followed what the citizens voted for. The CAC had no authority to add projects; that had to be done at the IA level, if it was to be done anywhere. Mr. Wimmer countered that the CAC had the authority to recommend it to the IA. Ms. Martin stated that items were initiated at the IA level. They were vetted through staff then presented to the CAC.

Wayne Tedder stated that from his perspective there was nothing to be considered. No formal proposals with information on the acres to be acquired or amount of funding requested had been submitted to City or County government. Once a formal proposal was submitted to him, Mr. Tedder would take it to the IA for direction. Meaning, he would be charged with the analysis of the request. As Ms. Henry stated, it would come back to the CAC if the IA elected pursue it. The presentation was welcome however, direction for action would come only through the IA.

JR Harding suggested that the scope of the authority of the CAC be included on the agenda or notice of public hearing and public comment.

## Information Items

### **Item #1: Blueprint 2000 CAC Roles and Responsibilities**

This item was informational only.

Kent Wimmer questioned if a CAC member needed staff permission to bring an issue to the IA. Mr. Tedder stated that at the beginning of each IA meeting, the CAC Chair had the opportunity to address the Board. If Mr. Wimmer chose to use that time to raise the issue that the CAC debated roles and responsibilities and felt strongly that it was within their role then they would get a response from the commissioners. Mr. Wimmer stated that he was only trying to understand what his role was as Chair and that of other members of the committee.

Mr. Tedder stated that it was his opinion that the CAC was “the conscience of Blueprint.” To keep the Board focused on the priorities voted on by the citizens. There was nothing in the charge that stated, they could bring projects to the IA to be considered for the list. Nor was there anything in the CAC bylaws on that. Was there an in-between; he did not know. He believed that the role of the CAC was to advise the Board on the projects they sent through the process for consistency with the Blueprint philosophy and project definitions report or ways that they could be better.

Ms. Martin reiterated her earlier points and stated that while she was in real estate, she was a strong proponent of the environment. Also though, as an original member of the EECC and Blueprint CAC, she would always act as the conscious of the committee, Blueprint, and the voters to enforce what was voted on. All citizen groups could present to CAC or the IA, having been in their position though, she understood that time was important and wanted the Bucklake Alliance folks to have the choice based on knowledge of what the CAC could and could not do for them.

Regarding missed meetings, Kent Wimmer noted that historically, the CAC struggled to obtain a quorum. He requested that every member commit to doing everything possible to attend the meetings. JR. Harding questioned if the availability of technological tools, such as phone conference or Skype, to facilitate attendance. Mr. Wimmer confirmed that members could call into the meeting if they were unable to attend in person. However, those members did not count toward a quorum; they could still vote however. In that respect, the CAC bylaws mirrored the City and County Commission policies.

Regarding the timeframe for mailing out the agendas, Ms. Calder stated that the bylaws required them be sent seven days prior to the meeting. She also stated that they struggled to meet that deadline however would continue to work toward it. Also, if the hardcopies could not be mailed a link would be provided on the Blueprint website for members and citizens to read and download the agenda. Mr. Tedder stated that the preference was to mail the whole package at one time, however if it was that big of a deal that the members wanted the agenda seven days in advance, Blueprint would send what was available at that deadline. With the remainder added at a later time. He felt that sending it in pieces could create confusion but would follow the request of the CAC.

Mr. Wimmer stated that it was not as critical with small agendas. However, particularly with large agendas, he appreciated staff making the effort to send them at the seven days. Shelonda Meeks questioned if the CAC had a preference between electronic and hardcopies of the agenda. The committee agreed that the majority of the time receiving them via email, or a link to download, was fine. It was determined that moving forward the agenda would be posted to the Blueprint website with a link provided via email to the CAC.

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

This item was informational only.

Kent Wimmer asked Mr. Tedder to give the ratio of funding by Blueprint, state and federal. Mr. Tedder stated that the Sales Tax Committee adopted up to \$70M for Capital Circle Southwest knowing that Blueprint would leverage as much as possible from state and federal highway sources. The total estimated cost, at the time, was \$120M. Mr. Tedder's position was not to fund FDOT's portion of the roadway cost but the "above and beyond" elements that were typical of the Blueprint philosophy.

Henree Martin questioned if fifty cents on each dollar spent was leveraged on the first Blueprint list. Mr. Tedder thought that was too optimistic. Autumn Calder stated that on roadway projects, Capital Circle, the stated gave \$3 for each \$1 spent by Blueprint. But for sensitive lands, it was the opposite; for every \$3 spent Blueprint received \$1. Mr. Tedder stated that on the whole, Blueprint leveraged in excess of \$125M and allocated upwards of \$450M.

## **Public Hearing**

### **Item #6: Magnolia Drive Multiuse Trail Funding and Phasing**

Kent Wimmer opened the public hearing. Wayne Tedder gave a summary of the agenda item and explained the history of the project and process of adding it to the Tier 1 list.

Dale Landry stated that the projects was being justified as helping the South City neighborhoods. He questioned how the project benefitted them when most of the project area connected to the Myers Park neighborhoods. Mr. Tedder stated that it was an economic and employment driver because the City and County was trying to have connectivity for everyone living in the area to

reach the workplaces and business on Lafayette Streets and Apalachee Parkway as well as mass transit lines.

Harry Reed stated that CRTPA staff met with FDOT to discuss safety of the Magnolia Drive and Apalachee Parkway intersection. The possibility existed that it could be incorporated with the design of the east side crosswalk.

Regarding funding for this and other projects, Henree Martin questioned the possibility of the \$6M being reimbursed to Blueprint through the \$50M allocated in the sales tax extension for sidewalks. Mr. Tedder stated that it was a good point and that there were opportunities for such and gave an antidotal example of the funding option arranged by the City Commission for the First Christmas site. It was a good way of saying that Blueprint was there to fund because there were dollars set aside in the new sales tax. It could be the recommendation of the CAC that the future allocations be obtained in 2020 and reprogrammed into additional sidewalks. Ms. Martin stated that she wanted to see that considered for the primary reason that the projects voted on by the citizens from the original Blueprint sales tax had not yet been completed. She felt Magnolia Drive sidewalks were a worthy project however, the cost of it should be reimbursed from the \$50M allocated for sidewalks in the second sales tax.

Kent Wimmer agreed and expressed his concern that Blueprint would become the "slush fund" for city or county sidewalk projects. Ms. Martin stated that it was tempting to reach into Blueprint funds because it was a good pot of money.

Regarding the source of funding, Mr. Tedder stated that when he came to Blueprint in 2011, there was an existing Master Plan of anticipated project funding. It contained a line item labeled Land Bank for the purpose of acquiring right of way in advance of a project. There was approximately \$7M in Land Bank that had been untouched since 2011 and was proposed as the source of funding for the Blueprint portion of the Magnolia Drive sidewalks.

Ms. Martin stated that if all wetlands or sensitive lands that were possible acquisitions were reviewed, she would not definitively stated that Magnolia Drive was a superior place to spend the funds from the Land Bank. However, if she could have some assurance of it being reimbursed, she would feel better about it.

Neil Fleckenstein stated that as a resident of that area he felt it was a fabulous project however he had similar concerns. Knowing that the funding had not been programmed to other projects helped. Mr. Tedder stated that he was waiting until closer to the end of the current Blueprint program because it was not yet clear what role Blueprint would play in Capital Cascades Trail Segment 4 or what the cost of that would be. He thought there would be a large sum of money coming that would pay for Segment 4 but did not know what those numbers would be until it moved into the design process. Mr. Tedder assured the committee that nothing would be bumped from the project list to complete Magnolia Drive.

Gordon Hansen questioned if pedestrian oriented lighting would be included in the design. Kathy Burke from Leon County Public Works stated that street lighting would be provided by the City

of Tallahassee. The County was coordinating with City Electric to upgrade roadway lighting and determine how much light that would provide for the trail. There was a contingency plan however, to run conduit along the pathway and key crossings so that lighting could be added later. Mr. Hansen questioned if the Police and Sheriff Departments were involved in the review of lighting plans. Ms. Burke stated that to her knowledge they were not however staff could bring them in on the review process. Mr. Gordon stated that the Sheriff's Department had reviewed plans for other projects; he was unsure of the status of the Police.

Kathy Burke stated that the aim was for sufficient lighting for the major collector roadway, Magnolia, from the two to three foot candles was generally considered more than adequate lighting for pedestrians. Because it is a residential neighborhood, the County had to find the right balance of light for safety and security of pedestrians without it being too bright that it impacted homeowners. Uniformity and safety was the key, she stated.

Christic Henry questioned where the synergy with the existing sidewalk projects for the City and County. Mr. Tedder stated that he was involved from the planning side on prioritization of city sidewalk projects. He thought more than \$116M of sidewalk projects were submitted to the Sales Tax Committee. The Committee only agreed to \$50M. The City and County would be addressing that and moving forward with the prioritization process. He thought it was close to being presented to the Commissions for adoption within the next few months. Ms. Burke stated that at the April 28 Board of County Commissioners Workshop, the BOCC would be reviewing the County's sidewalk policy and prioritize projects into tiers. Historically, the BOCC funded the 'safe routes to school' projects as the number one priority; the latest allocation was approximately \$15M. Magnolia Drive was the last 'safe routes to school' project from the first list; less one that was not funded or underway from the County. Mr. Tedder clarified that because Magnolia Drive was a County owned roadway, it would be on their priority list, not the City's.

Christic Henry stated that the application of the criteria for the priority needed to be well understood by the committee, particularly when requesting funding from Blueprint. Because specific projects were slated for funding by the sales tax. There were also great projects that go with other stuff. It would be helpful to know that was the course committed to so that it could be communicated to her constituents. Wayne Tedder stated that he would be glad to connect her to the right people to have those conversations. Staff from City Public Works and the Planning Department would be essential to those conversations.

Will Hanley, 1911 Waholow Ct, spoke in favor of the project. He held two specific concerns regarding the implementation of the project. The first was issues of speeding on Magnolia Drive. He stated that the information coming to him indicated that speed limits were not under consideration, except maybe incidentally perhaps with the traffic light. Which was not intended to address speeding. He apologized for not having the data to support the antidotal accounts of speeding on Magnolia. However, it seemed that it was incumbent upon the City and County to consider it as they planned a major modification to the roadway. Safety was the highest priority; not only from a lighting perspective but also from speeding cars leaving the roadway and entering the sidewalk. An integrated plan would consider that problem not set it aside thinking it was not in their purview. He hoped that it could be addressed directly by staff.

Secondly, he was concerned about Lafayette Street, another County road in the City. He hoped that his observations could help with the forward thinking process of the Magnolia Drive project. He felt that the pedestrian and bicycle facilities were embellishments on a car-first roadway rather than an organic part of the design process. The sidewalk on Lafayette was incredibly discontinuous with 60% of it being entrance/exit access to businesses. It was called a sidewalk, but from the perspective of pedestrians, did not function as such. Another example was curb extensions made only of white paint rather than physical curb extensions that could narrow an intersection to make it safer for pedestrians. In particular, the area adjacent to Hartsfield School. He felt the reason behind that was because pedestrians did not fit equally with cars. He hoped that with the proposed Magnolia Drive project and subsequent ventures, there could be a stronger place and consultation with community members for a more detailed level of design to address those kinds of issues.

He requested demonstrations of attention to specific issues: (1) bus stops and access to or from them for pedestrians. Even in the present concept there were no provisions for crossings between Jim Lee Road and Circle Drive; a long distance that contained bus stops. People came from all parts of the neighborhood, from both sides of the street. They also wanted to cross Magnolia in more places than half-mile crossings. It was a reality of how pedestrians actually should to use the sidewalk. The curb designs put forth did not, in his opinion, offer much security for pedestrians. In places, the sidewalk is directly adjacent to the roadway. He encouraged staff to think creatively with how real user needs could be addressed beyond simply meeting engineering design standards for a roadway.

Doug Martin, 1312 Nancy Drive, stated that the intersection of Jim Lee Road and Magnolia was a pedestrian impossibility. Having a light there was critical. Sidewalks from South City to Jim Lee, and in Phase 2, connecting to Apalachee Parkway would allow residents of South City easier access to bus route and their jobs. It also allowed all residents easy access to Cascades Park without having to drive or park and would generally improve quality of life for many neighborhoods. He requested that the CAC support the project.

Grant Gelhardt, 1906 Chuli Nene, the Home Owners Association President for Indianhead and Lehigh neighborhoods. The projects had been on the HOA priority list for 10 years with many conversations with commissioners on both sides. Being a County owned road inside the city limits there had been challenges over the years because of the governments not working well together. He was grateful to see the progress of the project. His main concern was lack of connectivity. The surrounding areas had sidewalks however the project area was the critical missing link. He noted the danger of walking along the roadway or in the ditch particularly after dark with children or carrying home groceries. He applauded the efforts and requested the CAC support the project.

Dr. Anthony Biblo, 1316 Lehigh Drive, emphasized the importance of lighting along the sidewalks. He recognized that different forms of lighting had varying impacts however it was a concern and he hoped to ensure sufficient lighting for the trail. He understood that meant different things to different people and hoped that Ms. Burke would keep it as a top priority. He requested that neighbors have the opportunity to review and comment on the design of the project as it progressed. He realized the County was working with a compressed time schedule in terms of the

constraints of executing the contract in a timely manner. Still, they would love to have that ability. He supported Phase 7 knowing that it was a lower priority but the better separation of pedestrians from the traffic or the slower the speed of the vehicles, the more enticing and safer it would be for pedestrians to use the facility.

**Henree Martin moved approval of pre-funding the Magnolia Drive sidewalk project in the amount of \$6,150,000.00 with the expectation that when the 2020 sales tax revenue came in that the funding be reimbursed to Blueprint from the sidewalk allocation. Christic Henry seconded the motion.**

Regarding the rationale for TIGER funds, Dale Landry stated that he could see problems with it. Many in the minority community would take exception to being the justification for the project. He supported the project on the whole but took umbrage to it being completed for the minority community. Spending was often justified as benefiting minorities when there was no direct impact to communities. It did however impact others in a much greater way. People would pay attention to the way the funding was spread across the process.

There was angst within minority communities across Tallahassee; the Live Oak Plantation sidewalk project was one such issue. There were reports of local police tazing residents on Dunn Street because with no sidewalks, there was no option other than to walk in the street in some areas. He recognized the need for the project however, wanted the CAC to be sensitive to the use of "minority community" as language in the justification for funds.

Andrew Chin confirmed that the \$6.15M funded phases 1-6 of the project. Also, suggested that maps were clarified at future presentations. Maps used identified the study area of the construction but not as defined by the primary goal. A broader view would all staff to identify, based on census data, minority and economically disadvantaged communities as well as existing sidewalks. Also to clearly illustrate how there were no sidewalks to connect them with the goal, which was, Lafayette and Apalachee Parkway. He felt that most people agreed with the goal, however the graphic was not consistent with the target. Christic Henry and further stated that the corridor would enhance all neighborhoods in the surrounding area with positive impacts and added value.

**The motion passed unanimously.**

#### Information Items – Continued

### **Item #3: Acceptance of FY 2014 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 204 Operating Fund Balance**

This item was informational only.

#### Consent Items

##### **Item #4: CAC Meeting Minutes (December 11, 2014)**

**JR Harding moved approval. Chris Klena seconded the motion. It passed unanimously.**

#### Presentation Items

##### **Item #5: Blueprint 2000 Project Tour Date Selection**

**Neil Fleckenstein moved to schedule the tour for April 9, the previously scheduled CAC meeting date from 2:00 to 5:00 pm. Stewart Proctor seconded the motion.**

It was noted previously "excused" absences would not be counted against members.

#### Items from Members of the Committee

#### Citizens To Be Heard

John Outland stated that, regarding the Bucklake Alliance proposal, he felt that the group should pursue funding through other routes.

Sam McArthur stated that there could be an opportunity to purchase the forested Fallschase residential section. It currently served as a buffer to protect Lake Lafayette from runoff. The closest city well, #7 which was on Apalachee Parkway. According to an unnamed geologist friend, that well was rumored to be the most polluted in the area.

#### Adjourn

**The meeting adjourned by consensus at 7:00 pm.**

**#2.**

**IA Meeting Minutes  
(March 9, 2015)**

**TALLAHASSEE – LEON COUNTY  
BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY  
Meeting Minutes  
March 9, 2015  
3:00 pm, City Commission Chambers**

**MEMBERS PRESENT**

<b><u>County</u></b>	<b><u>City</u></b>
Commissioner John Dailey	Mayor Andrew Gillum
Commissioner Bryan Desloge	Commissioner Scott Maddox, Chair
Commissioner Nick Maddox	Commissioner Curtis Richardson
Commissioner Bill Proctor	Commissioner Nancy Miller
Commissioner Mary Ann Lindley	
Commissioner Linda Sauls	
Commissioner Kristen Dozier	

**CITY/COUNTY STAFF**

Autumn Calder, Blueprint 2000	Gabriel Menendez, COT
Charles Hargraves, Blueprint 2000	Tony Park, Leon County
Wayne Tedder, PLACE	Harry Reed, CRTPA
Shelonda Meeks, Blueprint 2000	Josh Pasqua, Leon County
Alan Rosenzweig, Leon County	Jim Cooke, COT
Ivan Maldonado, COT	Regina Glee, Leon County
Catherine Jones, Leon County	Lonnie Ballard, COT
Vincent Evans, COT	Cassandra Jackson, COT
Debra Schiro, Blueprint 2000	M'Lisa Ingram, COT
Anita Favors Thompson, COT	Cherri Bryant, COT

**OTHERS PRESENT**

Jim Davis, Michael Baker, Jr.	Connor Chambliss, Kimley Horn
Gary Phillips, Michael Baker, Jr.*	Cameron Snipes, Kimley Horn
Susan Emmanuel, QCA. Inc*	Ryan Wetherell, Kimley Horn
Maribel Nicholson- Choice, Greenberg Traurig*	Gerald Ensley, Tallahassee Democrat
Linda Figg, Figg Engineering	Antonio Garcia, Garcia Bridge
Dwight Dempsey, Figg Engineering	Kent Wimmer, Blueprint CAC
Manuel Feliciano, Figg Engineering	Brian Lupiani

\* Indicates Blueprint 2000 Consultant

Commissioner Scott Maddox called the meeting to order at 3:06 pm with a quorum.

**I. AGENDA MODIFICATIONS**

There were no agenda modifications.

## **II. CITIZEN'S ADVISORY COMMITTEE (CAC) CHAIRMAN'S REPORT**

Kent Wimmer reported on progress made at the December 11, 2014 and February 5, 2015 meetings. The first of the required public hearings for the Magnolia Drive Multiuse Trail project was held in February and four members of the public, including Home Owners Association President of Indianhead/Lehigh, spoke in favor of the Magnolia Drive sidewalk project. The CAC approved funding the project \$6,000,150.00 with the expectation that the funding would be reimbursed from the 2020 sales tax extension. He highlighted a few specific comments for the IA.

- Projects, such as sensitive lands, protection projects remain uncompleted from the original Blueprint 2000 list. We recommend that the funding that's being allocated be reimbursed from the 2020 sales tax.
- Lighting should be made sufficient for the safety of pedestrians.
- Additional pedestrian crossings should be considered in the plan. Currently there were large gaps in citizen's ability to cross.
- Consider using a safety strip between the curb and sidewalk to give pedestrians greater peace of mind with the fast moving traffic along Magnolia Drive.
- Neighbors wish to have opportunity to comment on the design elements of the sidewalk as the project progressed.

Furthermore, the CAC remained supportive of the connector bridge and trail connections across South Monroe and encouraged the IA to move forward with the project. The CAC also supported the City in the creation of a digital way-finding system to aide visitors to Cascades Park; particularly those with visual impairments. It could include locations of accessible parking and entrances as well as descriptions of amenities, infrastructure, and upcoming events.

Lastly, Mr. Wimmer stated that the Bucklake Alliance was considering approaching the IA with a proposal concerning protecting the forested uplands along upper Lake Lafayette in the Fallschase development.

## **III. INFORMATION ITEMS**

### **1. CAC Meeting Minutes (December 11, 2014)**

This item was presented as informational only.

### **2. Capital Circle Southwest Update**

This item was presented as informational only.

### **3. CAC Tallahassee-Leon County Planning Commission Chair Designee**

This item was presented as informational only.

**IV. CONSENT ITEMS**

**4. IA Meeting Minutes (September 15, 2014)**

**RECOMMENDED ACTION:**

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

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

**Commissioner Dozier moved approval of the consent agenda. Commissioner Desloge seconded the motion. It passed unanimously.**

**V. PRESENTATIONS/ACTIONS/DISCUSSIONS**

**5. Capital Cascades Trail Stormwater Master Plan Update**

Gary Phillips spoke briefly on the agenda item. He outlined the watershed areas of Tallahassee relevant to the project, the St. Augustine Branch, Central Drainage Ditch, and the northern and southern watersheds. The 2020 projects such as Orange Avenue, Lake Bradford Road, FAMU Way, and Capital Cascades Trail are all located within the watershed areas. In the past Blueprint utilized two different stormwater models, XPSWM and ICPR for the Central Drainage Ditch. Staff was consolidating them into one master plan storm water mode. Once complete it would be used to analyze the remaining elements of Capital Cascades Trail Segment 3D and Segment 4. This allowed Blueprint to move forward knowing that they were not limiting their selves hydraulically. It also ensured consistency with future 2020 sales tax projects, such as the Airport Gateway, and other City funded projects in that area.

Traditionally, stormwater projects begin downstream and work up. However, due to public support, funding, and IA prioritization Blueprint constructed Cascades Park first. Followed by, Segment 1, Franklin Boulevard with money from US Housing and Urban Development and Segment 3, which was currently under construction. Mr. Phillips reiterated that the consolidated model would be used to analyze Segment 3D and Segment 4 in terms of potential redevelopment and retrofit ponds.

Mr. Phillips spoke to the improvements to the 100-year floodplain of downtown. He reminded the Board that Cascades Park, a stormwater facility, was designed to flood and was therefore identified as flood plain. The idea moving west into Segment 3D and Segment 4 was to find opportunities for water quality improvements and floodplain mitigation using the consolidated model.

Mr. Phillips also updated the Board of the construction of Segment 3A and B along the City's FAMU Way project with photographs of the project.

Commissioner Miller stated that, as she understood it, that if the northern route would require the removal of all trees in the identified area. Also, that the southern alignment would allow for greater

ability to beautiful FAMU Way. Wayne Tedder stated that if the choice was made to go to the north side of the CSX railroad for stormwater conveyance, the bank system would need to be stabilized or put into a boxed culvert. Essentially all of the trees along there would be removed for that work. If the project shifted to the south, the area would not be needed. Staff was evaluating both options to determine which was the most feasible and cost effective. And was determined to continue the established aesthetics of FAMU Way along the corridor.

Commissioner Miller stated that she was not a fan of back-in parking and did not feel that the public had been enthusiastic in embracing it. She would therefore like to revisit the option of using it along FAMU Way. Mr. Tedder stated that he would convey that to the City Public Works Director. Commissioner Scott Maddox agreed with Commissioner Miller on the point.

Commissioner Dozier stated that she understood that additional analysis was forthcoming. However, she was interested in seeing how more relief could be accomplished in a wider area and fit in with 2020 projects. Even if it meant that FAMU Way was realigned. She recognized that was a City project, yet, it seemed the southern alignment allowed for more options.

Commissioner Lindley asked if there was any sense of the cost associated with the southern alignment. Mr. Tedder stated that it was part of the forthcoming evaluation. The priority was to determine the best alignment hydraulically. Blueprint had been criticized for not having the consolidated model completed earlier. However, doing the work now, allowed staff to see the effects on the 2020 sales tax projects. The timing was perfect to accomplish multiple objectives with one project.

Commissioner Lindley noted for the record, that she preferred back-in parking as it was easier than parallel. Commissioner Scott Maddox offered that calculus was also easier than parallel parking.

Mayor Gillum requested more information on the time delay impacts as well as the number of homes would be impacted by both options. Mr. Tedder stated that for some areas of the projects, specific time frames could not be given. Staff was evaluating stormwater solutions for them. Once identified, the City Public Works Department could begin programming a timeframe. One of Blueprint's goals was to communicate that the stormwater study, through Blueprint, was slowing down the process to some degree on FAMU Way. But it also allowed the consideration of additional opportunities that were not available sooner.

Mr. Tedder stated that 22 parcels had been effected thus far with the FAMU Way/Capital Cascades Trail Segment 3 project. If the southern alignment was selected, staff anticipated impacting another 55 parcels, which were mostly residential. The north option, along Gamble Street, would have significantly less impact to residential parcels however there was the possibility of losing the stormwater management facilities that influence redevelopment and retrofit.

Mayor Gillum questioned the footprint of the right of way, noting that FAMU's master plan at one time extended toward Lake Bradford. He requested that staff consider making the potential ownership of any land that was unused be offered in a first-right-of-refusal to the university. Gary

Phillips estimated the ROW at 60 to 80-feet based on the design of FAMU Way Phase and that of the trail.

Wayne Tedder stated that typically Blueprint would only acquire what was necessary for the project. However, in the occasion where what was needed was half or more of the whole parcel, Blueprint would purchase the entire piece. Mayor Gillum clarified that his request was for unused whole takes.

Commissioner Richardson stated that the joint projects would be a “game changer” for Tallahassee. However, he was sensitive to the residents and hoped that all efforts of relocation would take that into effect. Mr. Tedder briefly explained that Blueprint, acting on behalf of the City, was responsible for the acquisition of ROW for the FAMU Way project. This decision by the IA allowed for the use of Blueprint’s extremely successful incentive and relocation programs. He offered to go into greater detail on both with Commission Richardson in an off line meeting.

**RECOMMENDED ACTION:**

**Option 1:** Accept staff update.

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

**Action by the CAC and TCC:** This item was presented to the TCC and CAC as information only.

**Commissioner Dailey moved approval of option 1. Commissioner Dozier seconded the motion. It passed unanimously.**

**6. Springhill Road Property Resolution**

Mayor Gillum stated that he was glad to see the property would be acquired. He questioned how much more of it could be purchase to use as the gateway. Charles Hargraves stated that all of the property was state owned. The subject parcel was currently owned by FDEP. The piece to the north was owned by FDOT and used it for traffic signal operations. He was not sure if they would be willing to relocate however, at the IA’s direction, Blueprint could begin the conversation.

**RECOMMENDED ACTION:**

**Option 1:** Adopt Resolution No. 15-\_\_\_\_\_ indicating Blueprint’s intent to acquire the subject state owned property located on the southern approximately 6.30 acres of 2616 Springhill Road, which is described more accurately in Exhibit “A” attached to the Resolution.

**Blueprint 2000 Project Definitions Report Consistency:**

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

**Commissioner Miller moved approval of option 1. Commissioner Richardson seconded the motion. It passed unanimously.**

## **7. Capital Cascades Connector Bridge Bid Evaluation**

Wayne Tedder gave a presentation of the material in the agenda item.

Commissioner Lindley questioned how the height of 42” for the railing was determined. Linda Figg stated that 42” was a standard and mandated height by FDOT for bicycles. She expressed concern from the CRTPA federal transportation representative, that people could throw items over the rail onto traffic below. Ms. Figg stated that the connector bridge was a fairly short crossing with interesting topography changes on either end. This resulted in significant earth work for the park. All of that went to show that currently someone could stand on the bluff and throw something into traffic if they wanted to.

Furthermore, that possibility was discussed at length at the beginning of the design criteria as folk tried to determine what would be allowed. The project was approved by local and state agencies to move forward with the railing as designed. There were other sidewalks locally that crossed over major highways that did not have fencing, namely I-10 over North Monroe. Commissioner Scott Maddox also noted that the I-10 crossing over Meridian Road had no fencing. Ms. Figg reiterated that they were in many places across the city.

Mr. Tedder stated that during the variance process, Blueprint indicated that security cameras would be installed as a deterrent. Furthermore, the bridge lighting would be on motion sensors during the night hours; coming on only when someone ventured onto the bridge. This would conserve energy and still provide safe passage.

Antonio Garcia, with Garcia Bridge Engineers, stated that the concern of himself and his partner, Juan Goni, was primarily the cost of the structure. He was in no way implying or indicating that the design was faulty. They believed that since Figg would be signing and sealing the drawings, that their engineers did a good job and met all the requirements of FDOT. It was safe, within the requirements of the design criteria, and a valid solution to the problem.

The point they wanted made clear was that the cost was excessive. The information presented to the Democrat and to individual commissioners were numbers from FDOT based on normal situations. Bridges typically came in at a cost of \$130 per square foot. The original number that was given at an early public hearing was that the bridge itself would cost \$1.5M. Later that was increased to \$2.5M. That increase made the connector bridge \$1300 per square foot.

To bring that into comparison, the Skyway Bridge across Tampa Bay, came in at \$140 per square foot in the 1980’s. Bringing that into 2015 dollars, it would be somewhere in the order of \$500-\$600 per square foot. It could be an investment. It could be something that the Board wanted. It

could be something that the public would accept. Garcia Bridge Engineers wanted them to give it more thought.

Changing the classification from major to intermediate was irrelevant. It remained a category two based on FDOT requirements. It needed post tensioning which was expensive and unnecessary. Finally, the equine/pedestrian bridge over I-75, south of Orlando, was fenced with foliage.

Commissioner Desloge thanked Mr. Garcia for his comments and stated that he wished the emails from his partner were less overt. The ones to Himself, were a bit offensive. He thought Mr. Tedder did an excellent job explaining the process and to ensure it was a product everyone could be proud of.

Commissioner Proctor stated that at a previous IA meeting, requested staff halt the project until the intermediate classification was achieved. That would have allowed for local contractors to bid on the project. He was not certain if all of those things were achieved. However, learning that one factor in the enormous cost was that it was classified as a major structure. That limited the number of qualified bidders and therefore the cost.

The item was presented as a \$2.7M shortfall. To him, however, it was a \$3M increase. That could be seen as a play on words but the project had more than doubled since it was first presented. He was not satisfied with the accounting for the increase.

Furthermore, in a community where citizens were issued pedestrian citations for walking in the street for areas in which there were no sidewalks, it was difficult for him to approve spending \$7M for a pedestrian bridge when there was not sufficient sidewalks on the ground. He spoke about southside residents who paid taxes for 54 years; who lived in high pedestrian traffic areas, and still did not have sidewalks in their neighborhoods. It was a lovely project, however, he could not justify his support for a \$7M sidewalk in the sky, when the people of his district, his bosses, did not have sidewalks on the ground.

Commissioner Dozier stated that she felt the Board or Commissions did the public a disservice when they considered various pots of money as being accessible for anything they chose to do. The funding came with a specific scope and not everything could be accomplished with Blueprint funding. Secondly, she was continually impressed by the diversity of Cascades Park and felt that the connector bridge would be a gateway to South Monroe, future segments of Capital Cascades Trail and expansion of FAMU toward South Monroe. It was a high dollar project that did not come around often. However, she felt it was worth it. Her one concern was the increase of the low bid. She encouraged Blueprint to initiate a conversation with the contractor to find out why.

Furthermore, Commissioner Dozier stated that while she would love to know more about that, cost would only continue to rise. She felt the choice was to move forward with the project or not at all. Mr. Tedder stated that, unless the bid was awarded, that information would not be available because of public records protection laws. If the funding was approved by the IA, staff would provide a status report of where and which items changed.

Commissioner Richardson stated that Connector Bridge was, in his opinion, a signature project for Tallahassee. It was a gateway to the southside that complimented Cascades Park and what was underway along FAMU Way. It also tied into the 2020 improvement of the South Monroe and South Adams gateways.

Commissioner Lindley stated that the tourism and visitor piece was also important with the connection to St. Marks Trail. It was part of a much larger community picture. She supported the project and wanted it to move forward.

Mayor Gillum aligned himself with the comments regarding the need for sidewalks in the community. He wanted to clearly understand the line of demarcation on which funds could be used for what purpose. In the Blueprint reauthorization (2020 sales tax extension) the City identified sidewalks as its number one priority and suggested \$50M be allocated toward that. He encouraged Commissioner Proctor to pursue the same on the County side because large swaths of the community were left untouched.

He further stated that Figg Engineering had done an outstanding job in designing what would be an iconic bridge for Tallahassee. He echoed comments made by other about the diversity that happened in Cascades Park. Mayor Gillum stated that Cascades Park was where Tallahassee went to meet itself.

He applauded staff for attempting to get local contractors to bid on the project. He knew they could not answer presently why there was no participation from them for the bridge. Why, when they had the opportunity to participate locally, to keep local dollars in the community, did they not show up?

Commissioner Proctor questioned the legality for Leon County to have been the contractor for the project. Mr. Tedder stated, with confirmation from Tony Park from the audience, that the County Public Works Department was not qualified to build the Connector Bridge. Commissioner Scott Maddox stated that the County's Capital Budget could certainly construct the bridge as well as sidewalks. If Commissioner Proctor wished to augment the pedestrian bridge or any sidewalk project, he could do so from the County's Capital Budget. They might not have the ability to build it their self but they certainly could fund it.

Commissioner Proctor clarified that his question was relate to the County's qualification to bid on the project. It seemed that government agencies could complete projects more cost effectively than the private sector. He was also curious about the MBE portion of the project. Mr. Tedder stated that Blueprint accepted \$1.4M from FDOT thereby making the project subject to their procurement policies. The goal for DBE was similar but different from MBE. The bid were currently being evaluated for that criteria, he stated. Charles Hargraves stated that in a meeting between the contractor, Blueprint and FDOT the contractor clarified that DBE goal was almost 10%.

**RECOMMENDED ACTION:**

**Option 1:** a. Provide additional funding of \$2,700,249.70 (shortfall) for the base bid and add alternates including the western pedestrian node, the western sidewalk

connection and the full landscaping. The funding source is \$2,078,487.42 from unallocated funds and \$621,762.28 from Capital Cascade Segment 3 & 4.

b. Authorize the Intergovernmental Management Committee (IMC) to award, negotiate and execute a contract with the lowest responsive bidder to construct the Capital Cascades Connector Bridge Project.

**Blueprint 2000 Project Definitions Report Consistency:** This request is consistent with the project summary for Map 3 Old St. Augustine Branch Redesign Segment 2 Apalachee Parkway to South Monroe and Segment 3 South Monroe to Gamble Street.

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

**Commissioner Desloge moved approval of option 1. Commissioner Lindley seconded the motion. It passed 10-1 with Commissioner Proctor casting the dissenting vote.**

## **8. Sandco, Inc. Settlement Agreement**

Wayne Tedder briefly spoke on the material of the agenda item.

### **RECOMMENDED ACTION:**

**Option 1:** Provide additional funding in the amount of \$272,149.24 from Blueprint's unallocated funds that will be added to Contract No. 2229's current unobligated balance of \$75,850.76 for a total amount of \$348,000.00, which represents the settlement amount agreed to by Blueprint and the Contractor. Once this amount is paid, the Contractor resolves any and all claims for damages the Contractor has or will have against Blueprint 2000 related to Contract No.2229.

**Blueprint 2000 Project Definitions Report Consistency:** This request is within the approved project for Map 3 Segment 2, Old St. Augustine Branch Redesign Apalachee Parkway to South Monroe.

**Action by the CAC and TCC:** This item was not presented to the TCC. The information was presented to the CAC in the Project Updates Agenda Item but no action was required.

**Commissioner Desloge moved approval of the consent agenda. Commissioner Richardson seconded the motion. It passed unanimously.**

## **VI. CITIZENS TO BE HEARD**

One speaker was present and spoke during the item discussion by the Board.

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

There were no items from members of the committee.

**VIII. ADJOURNMENT**

There being no further business, Chairman Maddox adjourned the meeting at 4:23 pm.

**APPROVED:**

**ATTEST:**

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**Scott Maddox**  
**Chair of Blueprint 2000 IA**

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

**#3.**

**Consideration of  
Funding 2020 Sales  
Tax Extension  
Projects in Advance of  
Revenue Collection**

## Agenda Item

<b>SUBJECT/TITLE:</b> Consideration of Funding 2020 Sales Tax Extension Projects in Advance of Revenue Collection	
<b>Date:</b> April 1, 2015	<b>Requested By:</b> IA
<b>Contact Person:</b> Anita Favors Thompson, City Manager Vincent S. Long, County Administrator	<b>Type of Item:</b> Discussion/Presentation

**STATEMENT OF ISSUE:**

The purpose of this agenda item is to obtain direction from the Intergovernmental Agency (IA) regarding advance funding and prioritization strategies for projects prior to the collection of the sales tax extension receipts beginning in January 2020.

**BACKGROUND:**

On November 4, 2014, Leon County voters approved a referendum by 65% to extend the penny sales tax. The City and County Attorney Offices are preparing an amended and restated interlocal agreement for the City and County Commissions to consider at a later date. This agreement adds the projects approved as part of the 2020 sales tax extension as well as amends procedural requirements as previously approved by the City Commission and Board of County Commissioners.

This agenda item identifies strategies for the IA’s consideration that could advance projects while at the same time limit the initial debt that would reduce/eliminate the ability to fund a portion of the remaining projects in the future. The overarching goal of the 2020 sales tax program is to maximum leveraging opportunities to allow Blueprint to accomplish all of the projects included within the infrastructure projects list. This agenda addresses the following:

- Reviews the allocation of the penny sales tax extension and Blueprint 2020 infrastructure project allocations.
- Provides an update on the funding timetable for Capital Circle Southwest.
- Discusses projects that could be funded on an annual allocation basis versus a single project request.
- Addresses leveraging opportunities for state and federal funding.
- Reviews possible means of advance funding projects through bond financing.
- Discusses possible means of advance funding projects through the City, County, or Blueprint.
- Identifies other possible funding sources for infrastructure projects.
- Discusses the prioritization of 2020 infrastructure projects.
- Addresses educational opportunities for city and county departments.
- Provides an update on the economic development portion of the 2020 sales tax program.

**ANALYSIS:**

**Overview of the Allocation of the Penny Sales Tax Extension**

Table #1 identifies the share of proceeds for each entity/project that were approved by the IA as part of the 2020-penny sales tax extension. Based on revenue projections, staff estimates that the penny sales will bring in an estimated \$37.8 million per year or \$756 million over the 20-year sales tax program, which begins on January 1, 2020. Table #1 also provides an idea of the importance of leveraging dollars and minimizing costs associated with moving projects forward. The list of Blueprint 2020 Infrastructure Projects is estimated to cost approximately \$661 million. However, based on initial projections, approximately \$499 million will be available for the infrastructure projects over the 20-year sales tax program. This gap in funding availability could be bridged by leveraging funds similar to what the Blueprint 2000 program has been able to accomplish. For example, Blueprint has leveraged over \$120 million in the last 10 years.

**Table #1: 2020 Sales Tax Projects Summary**

<b>Entity/Project</b>	<b>Share of Total Proceeds</b>	<b>Estimated Total Proceeds*</b>	<b>Estimated Projects Cost</b>
Blueprint 2020 Infrastructure Projects	66%	\$498.96 million	\$661.8 million
Blueprint 2020 Economic Development Projects	12%	\$90.72 million	\$90.72 million
Leon County Projects	10%	\$75.6 million	\$75.6 million
City of Tallahassee Projects	10%	\$75.6 million	\$75.6 million
L.I.F.E. Projects	2%	\$15.12 million	\$15.12 million
<b>Total</b>	<b>100%</b>	<b>\$756 million</b>	<b>\$918 million</b>

\*Note: This estimate is based on the penny sales tax revenue estimates of \$756 million over the 20-year Sales Tax program.

**Overview of the Blueprint 2020 Infrastructure Project Allocations**

The table below identifies all Tier 1 Blueprint 2020 infrastructure projects.

**Table #2: Blueprint 2020 Tier 1 Infrastructure Projects**

<b>Project Category</b>	<b>Project Name</b>	<b>Committed Sales Tax Funding</b>
<b>Regional Mobility</b>	Capital Circle Southwest	\$70,000,000
	Northwest Connector Corridor: Widening of Tharpe Street	\$53,184,800
	Northeast Connector Corridor: Widening of Bannerman Road	\$33,300,000
	Orange Avenue: Widening from Adams Street to Springhill Road	\$33,100,000
<b>Gateways</b>	Westside Student Corridor Gateway: Widening of Pensacola Street	\$29,936,800
	Airport Gateway: Springhill Rd and Lake Bradford Rd	\$58,698,138
	Southside Gateway Enrichment: Widening of Woodville Highway	\$29,700,000
	North Monroe Gateway	\$9,400,000
	Northeast Gateway: Welaunee Critical Area Plan Regional Infrastructure	\$47,300,000
<b>Community Enhancement Districts</b>	Market District	\$9,400,000
	Midtown Placemaking	\$22,000,000
	College Avenue Placemaking	\$7,000,000
	Monroe-Adams Corridor Placemaking	\$7,000,000
	Orange Avenue/Meridian Road Placemaking	\$4,100,000
	Beautification and Improvements to the Fairgrounds	\$12,000,000
	De Soto Winter Encampment	\$500,000
<b>Connectivity</b>	Bike Route System	\$15,000,000
	Sidewalks	\$50,000,000
	Greenways Master Plan	\$15,803,622
	Star Metro Enhancements	\$12,250,000
	Florida A&M Entry Points	\$1,500,000
<b>Quality of Life</b>	Tallahassee-Leon County Animal Service Center	\$7,000,000
	Northeast Park	\$10,000,000
	Lake Lafayette and St. Marks Regional Linear Park	\$15,816,640
	Operating Costs for Parks Built with Sales Tax Funds	\$20,000,000
	Alternative Sewer Solutions Study	\$2,800,000
	Water Quality and Stormwater Improvements	\$85,000,000
<i>Total Estimated Blueprint 2020 Infrastructure Project Costs</i>		<i>\$661,790,000</i>

**Update on 2020 Infrastructure Projects Currently Underway**

The Capital Circle Southwest Project - Orange Avenue to Crawfordville Highway is the only project that carried over from the current Blueprint 2000 list of projects. Also, it is the only remaining Tier 1 project of the current Blueprint program which was not completed due to the decrease in sales tax dollars related to the 2009 economic recession; therefore staff has been working diligently with the Florida Department of Transportation (FDOT) to maximum the leveraging opportunities that are discussed below. It is important to note that the PD&E is funded by Blueprint 2000 and design is fully funded by the FDOT and moving toward completion.

This project is currently divided into three phases:

- Capital Circle Southwest Master Stormwater Management Facilities (Orange Avenue to Springhill Road)
- Capital Circle Southwest Construction (Orange Avenue to Springhill Road)
- Capital Circle Southwest Construction (Springhill Road to Crawfordville Highway)

Generally, the project development that has occurred to date (PD&E is completed, design is in progress, and FDOT has allocated approximately \$8.5 million for ROW acquisition will be made available by 2017) has prepared this project, or at least a portion of the project, to possibly move forward prior to 2020. Additionally, Blueprint 2000 is completing a stormwater master plan for the corridor between Springhill Road and Orange Avenue that will combine required stormwater management facilities for the roadway expansion with those facilities needed to support the airport redevelopment as identified in the 2020 sales tax list of projects. This master plan is essential for programming stormwater management facilities consistent with the Blueprint philosophy. Based on this master plan, FDOT has requested that the construction of the stormwater facilities be completed prior to the commencement of the roadway improvements. Staff and FDOT have begun discussions to develop a partnership that will fully fund this project through federal, state and local funds.

Through Blueprint's preliminary negotiations with FDOT, Table #3 provides a summary of anticipated leveraging of state and federal funds necessary to complete various phases of the project. In addition, the County and City have prioritized this project as a legislative appropriation request for additional state and federal funding.

**Table #3: Capital Circle Southwest FDOT Estimated Time Table for Funding**

Document	Segment	Fiscal Year	Funding Source	Amount
FDOT Draft Work Plan <sup>1</sup>	Springhill – Orange ROW	2016	State	\$5,480,100
FDOT Draft Work Plan <sup>1</sup>	Springhill – Orange ROW	2017	State	\$3,141,800
FDOT Draft Work Plan <sup>1</sup>	Crawfordville – Springhill ROW	2019	Local	\$14,417,200
FDOT Draft Work Plan <sup>1</sup>	Crawfordville – Springhill Construction	2020	Local	\$24,386,578
FDOT District 3 SIS 2 <sup>nd</sup> Five Year Plan <sup>2</sup>	Springhill – Orange Construction	2020	SIS	\$6,190,000
FDOT District 3 SIS 2 <sup>nd</sup> Five Year Plan <sup>2</sup>	Springhill – Orange Construction	2021	SIS	\$40,383,000
<i>Total Estimated Funding Available</i>				\$93,998,678

Notes: (1) FDOT 2015 Five Year Draft Work Plan is contingent upon the approval of the Florida State Legislature and the Governor. (2) FDOT District 3 Strategic Intermodal System Funding Strategy 2<sup>nd</sup> Five Year Plan illustrates projects with funding planned in the five years (Years 6 through 10) beyond the Adopted Work Program. Projects in this plan could move forward into the First Five Year Plan as funds become available.

Currently, the total estimated project cost is \$119 million. To date, approximately \$94 million has been identified to fund this project. Therefore, it is anticipated that an additional \$25 million may need to be allocated towards this project from a funding source to be determined. As a reminder, the proposed sales tax list of projects has identified up to \$70 million for this specific project. Blueprint’s discussions with FDOT to date has been that the \$70 million is the maximum amount of funding available for this project and is only intended to cover the costs that are above and beyond that of a typical FDOT roadway cross-section that will yield a project consistent with the Blueprint philosophy. It is important to note, that the final project cost could be refined upon completion of the required designs for all components of the project. Based on the funding sources identified in Table #3, the current identified local share for completing this project is estimated to be \$38,803,778. Blueprint is working with FDOT to seek innovative funding approaches to avoid any significant or all finance costs to completely fund this project. For example, one approach is to seek advanced funding from FDOT and pay back FDOT over time. This approach is similar to what was utilized for the Blueprint 2000 Capital Circle Northwest project where Blueprint advanced funded the project at no cost to the State. As shown in Table #3, it is currently anticipated that this project will not need to be advance funded since the local contribution is subject to begin around the time that the sales tax extension revenues start being collected. However, should the this project need funding prior to the implementation of the 2020 sales tax program, staff will bring it before IA for their consideration due to the fact that this project would leverage state dollars, address critical infrastructure needs, and have significant portions of the project complete (such as PD&E and design).

**Strategy #1: Staff recommends that the Capital Circle Southwest project (Orange Avenue to Crawfordville Highway) be identified as the top priority 2020 project, based on the amount of available state funding and current status of the project, and continue to focus efforts to move the project to completion/construction.**

**Strategy #2: Staff recommends completing the final stormwater master plan design and work with FDOT to negotiate funding plans for the completion of the Capital Circle Southwest project.**

**Annual Allocation to Projects**

Table #4 provides a list of sales tax projects that could be funded on an annual allocation basis versus in a single project request.

**Table #4: Penny Sales Tax Projects for Proposed Annual Funding**

<b>Project Name</b>	<b>Implementing Entity</b>	<b>Sales Tax Funding</b>	<b>Estimated Annual Allocation</b>
Bike Route System	Blueprint in coordination with City and County	\$15,000,000	\$750,000
Sidewalks	City and County (funding to be split 50/50)	\$50,000,000	\$2,500,000
Greenways Master Plan	Blueprint in coordination with City and County	\$15,803,622	\$790,000
Star Metro Enhancements	City	\$12,250,000	\$612,000
Operating Costs for Parks Built with Sales Tax Funds	City and County (funding to be split 50/50)	\$20,000,000	\$1,000,000
Water Quality and Stormwater Improvements	City and County (funding to be split 50/50)	\$85,000,000	\$4,250,000
	<b>Total</b>	<b>\$198,053,622</b>	<b>\$9,902,000</b>

More than likely the projects listed above will not require large amounts of funding for single projects and could be funded through an annual allocation process over a 20-year period. The City, County, and Blueprint may wish to consider funding preliminary design, final design, and permitting as part of the development of the FY 2016 budget 5-year Capital Improvement Plans with implementation in the fifth fiscal year (FY 2020). For example, the City and County are both developing a sidewalk priority plan. Once those priority plans are completed, the City and County could begin funding construction of the top priority projects beginning in 2020. Prior to 2020, the necessary community input meetings, design, engineering and permitting could commence, provided that these tasks could be absorbed in the respective departments' budgets. This approach will provide shovel ready projects in 2020 and a reliable funding source once the sales tax proceeds begin to be collected.

**Strategy #3: Staff recommends that the projects identified in Table #4 receive annual allocations as identified beginning in year 2020. This will result in an annual total allocation (for these specified projects) of \$9,902,000 each year for 20 years.**

**Strategy #4: Staff recommends that the City, County and Blueprint consider funding planning, preliminary design, final design, and permitting where necessary for Bike Route System, Sidewalks, Greenway Master Plan and StarMetro projects in order for construction of the projects to commence in Fiscal year 2020.**

*Note: Additional prioritization for projects in these categories may be required before designs commence.*

In regards to the Water Quality and Stormwater Improvements project, substantial consideration should be given to the recent passage of the Florida Water and Land Conservation Initiative (Amendment 1-2014) which received 75% voter approval during the November 4, 2014 elections. This measure designates 33% of net revenue from the documentary stamp tax (the fee

collected by the state when real estate is sold) to the Land Acquisition Trust Fund for 20 years. It is estimated that the Land Acquisition Trust Fund will receive \$747.7 million in Fiscal Year 2015-2016 due to this passage of this amendment. Currently, the Florida Legislature is developing legislation to implement Amendment 1 and staff anticipates that negotiations between the House and the Senate will be ongoing throughout the 2015 legislative session. Staff will be monitoring this legislation closely, specifically looking for opportunities to leverage funding in support of water quality projects.

**Strategy #5: Staff recommends that the IA begin programming the Water Quality and Stormwater Improvement funds after the legislation regarding the implementation of Amendment 1-2014 has been signed into law in order to leverage any available funding.**

Based on the recommendations to this point, the projects identified in Table #6 would be the remaining projects to consider for prioritization and funding strategies.

**Table #6: Remaining 2020 Projects for Consideration on Prioritization and Funding Strategies**

<b>Project Category</b>	<b>Project Name</b>	<b>Committed Sales Tax Funding</b>
<b>Regional Mobility</b>	Northwest Connector Corridor (Widening of Tharpe Street)	\$53,184,800
	Northeast Connector Corridor (Widening of Bannerman Road)	\$33,300,000
	Orange Avenue: Widening from Adams Street to Springhill Road	\$33,100,000
<b>Gateways</b>	Westside Student Corridor Gateway (Widening of Pensacola Street)	\$29,936,800
	Airport Gateway: Springhill Rd and Lake Bradford Rd	\$58,698,138
	Southside Gateway Enrichment (Widening of Woodville Highway)	\$29,700,000
	North Monroe Gateway	\$9,400,000
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	Monroe-Adams Corridor Placemaking	\$7,000,000
	Orange Avenue/Meridian Road Placemaking	\$4,100,000
<b>Connectivity</b>	Beautification and Improvements to the Fairgrounds	\$12,000,000
	De Soto Winter Encampment	\$500,000
	Florida A&M Entry Points	\$1,500,000
<b>Quality of Life</b>	Tallahassee-Leon County Animal Service Center	\$7,000,000
	Northeast Park	\$10,000,000
	Lake Lafayette and St. Marks Regional Linear Park	\$15,816,640
	Alternative Sewer Solutions Study	\$2,800,000
<i>Total Estimated Blueprint 2020 Infrastructure Project Costs</i>		<b>\$393,736,378</b>

**Leveraging: State and Federal Funding for Transportation Projects**

Effective leveraging is necessary for completing the list of projects identified in Table #6. Through the legislative and grant efforts of the City and County Governments, Blueprint has leveraged over \$120 million in the last 10 years and has been particularly successful in leveraging federal and state funding for roadways with capacity improvements. Those projects with the greatest potential for leveraging include projects on the state and federal highway system that are capacity projects. In other words to successfully obtain state and federal dollars, the proposed projects need to address capacity improvements to a roadway. Those projects that are not considered by FDOT to address capacity issues will not be eligible for leverage funding. It is important to ensure that all capacity projects on the State highway system are included in the Capital Regional Transportation Planning Agency (CRTPA) Regional Mobility Plan and ranked high in order to maximize the amount of leveraged funds. Projects that are not deemed as capacity projects will require full local funding. Projects that are on the State highway system include the following:

- Capital Circle Southwest (Orange Avenue to Crawfordville Highway)
- Midtown Placemaking (5 Points Intersection Improvements)
- Southside Gateway Improvements (Woodville Highway Widening)
- Westside Student Gateway Corridor (Pensacola Street Widening)
- Orange Avenue Widening (Adams Street to Springhill Road)

A determination will need to be made as to whether each of these improvements are capacity projects. Over time, after these projects are included in a FDOT work plan (as is the case for the Capital Circle Southwest project) a determination can be made as to the level of local participation required and method of funding necessary to complete the project as anticipated. This approach may take a number of years to complete and is clearly contingent upon FDOT funding.

**Strategy #6: Staff recommends that the IA include all State roadway projects in the CRTPA Regional Mobility Plan and elevate all capacity projects to a top tier priority within the CRTPA Regional Mobility Plan. This strategy will ensure maximum leveraging opportunities are achieved.**

*Note: Because the sales tax projects typically address more than the State's responsibilities, it should be expected that a partnership with FDOT using the sales tax proceeds will be required. At this time, a determination can be made as to how the partnership will be achieved.*

**Bonding**

The issuance of municipal bonds is a common tool for funding capital projects. Since 2003, Blueprint has issued \$145.3 million of bonds (\$70 million in 2003 and \$75.3 million in 2007) which were utilized primarily for the widening of Capital Circle.

Given the fact that the sales tax extension revenues will not be collected for five years, it is important to note that issuing municipal bonds prior to the receipt of sales tax funds carries additional cost due to the interest payments, which are made before these collections begin. These interest costs are added to the total debt that is issued and is referred to as "capitalized interest" or CAPI. Table #7 provides a summary of annual payments required for a period from

2020-2040 and the total debt service to facilitate three bond sale levels (\$25, \$50 and \$75 million) applied to four years (2016, 2017, 2018 and 2020).

**Table #7: Bond amounts, Annual Payments and Total Debt Service**

Issue Date	Project Amount	Annual Payments	Total Debt Service (Principal and Interest)
7/1/2016	25,000,000	2,130,000	46,375,000
7/1/2016	50,000,000	4,260,000	92,750,000
7/1/2016	75,000,000	6,390,000	139,125,000
7/1/2017	25,000,000	2,040,000	43,330,000
7/1/2017	50,000,000	4,080,000	86,660,000
7/1/2017	75,000,000	6,120,000	129,990,000
7/1/2018	25,000,000	1,960,000	40,505,000
7/1/2018	50,000,000	3,915,000	81,010,000
7/1/2018	75,000,000	5,865,000	121,515,000
7/1/2020	25,000,000	1,875,000	36,000,000
7/1/2020	50,000,000	3,750,000	72,000,000
7/1/2020	75,000,000	5,625,000	108,000,000

As shown in the table above, bonding early will be very costly and could jeopardize projects in the outlying years from being completed. For example, if the IA were to bond \$75 million in 2016, the total of debt service would be approximately \$139.12 million as compared to bonding in 2020 when the total debt service would be \$108 million. By waiting, four years to issue a \$75 million bond, the IA could save \$31 million that could be used to fund other projects. As stated previously, the list of 2020 infrastructure project costs is approximately \$661.8 million and current revenue projections estimate the total proceeds at \$499 million. Bonding projects early would increase costs and could remove project(s) from being funded by the 2020 sales tax program.

While not a preferred funding mechanism, the need may arise to explore bonding options in the future should Blueprint, County, or City be successful leveraging funding for a particular project. In addition, a critical infrastructure need in the community may arise that addresses safety, health, and welfare issues, which could require a certain project to be expedited. Under these circumstances, staff can provide an analysis of each project, funding levels required and the cost associated with the required bonding level. Due to the high cost of bonding prior to 2020, staff recommends that the IA only consider bonding when significant leveraging opportunities are identified either through the federal and state government or a public/private partnership, addresses critical infrastructure needs related to safety, health, and welfare of the community, and a project has phases which have been completed or are underway.

**Strategy #7: Staff recommends that, due to the high cost of bonding prior to 2020, bonding should not be utilized as a funding mechanism unless funding is specifically required to complete a project based on approved criteria that can be used to evaluate a project. The criteria should include the following:**

- **Funding satisfies a match for the following:**
  - **Federal or state government leveraging opportunity;**
  - **Public/private partnership.**
- **Addresses critical infrastructure needs related to the following:**
  - **Safety of the community;**
  - **Health and welfare of the community.**
- **Completion of project phases such as the following:**
  - **An action plan/study has been completed and approved by the City/County Commission and/or the State;**
  - **Project development and environment (PD&E) study has been completed or is underway;**
  - **Design has been completed or is underway;**
  - **All or substantial amounts of right-of-way necessary to complete the project has been acquired/obtained.**

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

**Advance Funding through City, County, or Blueprint**

The City and County Commissions may wish to consider advance funding particular projects that are jurisdictional in nature (i.e. solely located in the City or the County). For example, the City Commission recently approved a funding partnership (\$500,000) with a developer that will complete the Desoto Winter Encampment project. In return, the City will be seeking repayment of these costs after the 2020 sales tax proceeds are collected. Additionally, there may be certain projects that have a significant amount of progress such as the Northwest Corridor Project (Bannerman Road widening) that is desired to move forward whether in phases or in its entirety. Regardless, this approach toward advance funding projects could be an innovative tactic to initiate projects without incurring significant debt. It is important to note that the prioritization of the repayment to the City and/or County will be considered as part of the IA's future budgeting and project prioritization process for the 2020 program. This approach does not guarantee that repayment will be an initial priority.

Additionally, the IA may wish to consider setting aside a specific amount of funding from the current Blueprint program to fund 2020 projects program development, design and construction. Any advanced funding will be required to be paid back by the 2020 sales tax proceeds as funding is made available through the 2020 program's budgeting and prioritization process. Any project

utilizing this advanced funding strategy should require authorization of the full IA and ensure that no current Blueprint program projects are adversely impacted.

**Other Funding Sources**

Staff has identified other possible funding sources for infrastructure project that may allow projects to move forward. Attachment #1 provides a detailed analysis of these funding sources such as public private partnerships, 163 development agreements, and Florida State Infrastructure Bank Loans (SIB Loans). As projects arise that may require additional funding sources, staff will provide an analysis of the project, funding levels required and the cost associated to the IA for their consideration.

**Strategy #8: Staff will provide an analysis of the project, funding levels required and the cost associated to the IA for their consideration as projects arise that may require additional funding sources.**

**Prioritization of 2020 Infrastructure Projects**

Based on the recommended strategies above, the future funding needs and the potential leveraging opportunities should be clearer in the within the next few years. As such, it is challenging to identify priorities for the projects listed in Table #6 until leveraging opportunities are more defined and anticipated cash flow can be determined. In essence, a process that tracks available cash flow will be required to determine if and when a project can move forward. Until the funding needs to complete the Capital Circle Northwest project have been determined and the ability to leverage funds from Amendment 1, it will be difficult to move projects through a process unless an alternative funding source is provided. Staff anticipates that the required local funding needs for the partnership with FDOT on Capital Circle Southwest can be determined by July 1, 2016. At that point, staff can start identifying available funds to initiate projects. This process does not preclude either the City or the County from advance funding projects desired within their respective jurisdictions through other means.

In the interim, staff will be developing a prioritization process with evaluation criteria to be utilized prior the commencement of the BP 2020 infrastructure program. For example, the proposed criteria could include geographic diversity, annual funds available, leverage opportunities, and projects that have significant development and/or completion of phases. It is anticipated that staff will bring back a proposed prioritization process for the IA's consideration at a future meeting subsequent to July 1, 2016 when required local funding needs for the partnership with FDOT on Capital Circle Southwest should be determined or earlier if the IA desires to consider bonding options.

**Strategy #9: Staff recommends that only those projects with significant leveraging opportunities either through the federal and state government or a public/private partnership or projects that are needed to address critical infrastructure needs related to the safety, health, and welfare of the community should be prioritized prior to 2020.**

**Strategy #10: Staff recommends proceeding with development of a prioritization process and criteria to be utilized prior to the commencement of the BP 2020 program.**

*Note: The date for providing the process and criteria to the IA is highly dependent upon factors and successes identified above.*

**Education Training for City and County Departments**

In order to ensure that City and County departments are aware of the infrastructure projects associated with the 2020 sales tax extension, staff has as begun to educate departments regarding these projects. It is imperative for City and County departments to continually be aware of how their work can address these projects or impact their future viability. For instance, the City Utilities Department may be looking to establish a new transmission line in an area where a programmed greenway trail connection is identified in the 2020 projects. Proper consideration of the location of the transmission line could also create a trail corridor consistent with the 2020 project. Staff will continue to utilize the Technical Coordination Committee (TCC) to maintain a high level of coordination between the 2020 program and City and County departments to ensure that the Blueprint philosophy of a holistic approach to infrastructure planning is seamless.

**Strategy #11: In order to ensure that Blueprint philosophy of a holistic approach to infrastructure planning continues, staff will continue to coordinate through the TCC and initiate annual training to the necessary City and County departments to ensure high levels of coordination and opportunities to complete 2020 projects are identified and future costs of projects are not increased.**

**Economic Development:**

As stated previously, on January 1, 2020, funding for Blueprint 2020 projects, including economic development projects, will become available subject to the IA's approval. As shown in Table #1, 12% percent (\$90.72 million) of the total sales tax proceeds will be dedicated to economic development over 20 years. These economic development investments will be analyzed, vetted, and recommended to the IA through the Economic Development Coordinating Committee (EDCC), an oversight committee of economic development professionals approved by the IA, which must convene by February 16, 2018 (Attachment #2). The 2020 economic development projects are also subject to an independent annual audit and overseen by the IA. From start to finish, all economic development funding will be transparent and accountable to the public.

On April 22, 2014, the IA directed staff to prepare an agenda item, subject to the passage of the referendum, on consolidating the County and City contractual agreements with the Tallahassee-Leon County Economic Development Council (EDC) to reflect the EDC's role in administering the economic development portion of the sales tax proceeds, which may include staffing the EDCC, marketing the newly available resources, identifying best practices, developing a community wide strategic plan for economic development, etc. Currently, both the County and the City separately contract and fund the EDC to serve as the official economic development organization of record for the community. The EDC's potential role in the administration of the economic development portion of the sales tax proceeds would further its efforts to serve both governmental entities and the private sector as the state-recognized economic development organization for the area. A joint EDC contract will ensure a seamless point-of-contact for the

business, startup, researcher, site consultant, etc., seeking to expand or establish their footprint in the area. The scope of services of the consolidated EDC contract should reflect the economic development efforts associated with the 2020 program. Through the IA, both the County and City Commissions will be able to jointly evaluate, plan, set and approve community-wide economic goals, which has often been a challenge, as the County and City tend to independently develop strategic initiatives relating to economic development. The 2020 sales tax program presents the invaluable benefit of having the dedicated resources to help achieve the community's collective economic development goals.

Recently, the EDC has undertaken an organization-wide planning and improvement initiative. Overarching and guiding this initiative is the preparation work preceding application to the International Economic Development Council (IEDC) for full accreditation, a status only three other Florida-based EDO's have achieved. The application process for IEDC accreditation is multi-year and is now in its early stages at the EDC. An important component and requirement of achieving IEDC accreditation is having an approved multi-faceted strategic plan to guide organizational priorities over time. The EDC announced the implementation of the two-year strategic plan, approved in January 2015, which is a key part of this holistic organizational improvement.

Staff is recommending that a unified contract detailing the role of the EDC in administering the economic development portion, staffing needs, and adequate funding, be brought to the IA for their consideration as part of the development of the FY 2017 budget, assuming that the first EDCC meeting is held on or shortly prior to February 16, 2018. Under this proposed timeline, the unified contract would be executed upon the sunset of the EDC's recently adopted two year strategic plan and would allow for a smooth transition toward implementing a new strategic plan regarding collective economic development goals and the 2020 sales tax program.

County and City staff will also be working with the EDC to determine staffing needs related to the implementation of the economic development program. It is anticipated that a staff person from the EDC will be the primary liaison to the EDCC and charged with educating a prospective applicant on the available incentives, guiding the applicant through the application and vetting processes, and providing updates and analyses to the EDCC. The EDCC's role is to advise the IA on economic development matters by providing oversight and recommendations on economic development programs and projects to the IA for final approval, similar to the current governing structure for infrastructure projects. The EDCC will also ensure coordination and cooperation between economic development projects by Blueprint, County and City governments, universities and the community college, and other community entities. This will allow for the recurring economic development funding levels to be identified and fulfilled prior to convening the EDCC, which according to the Interlocal must be done by February 16, 2018.

As discussed previously with the infrastructure projects, the need may arise to explore funding options in the future should Blueprint, County, or City be successful leveraging funding for economic development projects, more specifically, capital projects, such as the Madison Mile Convention Center District (Madison Mile) and the Regional Airport Growth Development (Airport) projects. It is important to note that the Madison Mile and Airport projects are currently being developed within their respective organizations and could possibly seek funding

from the IA prior to the implementation of the 2020 sales tax program. A final determination on the level of funding to be provided, the time period of the funding, and other such matters would be specifically addressed through appropriate formal agreements among all parties to the project, including the IA. In recognizing that these capital intensive projects may seek funding prior to 2020, and perhaps the convening of the EDCC, the interlocal agreement authorizes these projects to go directly to the IA for consideration.

In addition, other economic opportunities may arise prior to 2020 that could come before the IA for their consideration, such as business relocation and/or economic development programmatic recommendations. Under these circumstances, staff will provide an analysis of each project, funding levels required and the cost associated with the required bonding level to the EDCC and IA for their consideration. However, similar with the infrastructure projects, due to the high cost of bonding prior to 2020 staff recommends that the IA only consider bonding when significant leveraging opportunities are identified either through the federal and state government or a public/private partnership and phases of a project have been completed or are currently underway.

**Strategy #12: Staff recommends that the IA direct County, City, and EDC staff to prepare an agenda item on the unified contract detailing the role of the EDC in administering, staffing needs, and adequate funding, be brought to the IA for their consideration as part of the development of the FY 2017 budget, assuming that the EDCC first meeting is held on or shortly prior to February 16, 2018.**

**Strategy #13: Staff recommends that, due to the high cost of bonding prior to 2020, bonding should not be utilized as a funding mechanism for economic development projects unless funding is specifically required to complete a project based on approved criteria that can be used to evaluate a project. The criteria should include the following:**

- **significant leveraging opportunities are identified through either the federal and state government or a public/private partnership;**
- **project phases that have been completed or are currently underway, and;**

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

### **CONCLUSION:**

It is important to consider the long-term effects of the decisions that move the 2020 sales tax program forward. Essentially, there are two recommended approaches that should guide moving projects forward as well as the prioritization of the projects: 1) maximize use of leveraging opportunities and; 2) utilize no cost or low cost alternatives to advance the 2020 sales tax projects. The analysis section of this item identified several strategies that could advance projects while at the same time limit initial debt that can eliminate the ability to fund a portion of the projects in the future. Additionally, the overarching need of the 2020 sales tax program is leveraging dollars in order to accomplish all of the projects included within the Blueprint infrastructure projects list.

Based on the strategies identified in the analysis section of this item, the following recommendations are intended to move projects forward in a manner to maximize leveraging opportunities and minimize cost in order to ensure maximum potential to fund all projects within the 2020 sales tax program.

These recommendations include:

1. Identify Capital Circle Southwest project (Orange Avenue to Crawfordville Highway) as the top priority 2020 project and continue to focus efforts to move the project to completion/construction.
2. Complete the final stormwater master plan design and work with FDOT to negotiate funding plans for the completion of the Capital Circle Southwest.
3. Provide annual funding for Bike Route System, Sidewalks, Greenways Master Plan, Starmetro Enhancements, Operating Costs for Parks built with sales tax funds, and Water Quality and Stormwater improvements beginning in year 2020. This will result in an annual total allocation of \$9,902,000 each year for 20 years.
4. Begin funding planning, preliminary design, final design, and permitting, where necessary, for Bike Route System, Sidewalks, Greenway Master Plan and StarMetro projects in order for construction of projects to commence in Fiscal year 2020.
5. Begin programming the Water Quality and Stormwater Improvement funds after the legislation regarding the implementation of Amendment 1-2014 has been signed into law in order to leverage any available funding.
6. Include all State roadway projects in the CRTPA Regional Mobility Plan and elevate all capacity projects to a top tier priority within the CRTPA Regional Mobility Plan. This strategy will ensure maximum leveraging opportunities are achieved.
7. Due to the high cost of bonding prior to 2020, bonding should not be utilized as a funding mechanism for infrastructure projects unless funding is specifically required to complete an project based on approved criteria that can be used to evaluate a project. The criteria should include the following:
  - Funding satisfies a match for the following:
    - Federal or state government leveraging opportunity;
    - Public/private partnership.
  - Addresses critical infrastructure needs related to the following:
    - Safety of the community;
    - Health and welfare of the community.
  - Completion of project phases such as the following:
    - An action plan/study has been completed and approved by the City/County Commission and/or the State;
    - Project development and environment (PD&E) study has been completed or is underway;

- Design has been completed or is underway;
- All or substantial amounts of right-of-way necessary to complete the project has been acquired/obtained.

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

8. As other funding sources (including public/private partnerships) become available for specific projects, staff will provide an analysis of the project, funding levels required and the cost associated to the IA for their consideration as projects arise that may require additional funding sources.
9. Prioritize only those projects with significant leveraging opportunity through either the federal and state government or a public/private partnership or projects that are needed to address critical infrastructure needs related to the safety, health, and welfare of the community prior to 2020.
10. Direct staff to proceed with initial development of a prioritization process and criteria to be utilized for ranking projects prior to the commencement of the BP 2020 program. This process will be brought back to the IA at a later date to be determined by the IA.
11. To ensure that Blueprint philosophy of a holistic approach to infrastructure planning continues, staff will initiate annual training to the necessary City and County departments to ensure high levels of coordination and opportunities to complete 2020 projects are not missed and future costs of projects are not increase.
12. Direct County, City, and EDC staff to prepare an agenda item on the unified contract detailing the role of the EDC in administering, staffing needs, and adequate funding, be brought to the IA for their consideration as part of the development of the FY 2017 budget, assuming that the EDCC first meeting is held on or shortly prior to February 16, 2018.
13. Due to the high cost of bonding prior to 2020, bonding for economic development projects should not be utilized as a funding mechanism unless funding is specifically required to complete a project based on approved criteria that can be used to evaluate a project. The criteria should include the following:
  - significant leveraging opportunities are identified through either the federal and state government or a public/private partnership;
  - project phases have been completed or are currently underway, and;In addition, staff will provide an analysis of each economic development project, funding levels required and the cost associated with the required bonding level to the EDCC and IA for their consideration.

Blueprint 2000 Intergovernmental Agency

Item Title: Consideration of Funding 2020 Sales Tax Extension Projects in Advance of Revenue Collection

Meeting Date: April 1, 2015

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**RECOMMENDATION:**

Intergovernmental Agency Direction.

Attachments:

1. Other Funding Sources for Infrastructure Projects
2. Structure of the Economic Development Coordinating Committee

## Possible Funding Mechanisms for Local Government Infrastructure Projects

The information below lists possible funding mechanisms for local government infrastructure projects including the projects associated with the extension of the penny sales tax.

### *Municipal Bonds*

The issuance of municipal bonds is a common tool for funding capital projects. Blueprint 2000 issued municipal bonds to fund certain projects. In 2003, \$70 million of bonds were sold (and later were refinanced in 2011), and in 2007 \$75,285,000 of bonds were sold. Collection of tax for Blueprint 2000 did not begin until December 2004.

Issuing municipal bonds prior to the receipt of sales tax funds (“pre-funding”) carries additional cost due to the interest payments which are made before these collections begin; these interest costs are added to the total debt that is issued – this is known as “capitalized interest” or CAPI. Below is a table showing the impact of capitalized interest paid on three bond sale levels (\$25, \$50 and \$75 million) applied to three years (2016, 2017, and 2018).

By issuing municipal bonds in 2016 the total debt service for:

- \$25,000,000 is \$46,375,000;
- \$50,000,000 is \$92,750,000; and
- \$75,000,000 is \$139,125,000.

Issue Date	Project Amount	Annual Payments	Total Interest (Net of CAPI)	Total Debt Service (Net of CAPI)	Capitalized Interest (through 4/1/2020)	Total Debt Service (Principal and Interest)	Total Additional Cost for Funding Prior to 2020
7/1/2016	25,000,000	2,130,000	15,345,000	41,415,000	4,960,000	46,375,000	7,090,000
7/1/2016	50,000,000	4,260,000	30,690,000	82,830,000	9,920,000	92,750,000	14,180,000
7/1/2016	75,000,000	6,390,000	46,035,000	124,245,000	14,880,000	139,125,000	21,270,000
7/1/2017	25,000,000	2,040,000	14,710,000	39,850,000	3,480,000	43,330,000	4,975,000
7/1/2017	50,000,000	4,080,000	29,420,000	79,700,000	6,960,000	86,660,000	9,950,000
7/1/2017	75,000,000	6,120,000	44,130,000	119,550,000	10,440,000	129,990,000	14,925,000
7/1/2018	25,000,000	1,960,000	14,120,000	38,375,000	2,130,000	40,505,000	3,035,000
7/1/2018	50,000,000	3,915,000	28,240,000	76,750,000	4,260,000	81,010,000	6,070,000
7/1/2018	75,000,000	5,865,000	42,360,000	115,125,000	6,390,000	121,515,000	9,105,000
7/1/2020	25,000,000	1,875,000	13,215,000	36,000,000	0	36,000,000	0
7/1/2020	50,000,000	3,750,000	26,430,000	72,000,000	0	72,000,000	0
7/1/2020	75,000,000	5,625,000	39,645,000	108,000,000	0	108,000,000	0

Notes:

1. 5.00% Coupon Structure, for principal maturing annually on October 1<sup>st</sup> in years 2020-2039.
2. All numbers are based on Interest Rates as of January 29, 2015 for each maturity (not adjusted for yield curve shift based on future issuance date)
3. Capitalized Interest is paid through April 1, 2020
4. Total Debt Service is Principle paid, plus Interest payments net of CAPI
5. Project/CAPI funds are Gross funded, and do not include interest earnings

### *Utilization of City and County Reserves*

City and County budgeting offices have indicated that a modest amount (less than \$3,000,000) could be used for initial project phases such as PD&E or design.

### *Public Private Partnerships (PPP)*

After the 2013 legislative session, the Governor signed H.B. 85 into a law that gives counties, municipalities, school boards and other political subdivisions in Florida the authority to enter into public-private partnership (P3) agreements for facilities that “serve a public purpose”. The facilities include education facilities, transportation facilities, water/wastewater facilities, roads, highways and bridges, healthcare facilities and sporting or cultural facilities. The new law also stipulates requirements for procurement, private sector standards, flexible payment and performance security requirements, and independent analysis of the proposed P3 and demonstrate its cost-effectiveness and overall public benefit.

### *163 Development Agreements*

A development agreement is a contract between a local jurisdiction and a person who owns or controls property within the jurisdiction. The purpose of the agreement is to specify the standards and conditions that will govern development of the property. The city or county may require conditions to mitigate project impacts, and clarification about project phasing, and timing of public improvements. The agreement can also facilitate enforcement of requirements, since it is a contract that details the obligations of the developer and local jurisdiction. A public review opportunity is also built into the agreement process.

On occasion, the City of Tallahassee and Leon County have entered into Chapter 163 Development Agreements to accomplish mutually agreed objectives. Development Agreements have been utilized to obtain needed or desired right-of-way or public property, construct portions of roadways and other essential infrastructure in exchange for development rights of certain properties. Typically, Development Agreements are between a developer and a single governmental entity (City or County).

However, if the agreement is contingent upon a Comprehensive Plan amendment, both the City and County Commissions, at a minimum, have an opportunity to review issues associated with such proposals. There may be, on occasion, the need to include additional funding to complete agreed to improvements. Such was the case with the recent Bannerman Crossing Development Agreement (a County Development Agreement) where the developer provided needed right-of-way and funded a significant amount of roadway improvements that not only served the development, but also served a much larger area of our community. However, additional County funding was necessary to complete the roadway improvements. Therefore, it may be appropriate to set aside some funds to address costs from these unanticipated opportunities. Blueprint will initiate annual training of various City and County departments to ensure long term cohesiveness between efforts and needs of other departments and the projects approved as part of the Sales Tax Extension to ensure that there are maximum opportunities to complete the projects at reduced or no sales tax costs.

### *Other City/County/Private Agreements*

Beyond 163 Development Agreements, there may be other public/private partnerships that could present opportunities to fund or assist in funding the Sales Tax projects. As with development agreements, there may be opportunities to partnership with the private sector without the need to enter into a 163 Development Agreement. An example is how the City initiated the abandonment

of Goodbody Lane in an effort to provide better access to America's First Christmas site (the DeSoto Encampment Sales Tax project). The City is advance funding \$500,000 to the project so that a developer can construct a new street with sidewalks and landscaping that would otherwise not be attainable through Goodbody Lane. Blueprint will initiate annual training of various City and County departments to ensure long term cohesiveness between efforts and needs of other departments and the projects approved as part of the Sales Tax Extension to ensure that there are maximum opportunities to complete the projects at reduced or no sales tax costs.

#### *FL State Infrastructure Bank Loans (SIB)*

The State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program consisting of two separate accounts. The federally-funded account is capitalized by federal money matched with state money as required by law and the state-funded account is capitalized by state money and bond proceeds. SIB participation from the federally-funded account is limited to projects which meet all federal requirements pursuant to the Transportation Equity Act for the 21st Century (TEA-21) and are eligible for assistance under Title 23, United States Code (USC) or capital projects as defined in Section 5302 or Title 49 USC and other applicable federal guidelines. SIB participation from the state-funded account is limited to a transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system in accordance with Section 339.55, Florida Statutes or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight.

The Blueprint 2000 program obtained three (3) SIB loans all with annual interest rate of 2%. Loan #1: \$22,605,003 with a 15 year term, Loan #2: \$26,692,337 with a 14 year term, and Loan #3: \$4,784,739 with a 10 year term. The total interest paid on all three SIB loans is \$6,169,875.52. The project sponsor/borrower proposes the interest rate in the original application. It is important to keep in mind all applications compete against other applications received during the cycle. One of the financial methods used to rate each application is an extended net present value analysis. This analysis takes into account disbursements, repayments, and interest, which can drive the competition of the application. In order for an application to be competitive, a higher interest rate with a shorter term will fare better than an application at a low interest rate with a longer term.

#### *Florida Water and Land Conservation Initiative (Amendment 1)*

Florida Water and Land Conservation Initiative (Amendment 1) received 75% voter approval during the November 4, 2014 elections. This measure designates 33 percent of net revenue from the documentary stamp tax (the fee collected by the state when real estate is sold) to the Land Acquisition Trust Fund for twenty years. The Senate Environmental Preservation and Conservation Committee met on January 7, 2015 to beginning discussing how to implement this initiative. The Land Acquisition Trust Fund will receive an estimated \$648 million in Fiscal Year 2015-2016 due to this amendment.

#### *Florida Department of Transportation (FDOT) Airport Economic Development*

The Aviation Grant Program provides financial assistance to Florida's airports in the areas of safety, security, preservation, capacity improvement, land acquisition, planning, and economic development. Program funds assist local governments and airport authorities in planning, designing, constructing, and maintaining public-use aviation facilities. A local match of 50% is required. Funding availability is limited to amounts appropriated by the FL Legislature and allocations to the District offices.

*Federal Aviation Administration (FAA) Airport Improvement Program (AIP)*

The Federal Aviation Administration (FAA) Airport Improvement Program (AIP) provides grants to public agencies for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs and in some specific situations, for terminals, hangars, and nonaviation development. Any professional services that are necessary for eligible projects — such as planning, surveying, and design — are eligible. Projects related to airport operations and revenue-generating improvements are typically not eligible for funding. Although more research is needed, it appears that the FAA's AIP grant would not be best suited for the projects approved under the Blueprint 2020 program.

*Transportation Infrastructure Finance and Innovation Act (TIFIA)*

The goal of the TIFIA program is to provide credit assistance to promote private-public partnerships and investments for transportation projects. It provides loans or lines of credit for up to 49% of costs of a project (if leveraged with other federal grants, up to 80% of a project could be funded by the federal government). The City of Tallahassee would need private investments or other commitments to cover the unfunded portions.

To receive TIFIA assistance, a project must have costs that equal or exceed at least one of the following: 1) \$50 million (CK Steele improvements would need to be combined with another project/projects), 2) for an intelligent transportation system (ITS) project, \$15 million, and 3) 1/3 of the most recently-completed fiscal year's formula apportionments for the State in which the project is located.

*State Revolving Loan Fund Program (SRF)*

The State Revolving Loan Fund Program provides financial savings for projects that benefit the environment, including protection of public health and conservation of local watersheds. Federal and state contributions fund loans for a wide variety of water quality projects including all types of stormwater, watershed protection or restoration, and estuary management projects, as well as more traditional municipal wastewater treatment projects including water reuse and conservation projects

*Grant Programs*

The most impactful grants to the Blueprint 2000 program were those related to the reduction of environmental impacts. See attached table for the environment and recreation grants. However, there are many grant programs that could be utilized for the Blueprint 2020 projects. Categories include but are not limited to culture, arts, heritage, history, and disaster relief. It was also identified that the high dollar grants that fully fund design and or construction were the most beneficial. Grants lower than \$100,000 should be assessed to ensure that the cost to apply does not supersede the award amount.

### **Economic Development Coordinating Committee**

The role of the Economic Development Coordinating Committee (EDCC) is to advise the Intergovernmental Agency (IA) by providing oversight and recommendations on economic development programs and projects to the IA for final approval, similar to the Infrastructure Technical Coordinating Committee's role for infrastructure projects. The EDCC will also ensure coordination and cooperation between economic development projects by Blueprint, County and City governments, universities and community college, and other community entities. According to the Blueprint 2020 Interlocal Agreement, the EDCC must conduct their first meeting by February 16, 2018.

The EDCC's responsibilities include the following:

- Evaluate those economic development proposals recommended for consideration by the Leon County Sales Tax Committee
- Make funding and programmatic recommendations to the Blueprint 2000 Intergovernmental Agency
- Perform a biennial review of the implementation, operation, and performance of economic development programs and projects funded with surtax proceeds, to ensure accountability
- Other duties as shall be provided in the Blueprint 2000 Intergovernmental Agency Bylaws or as prescribed by the Blueprint 2000 Intergovernmental Agency.

The EDCC will consist of the following representatives or their staff designees with the Chairmanship rotating biennially between the County and City staff:

- County Administrator Designee
- City Manager Designee
- Tallahassee Community College Vice President of Economic & Workforce Development
- Florida State University Vice President of Research
- Florida A&M University Vice President of Research
- Executive Director of Leon County Research and Development Authority
- CEO of CareerSource Capital Region
- President of the Greater Tallahassee/ Leon County Chamber of Commerce
- President of the Capital City Chamber of Commerce
- President of the Big Bend Minority Chamber of Commerce

**#4.**

**Magnolia Drive  
Multiuse Trail  
Funding and Phasing**



**Agenda Item**

<b>SUBJECT/TITLE:</b> Magnolia Drive Multiuse Trail Project Funding and Phasing	
<b>Date:</b> April 1, 2015	<b>Requested By:</b> Blueprint 2000 Staff
<b>Contact Person:</b> Wayne Tedder	<b>Type of Item:</b> Public Hearing

**STATEMENT OF ISSUE:** Hold the second of two Public Hearings and conduct the Super Majority Vote required to add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program. The first Public Hearing was held on February 5, 2015 during the Blueprint 2000 CAC meeting.

**SUPPLEMENTAL INFORMATION:**

**Project Background**

In the September 15, 2014 IA meeting, staff was directed to identify a revenue source within Blueprint’s Capital Budget that could be used for the implementation of the Magnolia Drive Multiuse Trail project.

Providing connectivity along Magnolia Drive from Apalachee Parkway to Adams Street is a top priority for the CRTPA, City of Tallahassee and Leon County. In April 2014, the City and County submitted a joint application to the US Department of Transportation for the Transportation Investment Generating Economic Recovery (TIGER) grant program for the “Leon County Southside Connectivity Enhancement Completion Project,” which focused on connecting South City residents to multimodal transportation networks in order to link to local businesses, services, educational institutions and employment centers. A major element of the project was a two-mile long, ten-foot wide multiuse facility along Magnolia Drive from South Meridian Street to Chowkeebine Nene. Blueprint 2000 was identified as a funding match for the grant in the application. Ultimately, the TIGER application was not successful, but the community priority for connectivity in this corridor remains high.

In light of the news that the project was not selected for TIGER funding, in the September 15, 2014 IA meeting, the IA discussed potential revenue sources for the project and took unanimous action directing staff to identify a revenue source within Blueprint’s capital budget that could be used for the implementation of the Magnolia Drive sidewalk project. The source of the Blueprint match identified in the TIGER grant application is Blueprint’s Land Bank budget where approximately \$6,000,000 is available. In addition to Blueprint Land Bank funds, the City, County and CRTPA have identified ways to partner in the funding of the project.

### **Community Involvement**

In August and November 2014, community meetings were held to help identify Magnolia Drive Multiuse Trail Project community priorities and solicit feedback from the public. See Attachment 1 for a summary of the comments received in the November meeting. The first Public Hearing was held on February 5, 2015 during the Blueprint 2000 CAC meeting at which three members of the public spoke. See Agenda Item 1 for the draft CAC minutes from the public hearing.

### **Project Phasing**

Applying the community feedback to the project resources has yielded the following recommended project phases. See Attachment 2 for a project phasing graphic. Cost estimates include design and permitting (Phases 2B and 3 through 7 only), right of way, construction engineering inspection (CEI), construction, utility relocation, and enhanced amenities such as bus shelters and decorative hardscape (benches and brick work).

**Phase 1:** Phase 1 includes a ten foot multiuse trail on the south side of Magnolia Drive from South Meridian Road to Pontiac Drive. Leon County has paid for the design and permitting of this phase. The Capital Region Transportation Planning Agency (CRTPA) is providing approximately \$861,000 in Florida Department of Transportation grant funding towards the estimated construction cost of about \$1,481,000. An additional \$620,000 in Phase 1 is needed for the balance of construction and full time construction administration to administer the federal local agency partnership requirements.

### **Estimated Funding Need \$620,000**

Estimated Schedule:

- Project will be awarded in June 2015
- Construction to start in August 2015
- Estimated construction duration is eight months with completion by end of March 2016
- Project will be closed out by June 2016

**Phase 2:** This phase includes the continuation of the ten foot multiuse trail on the south and east side of Magnolia Drive from Pontiac Drive to Chowkeebin Nene. Leon County has paid for the design and permitting for this phase as well. This is a high community priority. Estimated construction cost is \$3,968,300. There will be limited construction inspection (no federal requirements), and the estimated cost for inspection is \$50,000. This will appear to be a continuous project to the public.

### **Estimated Funding Need \$3,968,300**

Estimated Schedule:

- Project award in December of 2015 (separation from 1st phase to address for federal requirements and for staffing/project management)
- Construction period January 2016 - March 2017

**Phase 2A:** Phase 2A includes a traffic signal at Jim Lee Road and Magnolia Drive. A traffic study has warranted a signal at this intersection, and the City is designing the signal. The signal and intersection design will be incorporated into the design plans for Phase 2 bidding. The estimated cost is \$250,000 and City of Tallahassee has funded this phase.

**Estimated Funding Need \$0**

Estimated Schedule

- Same as Phase 2, but the signal must be installed in the early part of the contract.

**Phase 2B:** This phase includes the design and construction of a five or six foot sidewalk on the north side of Magnolia Drive from Alban Avenue to Seminole Drive for residents to be able to cross at the new Jim Lee Road light and access the multiuse trail. This project area has already been surveyed.

**Estimated Funding Need \$300,000**

Estimated Schedule

- If design and permits can be acquired in time, this phase will be added into Phase 2/2A schedule.

**Phase 3:** Phase 3 includes the design, permit and construction of a five or six foot sidewalk on the west side of Magnolia from Azalea to Lafayette Street (1,000 linear feet). Design, permitting, right of way acquisition, and construction is estimated to be \$680,000.

**Estimated Funding Need \$680,000**

Estimated Schedule:

- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 4:** This phase completes the ten foot wide multiuse trail from South Meridian Road to South Monroe Street to provide essential connectivity to major corridors. Survey, design, permitting and right of way acquisition are needed. The estimated cost for design, permitting, right of way acquisition and construction is \$765,000.

**Estimated Funding Need \$765,000**

Estimated Schedule (same schedule as Phase 3):

- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 5:** Continuation of the multiuse trail or sidewalk on the east side of Magnolia from Chowkeebin Nene to Apalachee Parkway is included in this phase. No design plans or survey exist for this phase. Right of way is required. The estimated design and right of way acquisition costs are \$550,000, and the estimated construction costs are \$530,000.

**Estimated Funding Need \$1,080,000**

Estimated Schedule (same schedule as Phase 3):

- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 6:** Phase 6 includes the design, permit and construction of ten foot wide sidewalks on both sides of Magnolia between South Monroe and South Adams. The design will incorporate streetscape elements similar to Palmer Avenue between South Monroe and South Adams.

**Estimated Funding Need \$570,000**

Estimated Schedule: To be determined.

**Total Estimated Funding Need for Phases 1-6: \$7,983,300**

*Based on preliminary estimates, it may be possible to complete Phases 1-6 with the addition of \$7,983,300 from Blueprint 2000. As these Phases are completed and the funds are expended, staff will provide an update to the IA on any remaining needs in the corridor to achieve the safety and connectivity goals of the project.*

*The following phase (Phase 7) is not recommended for funding at this time, and should it be desired, additional funding sources would need to be identified.*

**Phase 7:** Phase 7 includes the design, permitting and construction of a five or six foot wide sidewalk on the west side of Magnolia from Alban to Azalea (approximately 4,200 linear feet) or portions thereof. This phase will require significant stormwater improvements.

**Estimated Funding Need \$2,735,000**

Estimated Schedule: To be determined.

**Summary**

For all phases, right of way acquisition will be coordinated by Blueprint 2000, and Leon County will manage all construction projects. Landscaping and hardscape amenities will be provided throughout the project as the phases are constructed. The City of Tallahassee Utility Department is working on a lighting survey for the corridor to evaluate what the future lighting needs may be.

Staff recommends funding of \$7,983,300 to complete Phases 1-6. Given that the construction of Phases 1-6 could occur through 2017, staff recommends requesting direction from the IA to determine if the final phase is needed, and if so, seeking alternative funding sources to complete all or a portion of Phase 7. Additionally, it is important to note that the final costs cannot be determined until bids have been submitted. Therefore, funding identified will be used to complete the phases in the order identified above until funding is depleted.

### **Process to Add Projects to the Blueprint Program**

As the Magnolia Drive Multiuse Trail project is not a part of the adopted Blueprint 2000 Program, the IA must follow the required process to move the project into the Program.

- Recommendations from the Citizen's Advisory Committee (CAC)/Technical Coordinating Committee (TCC)/Intergovernmental Management Committee (IMC)
  - The CAC voted unanimously for the staff recommendation with the exception that the \$6,150,000 would be reimbursed by the 2020 sales tax.
  - The TCC concurred with staff recommendation to fund \$6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project.
- Two public hearings
  - The first public hearing was held at the CAC meeting on February 5, 2015
  - The second public hearing is today, April 1, 2015
- Super majority vote of the members of each body (City Commission and Leon County Board of County Commissioners)
  - Following the public hearing, the IA will adjourn and the Leon County Commissioners will convene to vote, it will take a supermajority vote of this Board to approve the action, after the Board's vote they will adjourn. The City Commission will then convene to vote and again a supermajority vote will be required to approve this action. After the Commission's vote they will adjourn. The IA will then reconvene.

### **OPTIONS:**

#### **Option 1:**

- A. Following the Public Hearing, conduct to the super majority vote to add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program.
- B. Appropriate \$6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project from the Blueprint Land Bank budget.
- C. The remaining amount to complete the project through Phase 6, \$1,833,300, will be budgeted in outlying years as needed.

#### **Option 2:** Board Guidance.

**RECOMMENDED ACTION:**

**Approve Option 1:**

- A. Following the Public Hearing, conduct to the super majority vote to add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program.
- B. Appropriate \$6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project from the Blueprint Land Bank budget.
- C. The remaining amount to complete the project through Phase 6, \$1,833,300, will be budgeted in outlying years as needed.

**Blueprint 2000 Project Definitions Report Consistency:** The Magnolia Multiuse Trail Project is not currently in the Blueprint 2000 Project Definitions Report.

**Action by the CAC and TCC:** The TCC concurred with staff recommendation to fund \$6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project. The CAC voted unanimously for the staff recommendation with the exception that the \$6,150,000 would be reimbursed by the 2020 sales tax.

Staff is not recommending to payback Blueprint 2000 from Blueprint 2020 sales tax revenues. During the sales tax extension discussions prior to the November 2014 vote, the City and the County indicated over \$100,000,000 of sidewalk needs. Sidewalks have become a critical need throughout the community, and payback of the Magnolia Drive Multiuse Trail Project could limit the ability to address these critical needs. Should additional sales tax revenues beyond the initial projections become available, it may be possible to replenish the Blueprint 2000 funds.

**ATTACHMENT(S):**

Attachment 1 – Public Comments from November 13, 2014 Meeting  
Attachment 2 – Project Phasing Graphic

## **Magnolia Drive Multi-Path Public Meeting**

### Comment #1

- I love what you are doing!
- Holds dangerous drivers accountable
- Slow speed to 30 MPH
- Consider shared parking lots

### Comment #2

- Very excited about project
- Need to slow down traffic on Magnolia
- Putting light at Jim Lee is essential
- Need safety features to protect pedestrians
- Need to strategically locate bus stops
- Need to be aware of kids near Hartsville School

### Comment #3

- Please build sidewalks on West side for safety
- Please provide crossing halfway between Jim Lee and Circle
- To allow access to bus stops
- Please consider pedestrian illumination
- Please improve curb turning radius. Lafayette is dangerous
- Consider a continuous barrier adjacent to roadway

### Comment #4

- Circle to Parkway critical for access to businesses
- Improved lighting would be helpful
- I agree with safe routing rather than amenities
- Walking now is dangerous

### Comment #5

- North/South corridor between Jim Lee and Parkway has the most potential.
- Please provide continuous path or sidewalk on at least one side
- Would be nice to have 3 foot landscape strip behind curb

### Comment #6

- Circle Drive at Magnolia has visual obstruction at new railing

### Comment #7

- Seems like the most critically needed segment is the one North of the new crossing at Circle connecting the new sidewalk near the light on Magnolia and Lafayette
- Seems like the southernmost segment is the least needed of the entire Magnolia corridor

### Comment #8

- Thanks for all the improvements so far
- The priority should be the blocks between Lafayette and Olhn and Nene

- This project would provide safer foot traffic and higher connectivity to schools, Cascades Park and shop local

#### Comment #9

- Overall, I am encouraged by the proposed multi-use pathway and sidewalk plan

#### Comment #10

- Thank you for the overview of the project
- I would like to express my greatest gratitude to the Leon County Board and staff, the City of Tallahassee and their staff, CRTPA, and Blueprint2000 for your commitment to improving the Magnolia Drive corridor so that it will better serve pedestrians, bicyclists, transit users, and the public in general. The Indianhead Lehigh Neighborhood and other area neighborhoods and residents have been eager to see such a project for a long time.
- I and many of my friends and associates would very much appreciate the opportunity to review design details for the Multi-use path and other improvements to the corridor. You can keep the Indian Head Lehigh Neighborhood Association, the Woodlands Drives Neighborhood Association, and the South City neighborhood informed of opportunities to review comment on such plans via e-mail. Should you need contact information for any of these neighborhood associations, let me know.
- I support all of the proposals discussed at the meeting. The only conceptual component or segment with which I have reservations is the construction of a sidewalk along the north side of Magnolia Drive between Meridian Drive and Pontiac Drive, except for the westernmost 500 feet of this segment, adjacent to a recreation center used by children to play football and other sports...a sidewalk should be located along this portion and the adjacent ditch/culvert converted to an underground culvert/conduit.
- In fact, I recommend that the ditch along both sides of Magnolia Drive be filled in (i.e., converted to an underground culvert system). The ditches are hazards that are vestiges of a design more appropriate for when Magnolia Drive was outside of the urban area.
- I concur with the consensus I heard expressed at the meeting that the initial emphasis should be to complete the construction of Phase I (multi-use trail along the South side of Magnolia Drive from Meridian Drive to Pontiac Drive).
- My 2nd priority would be the construction of Phase II (multi-use trail along the South & East side of Magnolia Drive from Pontiac Drive to Chowkeebin Nene).
- My 3rd priority would be adding a traffic signal with pedestrian signals and marked crosswalks at Magnolia Drive & Jim Lee Road.
- My 4th priority would be constructing a sidewalk on the west side of Magnolia between Azalea and Lafayette, to connect the Tally Square apartment complex to Hartsfield Elementary School and to Lafayette Street.
- My 5th priority would be the construction of a sidewalk from Alban Avenue to Seminole Drive (along the west & north sides of Magnolia Drive).
- My 6th priority would be the construction of a sidewalk along the north & west side of Magnolia Drive, from Seminole Drive to a point across Magnolia Drive from Chowkeebin Nene -- note: a portion of this segment is included in the segment referenced in my 4th priority (see 8), above).
- My 7th priority would be the construction of a sidewalk along both sides of Magnolia Drive, from Meridian Drive to South Monroe Street

- My 8th priority would be the construction of a sidewalk along both sides of Magnolia Drive, from South Adams Street to South Monroe Street (includes the provision of marked crosswalks across South Adams Street with pedestrian crossing signals).
- Curb and gutter should be provided along both sides of Magnolia Drive, and particularly, along any segment being improved with a multi-use trail or sidewalk.
- Where curbing is added to the street, the curb return radius of any corner should be no greater than 15 feet, with the exception of corners @ Monroe Street & Magnolia Drive, which should be no greater than 25 feet.
- Any sidewalk or multi-use trail facility should be set back at least five feet from the travel lane along Magnolia Drive if curbing is provided at the edge of the lane; ten feet, if no curbing is providing. I am really uncomfortable with any pedestrian or multi-use facility being set less than five feet from edge of pavement, and especially so if curbing is not provided. Some of the concepts discussed at the public meeting included the use of a barrier where separation between the edge of pavement (curb?) and the pedestrian facility would be less than otherwise acceptable. While this would certainly be preferable to no barrier in such situations, I would also request that where the constraint to further separation is principally limited to having insufficient right-of-way area and not the limitations of topographical or other physical features, the acquisition of additional right-of-way be evaluated and considered.
- Ideally, all transit stops along the corridor should provide protection from the rain. At a minimum, all stops should be equipped with low-level nighttime lighting and emergency call boxes or similar safety features.
- Transit stops should be connected to the sidewalk and multi-use trails.
- Transit stops should be set back from the travel lane at least five feet if curbing is provided; 10 feet where curbing is not provided.
- Pedestrian lighting should be provided in conjunction with any sidewalk or multi-use trail facility. Pedestrian lighting should be provided on poles 12-18 feet in height, should be low intensity, and lighting fixtures should be closely spaced, approximately 50-100 feet on center. Many bicyclists and pedestrians currently use the street in the dark; I would imagine that an even greater number of bicyclists and pedestrians will use the street when either a sidewalk or multi-use trail is provided; overlooking the provision of pedestrian lighting will likely increase the hazard level to users. Please do not install cobra-head type fixtures; consider an aesthetic more appropriate for an urban setting used by pedestrians.
- Anticipate a wide range of users for any new sidewalk or multi-use trail facility -- set pedestrian crossing times on pedestrian signals to a crossing speed of no faster than 2.5 feet/second. If possible, install pedestrian-activated crossing signals, both as a favor to the pedestrians and to drivers. If pedestrian activated crossing signals are installed, please do not make the pedestrians wait for longer than 70 seconds to obtain a crossing signal. This will also help to discourage jaywalking.
- For landscaping, use low maintenance native plant species.

#### Comment #11

- I am very pleased with the work done to get his project up and running
- First priority would be the multi-use trail all the way from Chowkeebin to South Meridian.

- Early on in the project it would be of beneficial to the community to install a sidewalk on the west side of Magnolia between Azalea and existing mini mart sidewalk, to connect the Tally Square apartment complex to Hartsfield School and to Lafayette Street.
- Bus stop bench should be installed at the bus stop located just south of Lafayette Street on Magnolia, by the mini mart.
- There should be improved sidewalk connections on both sides of the road from Chowkeebin to Apalachee Parkway. The existing sidewalk connections make it very difficult to navigate these intersections, business, and parking lots to access the business along Apalachee Parkway. But more importantly to connect to the existing sidewalks north of Apalachee Parkway and the sidewalks along Apalachee Parkway and along Lafayette Street.
- Sidewalk on the north and west side from Chowkeebin to South Meridian would be very beneficial, it would also result in curbs being on both sides of the road which could moderate traffic speeds.
- Sidewalk connection should be made on at least one side of the road from South Meridian to South Monroe.
- Sidewalk connection should be made on at least one side of the road from South Monroe to South Adams.

#### Comment #12

- Thank you for the workshop.
- Overall, I am encouraged from the proposed multi-use pathway and sidewalk plan. It appeared that this was the general consensus expressed by the neighbors at the November 13th meeting at Hartfield Elementary. I do have some comments, however, on the specifics of the plan and the options provided.
- The Phase 1/Phase 2 breakdown makes sense in terms of the funding availability, with a focus on a section of Magnolia Drive that is currently hazardous to pedestrian and bicycle use and that has relatively high residential density. I would prefer to see Phase 1 multi-use path extended to the Jim Lee intersection, if at all possible, and have the Jim Lee intersection signal installed concurrently with Phase 1.
- I think that a sidewalk on the west side of So. Magnolia, between Lafayette (or Chowkeebin) and the Jim Lee intersection would be very helpful to the residents on the west side of Magnolia and also to provide a safer east-west link for pedestrians and bicyclists.
- As noted in the meeting, it is important to provide safe east-west roadway crossings for pedestrians and bicyclists. I recommend that a pedestrian signal be installed at Hokolin Nene, which is ~ midway between the signaled (or proposed to be signaled) Circle and Jim Lee intersection, and is a common access road to Optimist Park. I envision this to be analogous to the one pedestrian signal on North Gadsden at Lafayette Park.
- I think that a sidewalk on the north side of the road between Pontiac/Jim Lee and So Meridian, adjacent to the golf course, is not needed.
- Given funding availability, I believe that extending the path/sidewalks to Apalachee Parkway would be a high priority to provide linkage to the sidewalks and the many businesses north of Apalachee Parkway. In addition, this pathway could then link to the sidewalks that were recently built along Centerville (with plans for further expansion to the Centerville/Blair Stone intersection).

- Lighting should also be a high priority. Pedestrian lighting, similar to that at Cascades Park, would provide for safe transit for both early morning and after work use of the pathway.
- As also noted in the meeting, the pathway and sidewalks need to be safely separated from vehicular traffic as much as possible. At a minimum, curbs should be provided. Where ever landscape planting or structural amenities are incorporated into the design, these should be between the road and the pathway, creating a safe buffer.
- As for landscaping planting/design, I have the following recommendations. Focus on planting native trees that could contribute to a canopy road approach, such as live oak, tulip poplar, southern magnolia, and bald cypress, depending up actual site conditions and sunlight. Where space does not allow for one of these larger trees, cabbage palms are a good alternative (as is seen in the Gaines Street medians). I would discourage crepe myrtle and other small trees/shrubs. In lieu of shrubs that would require regular pruning, consider taller groundcover plants such as giant liriopse or Gulf muhly grass.
- Benches/shelters, trash cans, etc should be placed at bus stop locations along this route, preferably provided/funded by Star Metro. These functional amenities can serve not only the bus-riders but also other users of the trail.
- Magnolia Drive does not seem to be a “destination” per se or an appropriate location for “front porch swings”, in part due to the volume and speed of vehicular traffic and in part due to the residential setting, rather than downtown (per the downtown improvement authority’s project).

#### Comment #13

- I am very happy to see this project moving forward.
- Would have liked to have seen sidewalks on both sides of the street
- Would like signalized mid-block crossing be provided at Hokolin Nene/Clark Ave and Magnolia
- In order to directly connect the path to Lafayette Street and Apalachee Parkway and avoid right-of-way issues, I suggest providing a crosswalk signal at the existing crosswalk at Chowkeebin Nene
- Also, the sidewalk on the west side of Magnolia Drive from Lafayette Street to Chowkeebin be extended at a minimum to Azalea Drive

#### Miscellaneous comments

- Curb and gutter should be provided along both sides of Magnolia Drive, curbs being on both sides of the road could moderate traffic speeds.
- Lighting should also be a high priority. Pedestrian lighting, similar to that at Cascades Park, would provide for safety for both early morning and evening use of the multi-use trail.
- When planting vegetation, use native vegetation
- All trees to be planted should take into consideration the power lines, therefor they should be limited to small to medium trees.
- Any trees that are chosen should be done in consideration to tree root breakouts that may lift or otherwise shift the sidewalk or the multi-use trail.
- Since this is not a trail destination, I don’t see the need for benches along the trail.

**Civic Center**

**Legend**

- 1** Phase 1: 10' Multi-Use Trail on south side of Magnolia from Meridian to Pontiac
  - Partial FDOT Funds
  - Estimated Funding Need: \$620,000
- 2** Phase 2: 10' Multi-Use Trail on east side from Pontiac to Chowkeebin Nene
  - Estimated Funding Need: \$3,968,300
- 2A** Phase 2A: Traffic Signal at Jim Lee and Magnolia
  - Estimated Funding Need: \$0
- 2B** Phase 2B: Design, permit and construct a 5-6' wide sidewalk on north side of Magnolia Drive from Alban Avenue to Seminole Drive
  - Estimated Funding Need: \$300,000
- 3** Phase 3: Design, permit and construct a 5-6' sidewalk on the west side of Magnolia Drive from Azalea to Lafayette Street.
  - Estimated Funding Need: \$680,000
- 4** Phase 4: Complete the 10' Multi-use trail from South Meridian to South Monroe
  - Estimated Funding Need: \$765,000
- 5** Phase 5: Continuation of Trail or Sidewalk on East side of Magnolia from Chowkeebin Nene to Apalachee Parkway
  - Estimated Funding Need: \$1,080,000
- 6** Phase 6: Design, permit and construct 10' wide sidewalks on both sides of Magnolia Drive between South Monroe and South Adams with streetscape enhancements similar to Palmer Avenue
  - Estimated Funding Need: \$570,000
- 7** Phase 7: Design, permit and construct a 5-6' sidewalk on the west side of Magnolia Drive from Alban Avenue to Azalea Drive – Sidewalk
  - Estimated Need: \$2,735,000

**Florida A&M University**

**Palmer Avenue**

