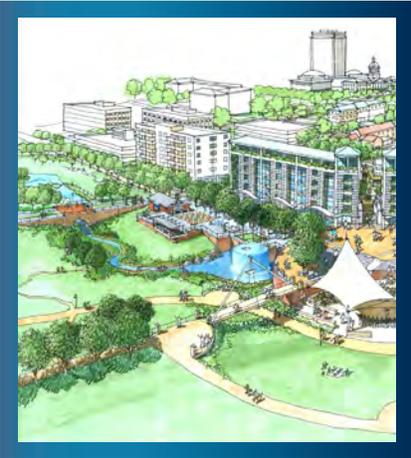


Blueprint 2000

Intergovernmental Agency Meeting

June 22, 2015



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

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



INTERGOVERNMENTAL AGENCY MEETING

June 22, 2015
3:00 pm to 5:00 pm
City Commission Chambers

Chair: Nick Maddox

Agenda

I. AGENDA MODIFICATIONS

II. INFORMATION ITEMS

- | | | Page |
|---|-------------------|-------------|
| 1. CAC Meeting Minutes (February 5, 2015) | Shelonda Meeks | 1 |
| 2. Project Updates | Charles Hargraves | 9 |

III. CONSENT

- | | | Page |
|---|-----------------|-------------|
| 3. IA Meeting Minutes (April 1, 2015) | Chair N. Maddox | 17 |
| 4. Acceptance of FY 2014 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 2014 Operating Fund Balance | Rita Stevens | 29 |
| 5. Adoption of Title VI and ADA Policy and Grievance Procedures | Debra Schiro | 31 |
| 6. Designation of Blueprint 2000 Clerk and Records Storage | Autumn Calder | 47 |
| 7. Status of Blueprint Bond Counsel, Bond Disclosure Counsel and Financial Advisor | Debra Schiro | 51 |

IV. PRESENTATIONS/DISCUSSION

- | | | Page |
|---|-----------------|-------------|
| 8. Election of Intergovernmental Agency Vice Chair | Chair N. Maddox | 53 |
| 9. Cascades Park Amphitheater Sound Study Update (to be provided) | Wayne Tedder | 55 |
| 10. Proposed Lake Lafayette Sensitive Land Purchase | Wayne Tedder | 57 |
| 11. Proposed FY 2015 Blueprint Operating Budget | Wayne Tedder | 89 |
| 12. Proposed FY 2015-2019 Blueprint Capital Improvement Plan and FY 2015-2020 Net Sales Tax Allocation Plan | Wayne Tedder | 119 |

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

VIII. 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, at least 48 hours prior to the meeting. Address: The SunTrust Building, 2727 Apalachee Parkway, Suite 200, Tallahassee, Florida, 32301. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.

Item # 1
CAC Meeting Minutes
February 5, 2015

Blueprint 2000 CAC 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.

Item # 2
Project Updates



Agenda Item

SUBJECT/TITLE: Project Updates	
Date: June 22, 2015	Requested By: Blueprint 2000 Staff
Contact Person: Charles Hargraves	Type of Item: Information

STATEMENT OF ISSUE:

This agenda item provides the IA with an update on all active Blueprint 2000 projects.

SUPPLEMENTAL INFORMATION:

Capital Cascade Trail - Segment 3

FAMU Way Extension/CCT Segments 3B and 3C

The Notice-to-Proceed (NTP) was issued February 14, 2014 with all work scheduled to be complete within 900 consecutive calendar days or August 6, 2016. As of June 1, 2015 the project is approximately 60% complete with 50% contract time. **Attachment 1** includes a key map for Segments 3B and 3C.

Current construction activities include: installing final sections of precast 10' x 9' and 12' x 9' box culverts west of Pinellas Street; completed forming and pouring multi-use trail under Bronough and Duval Street Bridges and colored concrete for boat ramp into Van Buren Pond; finished pouring seating walls at Van Buren Pond; installing 36" RCP at Railroad Avenue ; installed 21" Sanitary Sewer Main at Railroad Avenue; completed landscaping on north side from MLK roundabout to South Adams Street; completed installing glass pavers on multi-use trail on northeast side from MLK roundabout to Bronough Street; completed staining walls at Van Buren Pond; completed brick work for sign at MLK roundabout; completed planting Cypress and Willow Trees at Van Buren Pond; installed Van Buren Pond Powercore LED light band along perimeter of pond; completed installation of wood fence posts from Bronough to Duval Street; placed thermoplastic striping on FAMU Way from Bronough Street to Day Care Drive; installed site furnishings including removable bollards, bike garden racks, drinking fountain with pet bowl, trash receptacles and Code Blue Emergency Call Boxes from South Adams to Day Care Drive.

Contractor will continue irrigation and landscaping installation, tree protection, turbidity barriers and erosion control.

Segment 3D (West of Cleveland Street to Central Drainage Ditch)

The expanded Existing Condition Consolidated Model and Proposed Condition Consolidated Model was completed on March 10, 2015 and subsequently provided to the Capital Cascades Trail

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Project Updates

Meeting Date: June 22, 2015

Stormwater Working group for review and comment. The goal of the expanded modeling effort is to create an XPSWMM model that produces results consistent with the City's ICPR model for the Central Drainage Ditch.

On April 9, 2015, a second Capital Cascades Trail Stormwater Working Group meeting was conducted. The group discussed the Consolidated Model results and established short and long term goals for the group. The short term goals include making a decision on the Segment 3D alignment (north vs. south) and minimizes gaps in construction between FAMU Way Phase 1 and Phase 2. The long term goals include developing a design to improve water quality (total maximum daily load) at Lake Munson, provide strategic trail connections and replace structural deficient or functionally obsolete bridges in the corridor such as Stearns, Gamble and Springhill Road.

Action Items from the April 9, 2015 Stormwater Working Group Meeting and Current Status:

- Kimley Horn Associates (KHA) to send model details to the group so that they may better evaluate the expanded, consolidated model. (completed)
- City Public Works to check with their stormwater consultant about estimated bridge replacement cost at Gamble Street based on the Segment 3D alignment (north vs. south options) and amount of flow. (on-going)
- KHA/BP2000 to meet with CSX to discuss the impacts and permitability of the north option, which would impact the railroad. (completed)
- BP2000 to meet with City Stormwater to discuss no-rise certification for Segment 3D permitting. (completed)
- BP2000 to meet with City Underground Utilities to discuss Segment 3D alignment options. (completed)
- KHA to prepare decision matrix for Segment 3D alignment options (north vs. south). (completed)

The next Stormwater Working Group meeting is tentatively scheduled for the week of June 15, 2015.

Capital Cascade Trail - Segment 4

Blueprint will develop a revised Capital Cascades Trail Master Plan and utilize the completed and accepted Expanded Consolidated Model to identify stormwater improvements in this segment. Potential stormwater improvements to be evaluated may include but not be limited to:

- Pond 5 located at the confluence of the Central Drainage Ditch with Munson Slough
- City of Tallahassee - Central Drainage Ditch Gabion Improvement Project between Springhill Road and Gamble Street
- Potential off channel stormwater improvements
- Preliminary total maximum daily load analysis
- Retrofit and redevelopment stormwater opportunities

Capital Cascades Crossing

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Project Updates

Meeting Date: June 22, 2015

The Capital Cascades Crossing construction project, formally known as the Capital Cascades Connector Bridge project, was awarded to GLF Construction Corporation with the contract signed and delivered on April 15, 2015. Notice to proceed is anticipated to be issued on June 5, 2015 with a begin construction date of June 15, 2015. A ground breaking ceremony is scheduled for June 24 at 11:00 am. The project has a nine month construction duration and is anticipated to be complete and open to the public by summer 2016.

The project was renamed to Capital Cascades Crossing to emphasize the trail components of the project. The entire length of the project is 1,150 linear feet. The overall bridge length is 160 linear feet, approximately 14% of the entire length of the project.

Capital Circle NW/SW (N-2)

Summary: The project corridor begins north of Orange Avenue and extends to just south of Tennessee Street, a distance of approximately 2.55 miles. For this capacity improvement project, the current two lane rural facility is being expanded to a six lane, urban facility complete with curb and gutters. In addition to the reconstruction and widening of the roadway, improvements include the construction of four bridges, retaining walls, stormwater management facilities, wetland creation, improved street lighting, signalization, signing and pavement markings, the addition of pedestrian, bicycle and recreational amenities as well as the installation of extensive landscaping.

The contract for construction was signed with Anderson Columbia Co., Inc. on September 4, 2012. Per FDOT request, the project has been divided into two separate contracts north of the Blountstown Highway (SR 20) intersection. The amount bid for the southern portion is \$32,739,571.94 and for the northern it is \$23,946,624.31, giving the total bid of \$56,686,196.25.

Blueprint issued the Notice to Proceed to the contractor on November 21, 2012. Since the project is located within the environmentally sensitive areas and crosses the Gum Swamp, one of the most important aspects of the project is protection of the environment. In addition to standard erosion control facilities, some innovative measures, like the Mobile Chitosan-Enhanced Sand Filtration System, have been implemented to ensure that the turbid stormwater does not progress into the open waters or affect water quality of the project area. The chitosan system uses a natural polymer to coagulate fine solid particles suspended in storm water, adjusts acidity of water to environmentally harmless levels and provides sand filtration of treated water.

The project includes installation of wetland mitigation areas at the Broadmoor Pond and Delta Pond parcels. In the initial stages of the project, clearing of the wetland mitigation areas has been done concurrently with drainage ponds construction and the overhead and underground utilities relocation and installation.

Based on the increased contract amount (to \$59,050,494.1), close to sixty six percent (66%) of construction has been completed at the current seventy eight percent (78%) of the contract time used. Due to inclement weather and days granted by Holidays, the original project duration of 977 calendar days, has been increased to 1,158 days. The expected project completion date is January 22, 2016. The increases in the project scope and duration were mainly due to the unforeseen soil conditions, unexpected utilities impacts and inclement weather.

Capital Circle SW (W-1)

State Road 263 from US 319 (Crawfordville Road) to SR 20 (Blountstown Highway), a distance of approximately 6.7 miles, is part of a roadway corridor being improved to provide a connection from SR8 (Interstate 10) to points south and east of the City of Tallahassee and Leon County as well as to the Tallahassee Regional Airport. Blueprint 2000 is currently finishing the PD&E Study for this segment of roadway. Design of Capital Circle SW is being paid for and administered by FDOT District Three.

The final public meeting on the PD&E Study was held on February 24, 2015. The draft-final environmental assessment, preliminary engineering report and finding of no significant impacts were submitted to FDOT in April, and comments were addressed by staff. The documents were forwarded to FHWA for final review on June 4th. The entire PD&E Study is anticipated to be approved by the end of June.

W-1 Stormwater Management Facilities

In order to facilitate the design and construction of joint-use stormwater facilities along the Capital Circle Southwest corridor, Blueprint 2000 is working to enter into joint partnership agreements (JPAs) with corridor stakeholders including but not limited to the United States Forest Service, the Florida Department of Transportation and the Tallahassee Regional Airport. The objective of the joint-use facilities is to provide treatment capacity for new development at the Airport, in addition to the required roadway improvement capacity, and provide facilities that are designed consistently with the Blueprint 2000 holistic philosophy along other segments of Capital Circle.

FDOT right of way acquisition for the segment between Orange Avenue and Springhill Road will begin July 2015 (FY 2016), and the earliest FDOT will begin construction is July 2018 (FY 2019). The current FDOT roadway plans for both sections of W-1 are at 60% design. There are several tasks that must be accomplished by Blueprint 2000 before FDOT begins construction in 2018. Listed below are the project milestones for the segment between Orange Avenue and Springhill Road.

- KHA completed the stormwater feasibility study at the end of 2014 and submitted to FDOT for review. The study included:
 - Basin Maps
 - General Calculations
 - Memorandum
- PD&E Approval (FHWA) in second quarter of 2015 – KHA
- Complete Agency Agreements (on-going)
 - USFS
 - Internal Environmental Analysis
 - Special Use Permit for construction and maintenance
 - Operational and Maintenance Plan
 - FDOT
 - JPA on schedule, funding, etc.
 - Maintenance Agreement
 - Airport Authority
 - JPA

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Project Updates

Meeting Date: June 22, 2015

- City Public Works and Leon County
 - Letter of Agreement
- Develop Regional Pond Scope of Services (completed)
- Negotiate and issue Letter of Authorization for design and permitting phase (anticipated by July 1, 2015)
- Regional Pond Design/Permitting to be completed by February 2016 (8 months)
- Right of Way Acquisition concurrent with Design - ponds located on public lands – no private acquisitions necessary but will need JPA, Easements and Maintenance Agreements.
- IA/IMC approvals of Construction Bid and CEI Services – February 2015 IA Meeting
- Advertise for CEI Services – March 2016 - Execute Contract June 2016
- Invitation for Bids– summer 2016 – NTP October 2016, 12 month construction schedule
- Complete Pond Construction, Close-Out Permits/As-Builts by fall 2017

Cascades Park

Smokey Hollow Phase 2 construction started in early April. The anticipated completion date is June 30, and the grand opening will be scheduled for mid-July. Blueprint staff is working with the County and City Communications Departments as well as with the stakeholders to organize the grand opening event, which will include Commissioners, former Smokey Hollow community members, CAC members, funding partners as well as the many people who volunteered. The Phase 2 improvements include a pavilion, community garden boxes, historical interpretations, and an upgraded drainage system.

Blueprint 2000 is continuing to work with Parks, Recreation and Neighborhood Affairs to address warranty items in the Park. In addition, staff is purchased additional umbrellas and is designing an extension to the shade structure at Imagination Fountain. New signs were installed the first week of June, and electrical enhancements including vendor boxes and aesthetic tree lighting are underway.

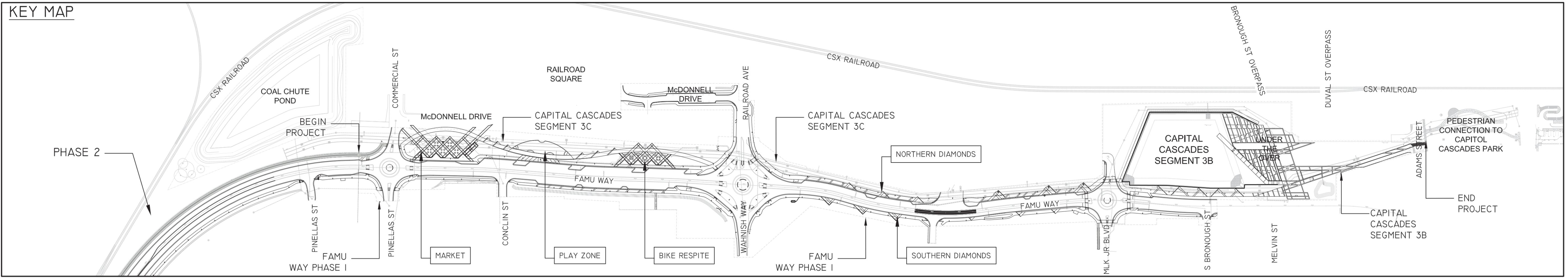
Magnolia Drive Multiuse Trail

In coordination with Leon County and the City of Tallahassee, Blueprint 2000 is moving forward on the design of the Magnolia Drive Multiuse Trail project. Leon County is managing the design and construction and has indicated that the construction for Phases I and II will begin late summer of this year. A redevelopment proposal for the Magnolia Drive block between Monroe Street and Adams Street has been submitted to the Planning Department, and staff has been working with the developer and their design team to coordinate the redevelopment with the desirable streetscape design for the Magnolia Drive corridor.

ATTACHMENT(S):

Attachment 1 – Capital Cascades Trail Segment 3 Key Map

KEY MAP



Item # 3

IA Meeting Minutes

April 1, 2015

**TALLAHASSEE – LEON COUNTY
BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY
Meeting Minutes
April 1, 2015
3:00 pm, City Commission Chambers**

MEMBERS PRESENT

<u>County</u>	<u>City</u>
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 Gil Ziffer
Commissioner Linda Sauls	
Commissioner Kristen Dozier	

CITY/COUNTY STAFF

Wayne Tedder, PLACE	Allie Fleming, COT
Charles Hargraves, Blueprint 2000	Kathy Burke, Leon County
Shelonda Meeks, Blueprint 2000	Gary Zirin, Leon County
Autumn Calder, Blueprint 2000	Jack Kostrzewa, Leon County
Angela Ivy, Blueprint 2000	Lew Shelly, COT
Michelle Bono, COT	Vincent Evans, COT
Gabriel Menendez, COT	Regina Glee, Leon County
Tony Park, Leon County	Lonnie Ballard, COT
Michael Parker, COT	Cassandra Jackson, COT
Dee Crumpler, COT	Alan Rosenzweig, Leon County
Anita Favors Thompson, COT	Vince Long, Leon County
John Buss, COT	Rick Fernandez, COT
Christina Parades, Leon County	

OTHERS PRESENT

Susan Emmanuel, QCA. Inc*	Delmas Barber
Maribel Nicholson- Choice, Greenberg Traurig*	Byron Dobson, Tallahassee Democrat
Roger Cain, Michael Baker*	Antony Biblo
Drew Roark, Michael Baker*	Grant Gelhardt
Sue Dick, Tallahassee Chamber of Commerce	Doug Martin
Clay Ketcham, FDOT	Sandra Neidert
Richard Barr, Kimley Horn	

* Indicates Blueprint 2000 Consultant

Commissioner Scott Maddox called the meeting to order at 5:07 pm with a quorum.

I. AGENDA MODIFICATIONS

There were no agenda modifications.

II. INFORMATION ITEMS

1. CAC Meeting Minutes (February 5, 2015)

This item was presented as informational only.

III. CONSENT ITEMS

2. IA Meeting Minutes (March 9, 2015)

RECOMMENDED ACTION:

Option 1: Approve minutes as provided.

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

Commissioner Dailey moved approval of the consent agenda. Commissioner Miller seconded the motion. It passed unanimously.

Absent: Commissioner Nick Maddox, Commissioner Bill Proctor, Commissioner Curtis Richardson

IV. PRESENTATIONS/ACTIONS/DISCUSSIONS

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

Wayne Tedder presented on the agenda material. He noted that the estimated total proceeds anticipated for 2020 Infrastructure Projects list was \$498.96M. The estimated project cost was \$661.8M; for a shortfall of \$162.8M. This indicated the necessity to leverage funds and bridge the gap. This came as no surprise to staff as leveraging was a fundamental piece of funding for the current program. In excess of \$120M was leveraged over the previous 10 years by Blueprint staff.

A current and unfunded project, Capital Circle Southwest, was also a priority project for the 2020 sales tax. It was broken into three segments: stormwater master plan and two segments of construction, Springhill to Crawfordville and Crawfordville to Orange. The PD&E study was near completion; staff was awaiting final acceptance by the Federal Highway Administration (FHWA). The design was funded and in progress and anticipated to be at 60% design plans by the time FHWA accepted the PD&E. Blueprint could begin acquiring right of way at that time.

A total of \$70M was allocated in the current program for Capital Circle Southwest. Preliminary negotiations with FDOT and previously allocated funding for (represented by Table 3 of the agenda material) totaled \$93.9M. Mr. Tedder reminded the Board that the design and construction of the project were funded by FDOT. The allocated Blueprint capital was to fund the elements considered to be “above and beyond” what was standard of a FDOT roadway project. These elements were consistent with the Blueprint philosophy and included wider right of way, multi-use trails, additional sidewalks, and improved aesthetic appeal of the roadway.

RECOMMENDED ACTION:

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.

Commissioner Desloge moved staff recommendations. Commissioner Lindley seconded the motion. It passed unanimously with all members present.

Regarding the annual allocation process (Table 4), Mr. Tedder stated that none of the projects in the categories listed were expected to warrant setting aside funding for a particular period of time. Staff would begin, in 2020, to allocated funds to the projects to maintain a reoccurring funding source.

The implementing entity was listed for each category Blueprint 2020 would coordinate and make recommendations on prioritization of the projects, specifically for Bike Route Systems and Greenways Master Plan. Others would be staffed through City or County departments. Sidewalk projects were an example of that.

Both the City and County Public Work Departments had processes for sidewalk project prioritization. Once identified, each entity could work through the public involvement components, designs, and permitting to have “shovel ready” projects for 2020.

RECOMMENDED ACTION:

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.*

Commissioner Proctor questioned if it was premature to prioritize, specifically, which sidewalks would be included. Further, what process would be used to determine prioritization? Mr. Tedder stated that citizens could participate in the prioritization process by attending the upcoming City Commission meeting. The list, however, could not be augmented. Commissioner Scott Maddox questioned if there was a prohibition against the County spending funds from their allocation for sidewalks inside City limits. Mr. Tedder stated there was not. Commissioner Scott Maddox further confirmed that there would be a prohibition of the City spending money in unincorporated areas because everyone who lived in the City also lived in the County.

Commissioner Lindley moved staff recommendation. Commissioner Dozier seconded the motion. It passed unanimously with all members present.

On the subject of Water Quality and Stormwater Improvement funds, Mr. Tedder stated that staff recommended withholding allocating funds as it was closely related to leveraging activities with the Florida Water and Land Conservation Initiative; Amendment 1 approved by voters in November 2014. It could potentially be 2016 or longer before Blueprint knew how the funds would be available.

RECOMMENDED ACTION:

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.

Commissioner Ziffer moved staff recommendation. Commissioner Miller seconded the motion. It passed unanimously with all members present.

Mr. Tedder stated that leveraging opportunities would be best through state and federal resources. Transportation projects, particularly, provided the greatest opportunities. Furthermore, projects could only be leveraged if they were already listed a priorities for the community.

RECOMMENDED ACTION:

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.*

Commissioner Desloge questioned if it would be appropriate to include feeder roads to larger state roadways. Mr. Tedder stated that roadway projects that would enhance capacity on state and federal systems, would be eligible for additional funds from state or federal agencies. All projects were included in the CRTPA Regional Mobility Plan Update as well to maximize all leveraging opportunities.

Commissioner Proctor requested information on bonding and moving the projects off the books. He further questioned how priorities would be set among the Tier 1 projects.

Mr. Tedder stated that regarding state roadways, having them on the priority list was the first step. Subsequent to that, Blueprint would meet with FDOT to discuss funding plans for the future. Mr. Tedder foresaw updates to the 5-year plan returning to the IA on an annual basis. It would be difficult to program project based on a priority until that information would be available.

Regarding bonding, Mr. Tedder stated that staff evaluated bonding through four time period scenarios: in 2016, 2017, 2018, and 2020. Based on the calculations of Table 7, waiting until 2020 would save Blueprint approximately \$31M over bonding the funds in 2016. If the IA elected to bond money in 2016, annual allocations would determine prioritizations because of cash flow.

Commissioner Miller stated that level of service should also be part of the evaluation criteria. She referenced the SIS capacity projects and their importance to FDOT as well as the proposed criteria for the prioritization process, which included: geographic diversity, annual funds available, leveraging opportunities, and project with a significant development and/or completion of phases. She stated that in the evaluation of the levels of service, the functionality of the roadway, she hoped that roadways rated at D or F would be elevated. It would indicate a greater need than those rated A, B, or C.

V. PUBLIC HEARING

Autumn Calder stated that at the September 2014 IA meeting, the Board directed staff to identify funding for the implementation of Magnolia Drive Multi-use Trail project. Blueprint, City, and County staff identified cost estimates and phases of implementation. Two community meetings and a public hearing were held to solicit information from residents on how they would like to see the project implemented.

Ms. Calder stated that there were several partners in the project. The CRTPA assisted in helping secure funding from FDOT; also, their Board supported the advancement of the project as the top priority in the Regional Mobility Plan. The City would share in the maintenance of the project and committed funding. The County would also share in the maintenance. Furthermore, they funded the first phases of design and would provide project management during construction.

RECOMMENDED ACTION:

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.

Commissioner Lindley moved Phases 1-6 only. Mayor Gillum seconded the motion.

Following a presentation on the phases of the project, three citizens spoke on for the public hearing.

Adam Antony Biblo, 1316 Lehigh Drive, spoke in favor of the project. He stated that he thought the project would improve the safety of the corridor, as well as economic development potential both for residential and, where appropriate, non-residential uses.

Grant Gelhardt, 1906 Chuli Nene, and President of the Lehigh and Indianhead Home Owners Association, spoke in favor of the project. He stated that the HOA members supported the project and improving the walkability and connectivity of the neighborhood. The project would connect their neighborhood to the surrounding areas from Apalachee Parkway to South Monroe and FAMU campus area as well.

Sandra Neidert, 2029 Chowkeebin Nene, spoke in favor of the project. She stated that the HOA surveyed the 900+ residents and sidewalks on the perimeter of the neighborhood connecting to the larger community was the number one priority of respondents. It created an extended sense of place that was so important to the City, through the Cascades development. It provided connections to Capital Cascades Trail and Railroad Square that was also important to neighbors.

Doug Martin, 1312 Nancy Drive, spoke in favor of the project. He stated that driving through the neighborhoods, one could see the worn trails along the roadway supporting how frequently residents walked or biked through there.

The motion passed unanimously in a supermajority vote; with all members present.

IV. PRESENTATIONS/ACTIONS/DISCUSSIONS - continued

Continuing the presentation on consideration of 2020 project funding, Wayne Tedder recapped Strategy 7 prior to the vote.

RECOMMENDED ACTION:

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 would 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).

Commissioner Lindley moved staff recommendation. Commissioner Dozier seconded the motion.

Mr. Tedder stated that beyond the criteria of Strategy 7, projects the IA determined to bond to advance tasks, should be reviewed by the experts on the Blueprint Finance Committee.

Commissioner Richardson stated that in an Economic Development Target Issue Committee meeting, some of the South City issues were recommended for advanced funding. He questioned if those issue would, at the appropriate time, move through the outlined process. Mr. Tedder stated that it would need to go through the full City Commission for formal direction. Those items would need full support of the City or County Commissions before entering into the process outlined for Blueprint.

It passed unanimously with all members present.

RECOMMENDED ACTION:

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.

Commissioner Lindley moved staff recommendation. Commissioner Ziffer seconded the motion. It passed unanimously with all members present.

RECOMMENDED ACTION:

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.

Commissioner Miller moved staff recommendation. Commissioner Daily seconded the motion. It passed unanimously with all members present.

Regarding Strategy 9 Mr. Tedder requested that no prioritization of any project in Table 6 without significant leveraging opportunities. Or if they were necessary to address critical infrastructure needs related to the safety, health, and welfare of the public.

RECOMMENDED ACTION:

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.*

Commissioner Lindley moved staff recommendation. Commissioner Desloge seconded the motion. It passed unanimously with all members present.

RECOMMENDED ACTION:

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.

Commissioner Proctor questioned if there was an MBE component included. Mr. Tedder stated that a MBE policy was in place for Blueprint 2000. There had been no direction to change it for 2020 from the current policy. He reminded the Board however, that unless legislation changed it, if Blueprint accepted state or federal funds, Blueprint would be required to follow the funding agencies process if even \$1 was accepted.

Regarding the holistic philosophy, Commissioner Proctor questioned if that included local preference. Mr. Tedder stated that whatever was in the City and county procedures for local process could be accepted, if the project was funded by local dollars only. If it was funded with state or federal money, Blueprint could not set that condition on the procurement process.

Commissioner Nick Maddox moved staff recommendation. Commissioner Dozier seconded the motion. It passed unanimously with all members present.

Christina Parades stated that 12%, an estimated \$90M, would be dedicated to economic development as part of the intergovernmental agreement passed by the Board in April 2014. The EDCC would serve as oversight for the funds as well as make recommendations on programs and projects to the Board for final approval. The EDCC must be convened by February 16, 2018. County and City staff were working with the EDC to determine staffing levels for it.

Other actions taken in April 2014 by the IA instructed staff to prepare an agenda item, subject to the passage of the referendum on the consolidation of contracts with the EDC. It could include staffing levels, marketing newly available resources, identification of best practices, and the development of a community wide strategic plan for economic development. Currently, both governments contract and fund the EDC to serve as the official economic development organization for the community. The EDC's potential role in the administration of economic development programs would further its efforts to serve both governmental entities and the private sector as the state recognized economic development organization for the area. Through the IA, both Commissions would be able to jointly evaluate, plan, set, and approve community wide economic goals.

Under the timeline set forth by staff recommendations, the unified contract would be executed upon the sunset of the EDC's recently adopted 2-year strategic plan. It allowed for a smooth transition for the implementation of new strategic plans regarding the collective economic goals and the 2020 sales tax program.

RECOMMENDED ACTION:

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.

Commissioner Dozier questioned when the IA could anticipate first reviewing revisions. Would the IA have the opportunity to work through the larger concepts prior to drilling down into the details? Ms. Parades stated that much like with County budget workshops, the items would be presented to the IA prior to adoption of budgets.

Commissioner Proctor stated that in terms of the EDC portion of funds, how did staff envision a pro rata split if a separate contract and independent unit was established? Commissioner Scott Maddox stated that he understood that would be discussed in the 2017 budget process. Ms. Parades confirmed it.

Commissioner Lindley moved staff recommendation. Commissioner Desloge seconded the motion. It passed unanimously with all members present.

Ms. Parades stated that similar to the strategy on infrastructure projects, the County recognized the potential for economic opportunity to arise prior to 2020. For example, Madison Mile and Airport projects were currently under development by the respective organizations and could potentially

seek funding from the IA prior to the implementation of the 2020 sales tax program. With the understanding that they were capital intensive projects, the interlocal agreement authorized the projects to be submitted to the IA for consideration prior to the convention of the EDCC.

RECOMMENDED ACTION:

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.

Commissioner Lindley moved staff recommendation. Commissioner Dozier seconded the motion. It passed unanimously with all members present.

VI. CITIZENS TO BE HEARD

There were no additional citizens to be heard.

VII. ITEMS FROM MEMBERS OF THE COMMITTEE

Commissioner Dozier stated that she recognized that the issue was one for the City and not necessarily something that would be on an IA agenda. However, through the development of Cascades Park, and the evolution of the working group established in regards to the amphitheater, it had been discussed in the past. She stated that, residents of Myers Park were asking her why there was no restriction on a closing time for the Edison.

Conversations about it being a restaurant occurred with the IA and in CRA meetings. Yet in a recent discussion in the working group, (Ryan) a member of the Edison staff stated that it could be open as late as 2:00 am for a bar. She felt that if the model were changed by Edison, it would be an issue moving forward.

Commissioner Richardson echoed Commissioner Dozier stating that he too was approached by other restaurateurs in the area who were also concerned.

Commissioner Richardson also requested clarification on funding for 2020 economic development. Commissioner Scott Maddox stated that would be taken up in budgeting.

VIII. ADJOURNMENT

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

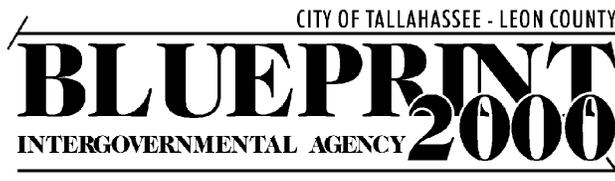
APPROVED:

ATTEST:

Scott Maddox
Chair of Blueprint 2000 IA

Shelonda Meeks
Secretary to Blueprint 2000 IA

Item # 4
Acceptance of FY 2014
Comprehensive Annual
Financial Report (CAFR) and
Appropriation of
FY 2014 Operating Fund
Balance



Agenda Item

SUBJECT/TITLE: Acceptance of FY 2014 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 2014 Operating Fund Balance	
Date: June 22, 2015	Requested By: Blueprint 2000 Staff
Contact Person: Rita Stevens	Type of Item: Consent

STATEMENT OF ISSUE:

This item is to present to the Intergovernmental Agency Board Blueprint’s Comprehensive Annual Financial Report (CAFR) for the year ended September 30, 2014, and the appropriation of Fiscal Year (FY) 2014 encumbrances and unexpended operating budget funds.

SUPPLEMENTAL INFORMATION:

The Blueprint 2000 FY 2014 CAFR has been completed. In addition to the financial statements, the CAFR includes the opinion of the external auditors, their management letter, and the auditor’s reports on compliance and internal controls. It should be noted, as in previous years, the Agency received an unmodified opinion from the external auditors, Thomas, Howell, Ferguson and Law, Redd, Crona, and Munroe, P.A.s.

At the end of the fiscal year, \$8,706,608 remained unexpended. \$3,635 is encumbered for contracts, and \$8,702,973 is available for transfer to the Capital Projects Fund. Staff is requesting the Board approve an increase in the FY 2015 adopted budget of \$3,635 for outstanding encumbrances and \$8,702,973 for transfer to the Capital Projects Fund as shown below.

\$30,509,495	Approved FY 2015 Operating Budget
3,635	FY 2014 Carryover for Encumbrances
8,702,973	FY 2014 Unexpended Balance transfer to Capital Projects Fund
<u>\$39,216,103</u>	Total FY 2015 Amended Budget

OPTIONS:

Option 1: Accept the FY 2014 CAFR and approve additional appropriation to the FY 2015 Operating Budget of \$3,635 for encumbrances and \$8,702,973 for transfer to the Capital Projects Fund.

Option 2: Provide alternate direction to staff.

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Acceptance of FY 2014 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 2014 Operating Fund Balance

Meeting Date: June 22, 2015

RECOMMENDED ACTION:

Approve Option 1: Accept the FY 2014 CAFR and approve additional appropriation to the FY 2015 Operating Budget of \$3,635 for encumbrances and \$8,702,973 for transfer to the Capital Projects Fund.

Blueprint 2000 Project Definitions Report Consistency: Not applicable.

Action by the CAC and TCC: This item was not presented to the TCC and was presented as information only to the CAC.

ATTACHMENTS:

Attachment 1: Management Letter (to be provided at June 2015 IA meeting)

Attachment 2: FY 2014 CAFR document (to be provided at June 2015 IA meeting)

Item # 5

Adoption of Title VI and ADA
Policy and Grievance
Procedures



Agenda Item

SUBJECT/TITLE: Adoption of Title VI and ADA Policy and Grievance Procedures	
Date: June 22, 2015	Requested By: Blueprint 2000 Staff
Contact Person: Debra Schiro	Type of Item: Consent

STATEMENT OF ISSUE:

The Federal Highway Administration (FHWA) requires all agencies which receive federal funds to have a Title VI/Non Discrimination Policy, regardless if the funds are from the Florida Department of Transportation (FDOT). Blueprint 2000 does not have Title VI Non Discrimination Policy and Grievance Procedure. This agenda item requests approval and adoption of the proposed Blueprint 2000 Title VI Non Discrimination Policy and Grievance Procedure.

SUPPLEMENTAL INFORMATION:

Blueprint 2000 is a recipient of federal funds for many projects. As a public agency receiving federal funds, Blueprint 2000 is subject to federal guidelines including maintaining an agency specific Title VI Non Discrimination Policy and Grievance Procedure. To that end, a Title VI Non Discrimination Policy and Grievance Procedure has been drafted and is included as **Attachment 1** as well as the required Discrimination Grievance Form, **Attachment 2**, and the Limited English Proficiency Plan, **Attachment 3**.

Upon adoption, all federally required documents, forms and policies will be available on www.blueprint2000.org.

OPTIONS:

Option 1: Approve and adopt the Blueprint 2000 Title VI Non Discrimination Policy and Grievance Procedure.

Option 2: Do not approve and adopt the Blueprint 2000 Title VI Non Discrimination Policy and Grievance Procedure.

RECOMMENDED ACTION:

Approve Option 1: Approve and adopt the Blueprint 2000 Title VI Non Discrimination Policy and Grievance Procedure.

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

Blueprint 2000 Intergovernmental Agency
Transfer Blueprint 2000 Records Storage to City of Tallahassee
June 22, 2015

ATTACHMENT

1. Title VI Non Discrimination Policy and Grievance Procedure
2. Discrimination Grievance Form
3. Limited English Proficiency Plan

Title VI/Non Discrimination Policy and Grievance Procedure

Policy Statement:

Blueprint 2000 values diversity and welcomes input from all interested parties, regardless of cultural identity, background or income level. Moreover, Blueprint 2000 believes that the best programs and services result from careful consideration of the needs of all of its communities and when those communities are involved in the transportation decision making process. Therefore, Blueprint 2000 does not tolerate discrimination in any of its programs, services or activities. Pursuant to Title VI of the Civil Rights Act of 1964 and other federal and state authorities, Blueprint 2000 will not exclude from participation in, deny the benefits of or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, income or family status.

Grievance Procedures:

Complaints related to Blueprint 2000 services, programs, activities or facilities should be addressed to:

Title VI/ADA Designated Coordinator

Shelonda Meeks, Office Administrator
2727 Apalachee Parkway, Suite 200
Tallahassee, FL 32301
(850) 219-1060
7-1-1 (TDD & Voice), via Florida Relay Service

GRIEVANCE PROCEDURE

1. All complaints shall include:

Name, address and contact number of the person(s) making the complaint;

Names, addresses and contact numbers of witnesses;

A narrative or statement describing the alleged violation of the ADA, including date and time of the alleged violation and Blueprint 2000 program or facility where the alleged violation occurred;

*A narrative or statement identifying the recommended corrective actions to solve the alleged violation(s); and
Any other documentation that may provide an additional explanation or*

identification of the alleged violation.

2. All complaints shall be filed no later than 180 days from the date of the alleged discrimination, unless the time for filing is extended by the designee upon a showing of good cause.
3. Within fifteen (15) calendar days after receipt of the complaint, the ADA designee will meet with the complainant to discuss the complaint and possible resolution.
4. Within thirty (30) calendar days of the meeting, the ADA Administrator or designee will complete an investigation/review of the allegations and respond in writing to the person(s) who filed the complaint. Where appropriate, the written response will be in a format accessible to the person(s) who filed the complaint, such as large print, Braille, compact disc (CD) or audio tape. The response will explain the position of the Blueprint 2000 and offer options for substantive resolution of the complaint.
5. The person(s) who filed the complaint may appeal the written response if it does not satisfactorily resolve the issue. Appeals must be submitted in writing, or where appropriate, in a format accessible to the person(s) who filed the complaint, within fifteen (15) calendar days after receipt of written response from the ADA designee.
6. Within fifteen (15) calendar days after receipt of the appeal, the designee will meet with complainant to discuss the appeal and possible resolutions.
7. Within fifteen (15) calendar days after the meeting, the designee will respond in writing, and where appropriate, in a format accessible to the person(s) who filed the complaint, with a final resolution.

This Grievance Procedure shall be construed to protect the substantive rights of interested persons and to assure that Blueprint 2000 meets the spirit and guidelines of the Americans with Disabilities Act, as amended.

Note: Alternative means of filing complaints, such as personal interviews or a recording of the complaint will be made available for persons with a disability(s) upon request.

Revised May 2015

ADA/504 Statement:

Section 504 of the Rehabilitation Act of 1973 (Section 504), the Americans with Disabilities Act of 1990 (ADA) and related federal and state laws and regulations forbid discrimination against those who have disabilities. Furthermore, these laws require federal aid recipients and other government entities to take affirmative steps to reasonably accommodate the disabled and ensure that their needs are equitably represented in transportation programs, services and activities.

Blueprint 2000 will make every effort to ensure that its facilities, programs, services and activities are accessible to those with disabilities. Blueprint 2000 will make every effort to ensure that its advisory committees, public involvement activities and all other programs, services and activities include representation by the disabled community and disability service groups.

Blueprint 2000 encourages the public to report any facility, program, service or activity that appears inaccessible to those who are disabled. Furthermore, Blueprint 2000 will provide reasonable accommodation to disabled individuals who wish to participate in public involvement events or who require special assistance to access facilities, programs, services or activities. Because providing reasonable accommodation may require outside assistance, organization or resources, Blueprint 2000 asks that requests be made at least seven (7) calendar days prior to the need for accommodation.

Questions, concerns, comments or requests for accommodations should be made to **Blueprint 2000's ADA officer:**

Shelonda Meeks
Title VI Coordinator
2727 Apalachee Parkway
Suite 200
Tallahassee, FL 32301
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Blueprint 2000

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DISCRIMINATION GRIEVANCE FORM

Complainant's Name		
Street Address		
City	State	ZIP Code
Telephone Number Home:	Other:	
Email Address:		

Person alleged to be the victim of discrimination, if different from above:

Name		
Street Address		
City	State	ZIP Code
Relationship:		

Person, event, facility or program alleged to have demonstrated discriminatory conduct:

Department or Division
Department or Division Contact (if any)
Phone number:

Person alleged to have witnessed the discrimination, if applicable:

Name		
Street Address		
City	State	ZIP Code
Relationship:		

Basis of discrimination (check all that apply):

<input type="checkbox"/>	Race / Ethnicity	<input type="checkbox"/>	Religion
<input type="checkbox"/>	National Origin	<input type="checkbox"/>	Age
<input type="checkbox"/>	Color	<input type="checkbox"/>	Disability
<input type="checkbox"/>	Sex	<input type="checkbox"/>	Genetic Information

Has a complaint been filed with any other federal, state, or local agency or with any federal or state court? Yes No

Federal Agency or Court	Contact
Telephone Number	Email
State Agency or Court	Contact
Telephone Number	Email
Local Agency	Contact
Telephone Number	Email
Other Agency	Contact
Telephone Number	Email

Limited English Proficiency Plan

I. BACKGROUND

The limited English Proficiency Plan addresses Title VI of the Civil Rights Acts of 1964, which prohibits discrimination based on race, color or national origin. In 1974, the U. S. Supreme Court affirmed that the failure to ensure a meaningful opportunity for national origin minorities, with limited-English proficiency, to participate in a federally funded program violates Title VI (Federal Aid Recipient Programs & Activities) regulations. Additionally, requirements are outlined in Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency signed on August 11, 2000. Its purpose is to ensure accessibility to programs and services to eligible persons who have limited proficiency in the English language.

Who is a Limited English Proficient Person?

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English can be limited English proficient, or “LEP.” The U.S. Census Bureau does not define limited English proficiency or non-limited English proficient populations. The Census’ American Community Survey (ACCS) data is based on categories of English-speaking ability: very well, and less than very well.

Determining the Need of Limited English Proficiency

As a recipient of federal funds, Blueprint 2000 must take reasonable steps to ensure meaningful access to the information and services it provides. As noted in the **Federal Register, Volume 70; Number 239 on Wednesday, December 14, 2005**, there are four factors to consider when determining “reasonable steps.” This is known as “**the four-factor analysis**” and is outlined below:

- **Factor 1: The number of proportion of LEP persons eligible to be served or likely to be encountered by Blueprint 2000 programs, services or activities.**
- **Factor 2: The frequency with which LEP individuals come in contact with these programs, services or activities.**
- **Factor 3: The nature and importance or the program, service, or activity to people’s lives.**
- **Factor 4: The resources available and the overall cost to the Blueprint 2000.**

The Department of Transportation (DOT) policy guidance gives recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. Below is a self-assessment of need in relation to the four-factors.

II. LIMITED ENGLISH PROFICIENCY SELF ASSESSMENT FOR BLUEPRINT 2000

Blueprint 2000 has assessed its programs and services using the following four (4) factor analysis.

Factor 1: the number or proportion of LEP persons eligible to be served or likely to be encountered by Blueprint 2000 programs, services or activities.

Blueprint 2000 conducts several advisory committee meetings, public meetings, public hearings and community meetings throughout the year. All meetings held by Blueprint 2000 are open to the public. However, a significant source of contact with local citizens is the Blueprint2000 website. Therefore, the encounters with LEP individuals would be at public meetings, outreach events in the community, and on the Blueprint 2000 webpage.

Data from Census Table B16001: Language Spoken at Home By Ability to Speak English for the Populations 5 Years and Over, from the U.S. Census Bureau 2009-2013 American Community Survey 5-Year Estimates, was gathered. It should be noted that for planning purposes, people that speak English “less than very well” are included in the analysis and only the top four language groups are examined.

The table below is derived from the U.S. Census Bureau’s 2009-2013 American Community Survey. It shows the number and percent of LEP persons 5 years and over, in total and by language in Leon County (Blueprint 2000 projects all lie within Leon County). Note: An LEP Person is defined as a one who speaks English “less than very well”.

Population 5 years and older	Number of LEP Persons	Percentage of LEP Persons	LEP Persons who speak Spanish		LEP Persons who speak French Creole		LEP Persons who speak Portuguese		LEP Persons who speak French (including Patois, Cajun)	
			Total	Percent	Total	Percent	Total	Percent	Total	Percent
263,489	25,396	9.64%	2,386	.91%	739	.28%	662	0.25%	330	0.13%

Table 1 shows that of the LEP persons within the Leon County area, .91% speak Spanish at home, making this the most significant language group as a percentage of the population. The second most common language of the area’s LEP population is French Creole, which makes up .28% followed by Chinese at .25% and French (including Patois, Cajun) at .13%.

Results from Factor 1 Analysis:

Although the percentage of LEP persons in Leon County is not significant enough to trigger a responsibility to provide services in languages other than English, Blueprint 2000 is committed to the principles of Title VI and will provide, with reasonable notice, interpreter and translation services when needed, upon request. Local interpreters for Spanish language will be provided within a reasonable time period through partnership with the Florida State University Department of Modern Languages &

Linguistics. Language interpretation may also be accessed for all other languages through a telephone interpretation service such as the *Language Line* and *Florida Relay 7-1-1*

Factor 2: The frequency with which LEP individuals come in contact with these programs, services or activities.

The four-factor analysis identified Spanish as the most significant language spoken by the LEP population in the Blueprint 2000 service area. The size of the overall LEP population in this region is relatively small. Blueprint 2000 has not received any requests for translation or interpretation of its program, services or activities into Spanish or any other language by LEP individuals or groups.

Results from Factor 2 Analysis: Based on the low LEP population, it is unlikely Blueprint 2000 staff will come into contact with LEP populations.

Factor 3: The nature and importance of the program, service, or activity to people's lives.

Blueprint 2000 believes that transportation is of critical importance to the public as access to health care, emergency services, employment and other essentials would be difficult or impossible without a reliable transportation system. To that end, Blueprint 2000 defines its information pertaining to transportation improvement projects as essential, along with the documents that advise the public of how to access its non-discrimination and public involvement policies.

Results from Factor 3 Analysis: Based on the services provided by Blueprint 2000, transportation project information deemed the most important. Adequate procedures are in place to ensure service to LEP individuals.

Factor 4: The resources available and the overall cost to Leon County.

Although there is a very low percentage of LEP individuals in Leon County, that is, persons who speak English "less than very well" the Blueprint 2000 will strive to offer the following measures:

1. The Blueprint staff will take reasonable steps to provide the opportunity for meaningful access to LEP clients who have difficulty communicating English.
2. The following resources will be available to accommodate LEP persons:
 - Local interpreters for Spanish language will be provided within a reasonable time period through partnership with the Florida State University Department of Modern Languages & Linguistics.
 - Language interpretation may also be accessed for all other languages through a telephone interpretation service such as the *Language Line* and *Florida Relay 7-1-1*.

Results from Factor 4 Analysis: Despite the low percentage of LEP individuals Blueprint 2000 is committed to provide for reasonable accommodations.

Summary:

The analyses of these factors suggest LEP services are not required at this time. However, Blueprint 2000 is committed to

- Provide notification of the availability of LEP assistance on the Blueprint 2000 web site and in public meeting notices
- Translate essential documents pertaining to transportation projects into Spanish upon request

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Public Involvement

In order to plan for efficient, safe, equitable and reliable transportation systems, Blueprint 2000 must have the input of the public. Significant resources are dedicated to gather public input and Blueprint 2000 actively encourages the participation of the entire community. Persons wishing to request presentations or services by Blueprint 2000 or submit suggestions for improvement of Blueprint 2000's public involvement may contact:

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Data Collection:

The Federal Highway Administration regulations require federal-aid recipients to collect racial, ethnic and other demographic data on beneficiaries of or those affected by transportation programs, services and activities. Blueprint 2000 accomplishes this through the use of census data, the Tallahassee-Leon County Planning Department and other methods. Should Blueprint 2000 find it necessary to request identification of certain racial, ethnic or other data from those who participate in its public involvement events, self-identification will always be voluntary and anonymous. Additionally, Blueprint 2000 will not release or otherwise use this data in any manner inconsistent with federal regulations.

Assurances:

Every three years, or commensurate with a change in Blueprint 2000 management, Blueprint 2000 must certify to FHWA and FDOT that its programs, services and activities are being conducted in a non-discriminatory manner. These certifications are assurances and, as such, document Blueprint 2000's commitment to non-discrimination and equitable service to the community and serve as a legally enforceable agreement by which Blueprint 2000 may be held liable for breach. The FDOT will supply the most current Assurance forms, which will be posted to the Blueprint 2000 website (www.Blueprint2000.org) upon completion.

Item # 6

Designation of Blueprint 2000
Clerk and Records Storage



Agenda Item

SUBJECT/TITLE: Designation of Blueprint 2000 Clerk and Records Storage	
Date: June 22, 2015	Requested By: Blueprint 2000 Staff
Contact Person: Autumn Calder	Type of Item: Consent

STATEMENT OF ISSUE:

Blueprint 2000 documents are stored at both the City of Tallahassee and the Leon County Clerk of the Circuit Court and Comptroller. However, many of these same documents are stored at the City due to the procurement, financial and human resource services provided to Blueprint by the City. In addition, Blueprint documents have been scanned to the City's Electronic Document Management System (EDMS). In an effort to centrally locate all Blueprint 2000 records and to reduce the duplication of efforts, staff is recommending that the Blueprint 2000 Clerk be designated to the City of Tallahassee Treasurer-Clerk, James O. Cooke IV or his successor.

SUPPLEMENTAL INFORMATION:

As a public agency, Blueprint 2000 is subject to the provisions of Florida Sunshine Law, FS Chapter 119. This law provides that any records made or received by any public agency in the course of its official business are available for inspection, unless specifically exempted by the Florida Legislature.

Designation of the Blueprint 2000 Clerk

The Amended and Restated Interlocal Agreement, January 27, 2003, for the Blueprint 2000 Intergovernmental Agency states in Part IV Board of Directors; Officers, Section 1. General:

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

The general duties of the Clerk are explained in Section 5. Clerk:

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

Blueprint 2000 Intergovernmental Agency
Transfer Blueprint 2000 Records Storage to City of Tallahassee
June 22, 2015

and shall in general perform all acts incident to the office of Clerk, subject to the control of the Board of Directors, the Chairperson, or the Vice Chairperson, as the case may be.

In 2003, the City of Tallahassee Commission and the Leon County Board of County Commission designated the Clerk of the Blueprint 2000 Intergovernmental Agency to be the Clerk of the Court, Mr. Bob Inzer or his successor. One of the stated advantages of the designation of the Clerk of the Court in the 2003 agenda item was the opportunity to “further spread Agency support” for Blueprint 2000 activities. Since 2003 when the Clerk of the Court was designated as the Blueprint 2000 Clerk, all official Blueprint records have been stored with the Leon County Clerk of the Circuit Court and Comptroller.

Since the designation of the Clerk in 2003, the only documents requiring the signature of the Blueprint 2000 Clerk were those regarding the issuance of municipal bonds.

Blueprint 2000 Procurement Services, Financial Services and Personnel Services

In 2002, the Intergovernmental Agency (IA) adopted the Blueprint 2000 Procurement Policy which includes the designation of City Procurement staff to provide the “same procurement role and responsibilities for Blueprint procurement activities as is done for City departments”. The responsibilities of this role include the storage of all Blueprint procurement documents and contracts.

All Blueprint 2000 financial services are managed by the City of Tallahassee Accounting Services.

City of Tallahassee Human Resources Department administers the employment services for nine of the Blueprint staff members (one staff member is served by Leon County).

2011 Blueprint 2000 Management Review

In 2011 a Management Review of Blueprint was completed. Finding #10 and Recommendation #10 regarding records management is below:

Finding #10: As an agency subject to the provision of the Florida Sunshine Law, BP2000 has an obligation to maintain records so they are reasonably accessible to the public as well as for internal business reasons. Although all records are obtainable as currently stored, it would be more efficient to maintain a central location for storage of all records.

Recommendation #10: Staff recommends that BP2000 designate the City as the central depository for all records, given that the majority of all records including financial, personnel, and contracts are currently housed with the City.

As a result of the Management Review, since 2012 Blueprint 2000 has been scanning all documents to the City of Tallahassee’s Electronic Document Management System (EDMS).

Summary

Currently, Blueprint 2000 documents are stored at both the City of Tallahassee and the Leon County Clerk of the Circuit Court and Comptroller. In an effort to centrally locate all Blueprint 2000 records

Blueprint 2000 Intergovernmental Agency
Transfer Blueprint 2000 Records Storage to City of Tallahassee
June 22, 2015

and to reduce the duplication of efforts, staff is recommending that the Blueprint 2000 Clerk be designated to the City of Tallahassee Treasurer-Clerk, James O. Cooke IV or his successor.

OPTIONS:

Option 1: Designate the City of Tallahassee Treasurer-Clerk, Mr. James O. Cooke, IV or his successor as the Clerk of the Blueprint 2000 Agency.

Option 2: Do not designate the City of Tallahassee Treasurer-Clerk, Mr. James O. Cooke, IV or his successor as the Clerk of the Blueprint 2000 Agency and retain Mr. Bob Inzer Clerk of the Leon County Circuit Court or his successor.

RECOMMENDED ACTION:

Approve Option 1: Designate the City of Tallahassee Treasurer-Clerk, Mr. James O. Cooke, IV or his successor as the Clerk of the Blueprint 2000 Agency.

Blueprint 2000 Project Definitions Report Consistency: Not Applicable

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

ATTACHMENT(S)

None

Item # 7

Status of Blueprint Bond
Counsel, Bond Disclosure
Counsel and Financial Advisor



Agenda Item

SUBJECT/TITLE: Status of Blueprint Bond Counsel, Bond Disclosure Counsel and Financial Advisor	
Date: June 22, 2015	Requested By: Blueprint 2000
Contact Person: Debra Schiro	Type of Item: Consent

STATEMENT OF ISSUE:

This item is to inform the Intergovernmental Agency of the expired status of Blueprint’s agreements with its Bond Counsel, Bond Disclosure Counsel and Financial Advisor and to outline the schedule and process to select and hire firms to provide these services in the future.

Additionally this item provides a recommendation for obtaining these services if the need arises prior to executing new agreements.

SUPPLEMENTAL INFORMATION:

In 2002 utilizing the Request for Proposal (RFP) process Blueprint selected and hired, Bryant, Miller and Olive, P.A. as its Bond Counsel, Holland and Knight, LLP as its Bond Disclosure Counsel and Public Financial Management, Inc, as its Financial Advisor. A contract was executed with each firm, which pursuant to the terms of each contract has expired.

Blueprint in anticipation of future bonds being issued prior to December 2019 believes it needs to obtain the services these firms provide and proposes to do so by issuing separate Requests for Proposals (RFP) for bond counsel, bond disclosure counsel and financial advisor. It is anticipated that the RFPs will be issued and the process of selection completed so that requests for contract awards can be presented to the IA at the February 2016 meeting.

The contracts to be awarded will be for five (5) years, with an option to renew for an additional five (5) years, thus ensuring Blueprint has representation for its bonding requirements not only through December 2019, but as it transitions into Blueprint’s 2020 program.

Blueprint has consulted with the City and County on this matter and it is believed there will be no impact to Blueprint to delay making these selections until February 2016 because Blueprint does not intend to have a bond issue for “new money” nor will there be a bond issue to refund any outstanding debt before next February.

Additionally if Blueprint needs something minor from counsel before next February it can request the services of Bryant Miller & Olive, P.A., which is currently bond counsel for both the City and the County. Should Blueprint have a more significant need from counsel it could enter

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Status of Blueprint Bond Counsel, Bond Disclosure Counsel and Financial Advisor

Meeting Date: June 22, 2015

into a separate fee arrangement with this firm to provide those services on a temporary, as needed, basis.

Blueprint intends to work closely with the City and County through this process and anticipates that the selection committee will be the City and County attorneys, Blueprint's attorney, Jim Cooke, Bob Inzer, Lonnie Ballard and Alan Rosenzweig.

RECOMMENDED ACTION: Accept Staff's Report.

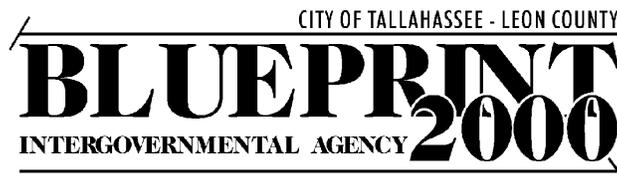
Action by TCC and CAC: Not presented to either committee.

ATTACHMENTS:

None.

Item # 8

Election of Intergovernmental
Agency Vice Chair



Agenda Item

SUBJECT/TITLE: Election of Intergovernmental Agency Vice Chair	
Date: June 22, 2015	Requested By: Chair N. Maddox
Contact Person: Autumn Calder	Type of Item: Discussion

STATEMENT OF ISSUE:

The IA is required to elect a Vice-Chairperson for the Blueprint 2000 Intergovernmental Agency.

SUPPLEMENTAL INFORMATION:

The By-Laws of the Agency specify:

1. The Vice-Chairperson shall be elected for a term of two years, the second of which will be as Chairperson.
2. The Chairman shall serve for a period of one year effective June 1.
3. The Chair of the Agency shall rotate annually between the City and County Commissions.

The past IA Vice-Chairperson and the incoming/current IA Chair is County Commissioner Nick Maddox. The newly elected Vice Chairperson should be a City Commissioner. Below is a list of the IA Chair from 2008 to current.

September 2008- February 2009	Commissioner Andrew Gillum
June 2009 – February 2010	Commissioner Jane Sauls
June 2010 – May 2011	Commissioner Mark Mustian
June 2011 – May 2012	Commissioner Bryan Desloge
June 2012 – May 2013	Commissioner Nancy Miller
June 2013 – May 2014	Commissioner Kristin Dozier
June 2014 – May 2015	Commissioner Scott Maddox
June 2015 – May 2016	Commissioner Nick Maddox (current)

RECOMMENDED ACTION:

The Agency is to conduct an election for a Vice-Chairperson in accordance with the approved By-Laws.

Action by TCC and CAC:

Not presented to either committee.

ATTACHMENT(S):

None

Item # 9

Cascades Park Amphitheater
Sound Study Update

(to be provided at the meeting)

Item # 10

Proposed Lake Lafayette
Sensitive Land Purchase



Agenda Item

SUBJECT/TITLE: Proposed Lake Lafayette Sensitive Land Purchase	
Date: June 22, 2015	Requested By: Chair N. Maddox
Contact Person: Wayne Tedder/Autumn Calder	Type of Item: Presentation/Discussion

STATEMENT OF ISSUE:

The Buck Lake Alliance (BLA) has proposed to utilize Blueprint 2000 funds as a match for a Florida Forever grant to purchase 373 acres in the Upper Lake Lafayette Basin. This agenda item presents an analysis of the utilization of Blueprint funds with regard to consistency with the original Blueprint 2000 Project Definitions Report, the 2020 Sales Tax Extension Project Lake Lafayette and St. Marks Regional Linear Park, and the current City and County Urban Services Area strategies.

SUPPLEMENTAL INFORMATION:

Background

A proposal from the Buck Lake Alliance (BLA) to utilize Blueprint 2000 funds as a match for a Florida Forever grant to purchase 373 acres in the Upper Lake Lafayette Basin was received on April 20, 2015. See **Attachment 1** for a copy of the formal request. However, Blueprint staff has been aware of the BLA's interest in a partnership with Blueprint 2000 since fall 2014 and met with representatives on February 12 and April 15, 2015. Leon County staff was in attendance in the April meeting. The 373 acre subject area is currently part of the approved Fallschase Planned Unit Development.

Buck Lake Alliance/Upper Lake Lafayette Protection Preserve

In December 2014, the Buck Lake Alliance was successful in their application to list the Upper Lake Lafayette Protection Preserve (ULLAPP) on the State's Florida Forever Conservation Land Acquisition List (the ULLAPP was merged with the Wakulla Springs Protection Zone Project which is ranked as a top priority acquisition project). The ULLAPP project focuses on the acquisition and preservation of 373 acres adjacent to Upper Lake Lafayette. See **Attachment 2** for a location map. In its entirety, the ULLAPP proposes to:

- Protect the aquifer
- Protect the upland forest and slope
- Preserve the historical and archaeological resources
- Open the property and resources to the public

The April 20 proposal from the Buck Lake Alliance proposes that the IA consider funding the ULLAPP in the ways listed below. The BLA preference is to acquire the entire 373 acre parcel. However, they have provided other options for Blueprint funding but with the BLA still pursuing Florida Forever funding to acquire the remaining land.

- First and foremost, a contribution of \$1 to \$2 million dollars for the acquisition of the Fallschase parcel, with the remaining funds coming from Florida Forever state funds, and other state and national conservation grant programs
- Monies to purchase the approximately 50 sensitive acres along the north shore of the lake (running west to east) above the 54 foot flood level (\$1.25 million @ \$25,000 per acre)
- Monies to create a “northshore” trail connecting the Lake Lafayette Heritage Trail and other existing trails leading to the Apalachee Regional Park (\$180,000 - \$250,000)
- Monies to erect fencing and signage as a passive means to protect the natural and cultural assets of the property until a detailed conservation and recreation plan can be developed, and budgets can be calculated

Should the IA decide to support the acquisition of all or part of the ULLAPP, or if the BLA is successful in finding an alternate partner to match to the grant, the project could be included in the Division of State Lands 2016 Work Plan and efforts to acquire the property would begin after October 2015.

If successful in acquisition, the Florida Wildlife Federation (FWF) has committed to management of the site for an unknown period of time. **Attachment 3** contains the FWF letter of support and Management Prospectus.

Fallschase DRI Development Agreement

The proposed 373 acre acquisition is a part of the recorded Fallschase DRI Development Agreement. On December 12, 2005, Leon County and AIG Baker entered into a Chapter 163 (Florida Statutes) Development Agreement, which was recorded in the Public Records of Leon County as Official Record Book 3420, Page 2132 - Fallschase DRI Development Agreement (the “Agreement”). The Agreement includes a number of development entitlements, such as 750,000 square feet of commercial/retail use, 1,514 dwelling units, and 35,000 square feet of office use. The entitlements were in exchange for a number of commitments from AIG Baker, including donation of 200 acres located along the north side of Upper Lake Lafayette, dedication of a one acre tract of land for public use, as well as several transportation-related improvements and dedications at Buck Lake Road, Mahan Drive and Weems Road. The Agreement also includes several Exhibits, one of which contains an additional agreement with the Buck Lake and Weems neighborhoods (Buck Lake – Fallschase Agreement or “BLA Agreement”).

The Agreement required establishment of a Planned Unit Development (PUD) district and concept plan, which were later approved in 2006 (Ordinance No.: 06-02). Since 2006, several development applications have been approved, and the following buildings have been constructed in the Commercial Mixed-Use District of the PUD: Costco, Wal-Mart, Bass Pro Shops (formerly Sportsman’s Warehouse), Retail “C” (currently under construction) and a McDonald’s. As of the date of this report, approximately 478,840 square feet of

commercial/retail development has been constructed within the PUD. All of the entitlements for residential and office development remain available.

In 2007, AIG Baker received site plan approval from the Development Review Committee (DRC) for a mixed-use, pedestrian-oriented development proposal within the "Village Center." However, not long after the site plan was approved, the economy fell into a recession and the plans eventually expired. Eventually, ownership of the property changed and the undeveloped commercial property within the Village Center sat dormant for several years.

In 2013, Lormax Stern, representing the new owner of the undeveloped commercial properties (CPP Fallschase II, LLC and CPP Fallschase II SPE, LLC), approached the County with plans to subdivide the Village Center. Leon County is working with the owner on the Village Center application.

Leon County Population Accommodation

A fundamental planning strategy since the adoption of the Comprehensive Plan in 1992 was the promotion of orderly growth within our urbanized area and limit urban sprawl. While urban sprawl has occurred within the community, the Comprehensive Plan policies have generally done a good job of limiting sprawl since the adoption of the plan. The Comprehensive Plan has continuously been tweaked over the years to strike a balance between the needs for responsible growth and the preservation of our natural/agricultural areas that make Leon County a desirable community to live, work and play.

Long term planning analysis completed by the Planning Department has indicated the availability of sufficient undeveloped and underdeveloped properties to accommodate the housing needs of our community for the next 30 years. However, it has not been determined if and when many of these properties will become available for development and/or redevelopment. The Fallschase property is just one of seven major (approved) developments within Leon County that provides for substantial residential development to meet the community's long term need. Just recently, County Administration, Commissioner Desloge, and staff meet with a number of local developers who indicated that there currently exists a lack of available large land tracks for new residential developments. Removal of the subject property, a willing seller, from the list of available large land holdings could further limit the ability to accommodate housing needs for the community.

The subject property is well within the Urban Services Area (USA) which is where a majority of the desired future growth of the community is intended to be located. Additionally, all prerequisite urban infrastructure (water, sewer, electric, mass transit, etc.) is readily available. Removal of all of this prime urban area for future development/population accommodation will result in additional pressures to prematurely expand the USA into the rural and urban fringe areas of the community.

Blueprint 2000 Project Definitions Report Consistency

Acquisition of the Fallschase Parcel to protect and preserve Lake Lafayette Sink and to provide trail connections to and within public lands is consistent with the Blueprint 2000 Project Definitions Report for Map 6, Lake Lafayette Basin. The project description is included as **Attachment 4**.

2020 Sales Tax Extension Project Consistency

Providing a trail connection through the Fallschase property along the north shore of Upper Lake Lafayette (running west to east) would enhance the Lake Lafayette and St. Marks Regional Linear Park and is therefore consistent with the goals of this project. The project description and map are included in **Attachment 5**.

On April 1, 2015, the IA adopted 13 funding and prioritization strategies for moving forward with the 2020 projects, and the IA discussed the shortfall between the estimated cost of the 2020 projects and the estimated amount of sales tax revenues over the 20 year period. Leveraging sales tax revenues through federal, state, and public/private partnerships will maximize opportunities to implement the complete list of 2020 projects. The Florida Forever grant provides a leveraging opportunity consistent with the IA directed approach to leverage sales tax revenues.

Staff Recommendation

In order to balance the future development/population accommodation in Leon County with the Blueprint 2000 directive to protect sensitive lands and water quality, staff recommends allocating up to \$750,000 to match the Florida Forever grant to purchase the approximately 50 acres along the north shore of Lake Lafayette within the Fallschase Planned Unit Development. Depending on the value of the property and the Florida Forever match, it is estimated that the Blueprint contribution would be between 40% (\$500,000) and 60% (\$750,000) of the total contract price. Additionally, staff recommends allocating \$300,000 in Fiscal Year 2017 to construct the trail system consistent with the 2020 Lake Lafayette and St. Marks Regional Linear Park project and to erect fencing and signage to protect the natural and cultural assets of the property.

OPTIONS:

- Option 1.** Staff recommends allocating up to \$750,000 to match the Florida Forever grant to purchase the approximately 50 acres along the north shore of Lake Lafayette within the Fallschase Planned Unit Development. Depending on the value of the property and the Florida Forever match, it is estimated that the Blueprint contribution would be between 40% (\$500,000) and 60% (\$750,000) of the total contract price. Additionally, staff recommends allocating \$300,000 in Fiscal Year 2017 to construct the trail system consistent with the 2020 Lake Lafayette and St. Marks Regional Linear Park project and to erect fencing and signage to protect the natural and cultural assets of the property.
- Option 2.** Allocate up to \$2,300,000 for grant matching funds to acquire the total 373 acres of residential lands within the Fallschase Planned Unit Development for the purposes of conservation and trail construction.
- Option 3.** Do not allocate any funds for grant matching purposes to acquire properties within the Fallschase Planned Unit Development.
- Option 4.** Board direction.

Blueprint 2000 Intergovernmental Agency Agenda Item
Item Title: Proposed Lake Lafayette Sensitive Land Purchase
Meeting Date: June 22, 2015

RECOMMENDED ACTION:

Approve Option 1: Staff recommends allocating up to \$750,000 to match the Florida Forever grant to purchase the approximately 50 acres along the north shore of Lake Lafayette within the Fallschase Planned Unit Development. Depending on the value of the property and the Florida Forever match, it is estimated that the Blueprint contribution would be between 40% (\$500,000) and 60% (\$750,000) of the total contract price. Additionally, staff recommends allocating \$300,000 in Fiscal Year 2017 to construct the trail system consistent with the 2020 Lake Lafayette and St. Marks Regional Linear Park project and to erect fencing and signage to protect the natural and cultural assets of the property.

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

ATTACHMENTS:

Attachment 1: Buck Lake Alliance April 20, 2015 Letter

Attachment 2: Upper Lake Lafayette Aquifer Protection Preserve/Fallschase Residential Property Location Map

Attachment 3: Florida Wildlife Federation June 2, 2015 Letter of Support and Management Prospectus

Attachment 4: Blueprint 2000 Project Definitions Report, Map 6, Lake Lafayette Basin

Attachment 5: Sales Tax Extension 2020 Project: Lake Lafayette and St. Marks Regional Linear Park

SENT VIA E-MAIL: April 25, 2015

Mr. Wayne Tedder, Director
Blueprint 2000
2727 Apalachee Parkway, Suite 200
Tallahassee, FL 32301

April 24, 2015

Dear Mr. Tedder,

First, let me thank you and Autumn Calder for hosting the April 15th meeting to discuss the Florida Forever project and the Blueprint 2000 program. The Buck Lake Alliance (BLA) greatly appreciated the opportunity to present our proposal for the Blueprint 2000 team's participation in the acquisition of the Upper Lake Lafayette Aquifer Protection Project (ULLAPP) (AKA the Fallschase parcel). We welcomed the chance to clarify our request that Blueprint funds in the amount of \$1 to 2 million be committed to match Florida Forever state funding and make possible the acquisition of sensitive lands. The purpose of this letter is to state the ways in which this commitment of funds would align with and support specific Blueprint 2000 and Beyond initiatives.

DIRECT ALIGNMENT of ULLAPP and BLUEPRINT 2000

As you know, the ULLAPP project focuses on 373 acres of sensitive land that was added to the State's Florida Forever Conservation Land acquisition list in December 2014 and merged with the existing Wakulla Springs Protection Zone project (which is ranked as a top priority acquisition project). The BLA is confident that the ULLAPP project is directly aligned with the Blueprint 2000 program goal "to protect lakes and water quality; reduce flooding; expand and operate parks and recreational areas." The BLA also believes that the Fallschase parcel is directly comparable to other sensitive lands acquired by Blueprint 2000, including the Fred George and Copeland Sinks, Lake Lafayette Floodplain and St. Marks Headwaters projects. The acquisition of the Fallschase parcel (whole or partial) will directly align with the Blueprint 2000 "quality of life" component exemplified in such projects as the *Lake Lafayette and St. Marks Regional Linear Park*. The ULLAPP strengthens quality of life in the following areas:

- Trail Improvements
- Stormwater management and relief to property owners (including Aquifer protection and water quality)
- Ecosystem protection/restoration (including Aquifer protection and water quality)

Trail Improvements

Trail improvements that include off-road trails from Upper Lake Lafayette to the St. Marks headwaters are proposed in the "Lake Lafayette and St. Marks Regional Linear Park." However, without acquiring land along the northern shore, these linkages to other existing trails are not possible. Acquisition of the Fallschase parcel is critical to make these linkages possible.

Stormwater Management and Aquifer Protection

The Upper Lake Lafayette Aquifer Protection project (ULLAP) is consistent with the Blueprint 2000 aim to better manage stormwater, and protect lakes and water quality. The Upper Floridan Aquifer is the primary drinking water aquifer in Leon and Wakulla counties and also provides the water that discharges from numerous springs to the south including Wakulla, St. Marks, Wacissa and other smaller springs. By conserving the Fallschase parcel, the ULLAP will provide additional buffers adding watershed protection for Upper Lake Lafayette, the Floridan Aquifer and Wakulla Springs. The Floridan Aquifer supplies local drinking water and is source water for Wakulla Springs and is the largest first magnitude spring in this region. The Upper Lake Lafayette Aquifer Protection project seeks to extend a contiguous system of conservation lands designed to offer protection to the Lake Lafayette basin and upper St. Marks River.

Ecosystem Protection/Restoration and Aquifer Protection

Further, the acquisition of the Fallschase parcel is consistent with Blueprint 2000 objective of ecosystem protection and restoration..., by protecting and conserving natural resources, such as sensitive slopes, hardwood slope forest, wetlands, drainage features, a freshwater spring, karst features and associated fish and wildlife resources, as well as over fifty species of rare plants that occur in this community. Upper Lake Lafayette is an active karst basin where lake-bottom sinks and most importantly the large swallet, Fallschase Sink, drain water into the Floridan Aquifer. According to the *Lake Lafayette and St. Marks Regional Linear Park* project proposal, “ecosystem restoration will be achieved through stream restoration... and exotic/invasive plant management”—these are noteworthy components of the ULLAP management plan. Native Florida species will be conserved and managed to protect the soils and prevent erosion as outlined in the management plan.

OTHER BENEFITS IN SUPPORT OF BLUEPRINT 2000

Wildlife Protection

Regarding wildlife in and around the parcel, approximately 74 percent of the parcel lies within a designated Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Area (SHCA) for the American Swallow-tailed kite (*Elanoides forficatus*) and Cooper’s hawk (*Accipiter cooperii*). Neotropical migrant species, which are in decline due to loss of habitat, utilize hardwood hammocks during spring and fall migration as stopover and foraging habitat. The Fallschase parcel and Upper Lake Lafayette basin act as feeding grounds for wildlife as they migrate north and south of our immediate areas. This area is an existing wildlife corridor from Upper Lake Lafayette to the St. Marks River. Conservation and protection would create a natural corridor approximately seven miles long for passive uses by residents and the “wildlife” visitors. The Fallschase parcel and lakebed are located less than five miles from the Chaires wood stork colony for the endangered wood stork the largest in the region.

Preservation of Cultural Resources

The cultural resources found on the Fallschase parcel are very impressive. The original property contained 10 archaeological sites, three of which have been destroyed by the development of the Meadow Hills subdivision and the Fallschase commercial area. The remaining 7 sites consist of both prehistoric and historic artifact scatters, a habitation site, campsite, and the large platform mound. The large platform mound (8LE02) was described by archaeologist Gordon Willey in *Archaeology of the*

Mr. Wayne Tedder

April 24, 2015

Page | 3

Gulf Coast as follows: "...there is a flat-topped pyramidal mound of clay surrounded by fields which bear evidence of having an old village site. The mound... is about 36 meters (ca. 120 feet) on a side at the base. [The] mound must date from the Fort Walton period (1000-1500 AD)."

Recreational Opportunities

Lastly, the Upper Lake Lafayette project offers a variety of recreational opportunities including Greenways and Trails, Lake Lafayette Passage Paddling Trail, bluff viewscapes of Upper Lake Lafayette, Great Florida Birding and Wildlife Trail, all abutting the Fallschase Sink. This parcel should become a "recognized" component of a network of public lands surrounding Lake Lafayette, including the Lake Lafayette Heritage Trail, J.R. Alford Greenway, L. Kirk Edwards Wildlife and Environmental Area, and the St. Marks River Preserve State Park. It is already an "unofficial" pathway for wildlife and human alike to enjoy the greenways of nature—the natural pathways we need so much in our hectic lives, and enjoy the "qualities of life."

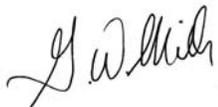
FINANCIAL SUPPORT for ULLAPP

The BLA is proposing that you consider financial support in the following ways:

- First and foremost, a contribution of \$1 to \$2 million dollars for the acquisition of the Fallschase parcel, with the remaining funds coming from Florida Forever state funds, and other state and national conservation grant programs
- Monies to purchase the approximately 50 sensitive acres along the north shore of the lake (running west to east) above the 54 foot flood level (\$1.25 million @ \$25,000 per acre)
- Monies to create a "northshore" trail connecting the Lake Lafayette Heritage Trail and other existing trails leading to the Apalachee Regional Park (\$180,000 - \$250,000)
- Monies to erect fencing and signage as a passive means to protect the natural and cultural assets of the property until a detailed conservation and recreation plan can be developed, and budgets can be calculated

We appreciate your consideration of our proposal and hope that Blueprint 2000 will partner with us to protect Upper Lake Lafayette and provide a special place for Leon County's residents and visitors to explore, recreate, and learn about our unique cultural resources.

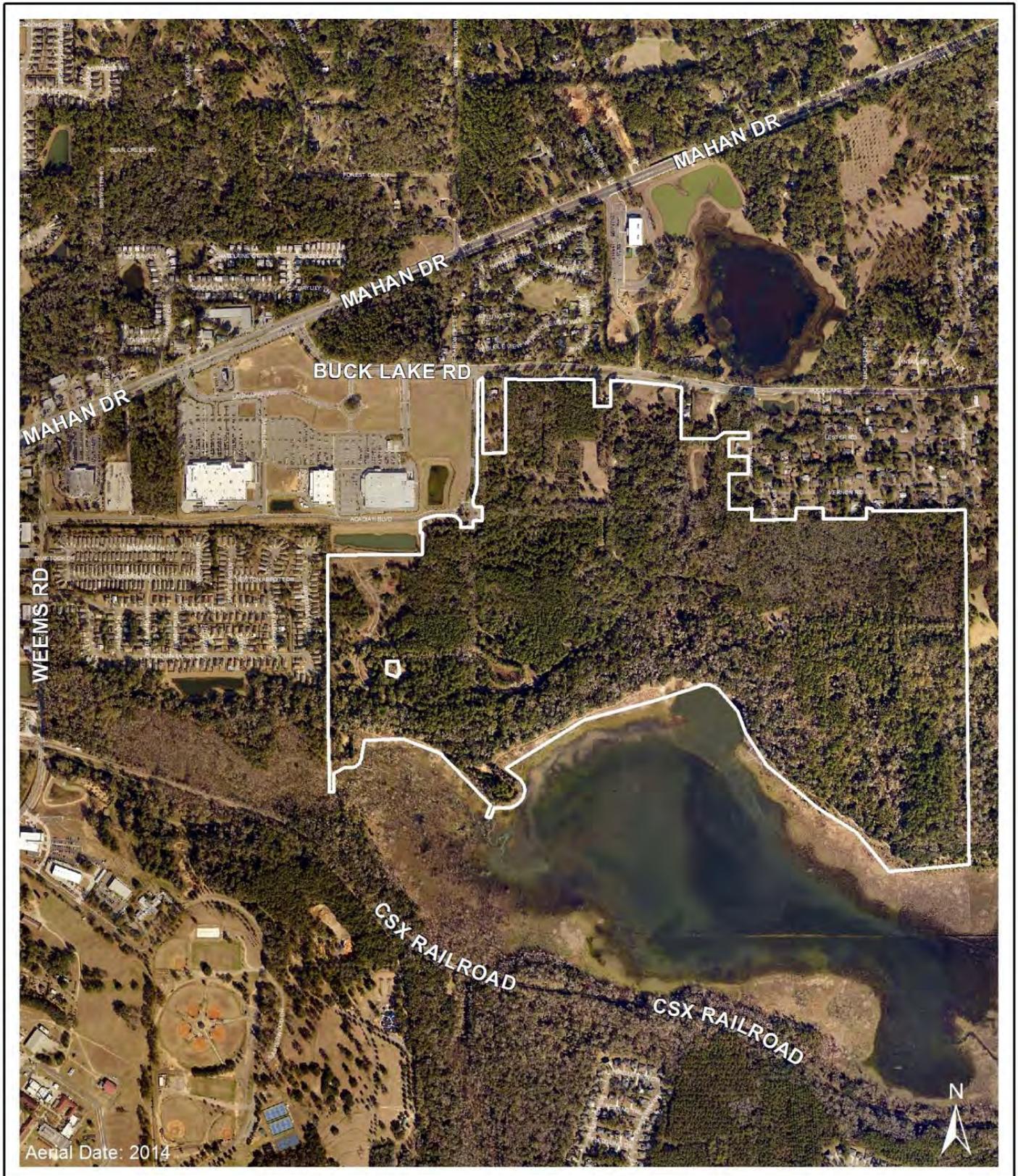
Sincerely,



Gerry Miller, President
Buck Lake Alliance

Upper Lake Lafayette Aquifer Protection Preserve/Fallschase Residential Location Map

373 Acres





Keeping the Wild in Florida since 1936!

www.fwfonline.org

Manley K Fuller | President

P.O. Box 6870, Tallahassee, FL 32314-6870

2545 Blairstone Pines Dr., Tallahassee, FL 32301

Phone: (850) 656-7113

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AFFILIATED WITH THE NATIONAL WILDLIFE FEDERATION

June 2, 2015

RE: Blueprint 2000/ Upper Lake Lafayette Aquifer Protection Preserve

Dear Leon County Commissioners/Intergovernmental Agency:

On behalf of the Florida Wildlife Federation, we ask that you please support the Upper Lake Lafayette project with Blueprint 2000 funds. Acquisition of this tract will provide aquifer protection not only for Lake Lafayette, but downstream to Wakulla Springs. It will also add to existing public walking trails and greatly enhance public wildlife viewing opportunities near urban Tallahassee. As indicated in the submitted management plan, the “overarching goal [of acquisition] is to provide for the health and well-being of the public, environmental education, preservation of wildlife, and maintenance or restoration of habitats and water quality.” Moreover, a Native American Mound archeological site (likely part of a village) is on the property.

Abutting the Fallschase Sink, the subject parcel would be part of a network of public lands surrounding Upper Lake Lafayette, and would link to the Lake Lafayette Heritage Trail, J.R. Alford Arm Greenway, L. Kirk Edwards Wildlife and Environmental Area and the St. Marks River Preserve State Park. Intentions are to develop trails on this parcel to connect to the existing network for recreational use.

Environmental considerations are a critical part of the Blueprint program, and the protection of this tract for public use fits perfectly into that purpose. Moreover, the site would serve as an economic driver. Wildlife viewing (including bird watching) is a \$5 billion business in Florida, and Florida ranks near the top in the nation for visits to view wildlife. It is hard to imagine an area more replete with native wildlife than this property and the adjacent lake.

Lastly, it is intended that any funding offered by the Intergovernmental Agency would be leveraged by state monies, likely through the Florida Forever program.

Thank you very much for your consideration.

Cordially,

Preston T. Robertson

Preston T. Robertson

Vice-President/General Counsel

Upper Lake Lafayette Aquifer Protection Preserve Florida Forever Management Prospectus

Prepared by the Florida Wildlife Federation

November 2014

This plan will provide guidance to manage the Upper Lake Lafayette Aquifer Protection Preserve (ULLAPP) property immediately following acquisition and prior to developing a comprehensive and detailed plan. This plan will function to secure the property and provide appropriate public access until more detailed plans are developed.

Within a reasonable time following acquisition and transfer of management responsibilities to the management agency Florida Wildlife Federation (FWF) will assemble a ULLAPP Management Advisory Committee. The Committee will consider management needs of the property and assist the FWF in the development of a 5 year land management plan. The Committee will be established and operated consistent with applicable state policies and procedures. At a minimum the Committee will include representatives from neighborhood groups, citizens, local governments and agencies with management expertise. The plan will include, but may not be limited to, provisions to protect natural resources, appropriate and sustainable public access and uses, solicit and engage public and private management partners, and secure funding for future management needs.

Management Policy Statement: To protect and conserve natural and cultural resources including but not limited to slopes, hardwood slope forest, wetlands, drainage features, springs and spring run, karst features and associated fish and wildlife resources. Upper Lake Lafayette is an active karst basin where lake bottom sinks and most importantly the large swallet, Fallschase Sink, drain water into the Floridan Aquifer, the local drinking water supply and source water for Wakulla Springs, the largest first magnitude spring in this region.

Qualifications for state designation: The property contains 10 archaeological sites, three of which have been destroyed. These sites consist of both prehistoric and historic artifact scatters, a habitation site, campsite, and the large platform mound. The large platform mound (8LE02) was described by archaeologist Gordon Willey in *Archaeology of the Gulf Coast* as “Lake Lafayette lies less than 10 miles southeast of Lake Jackson. About one mile northwest of the northwest tip of Lake Lafayette there is a flat-topped pyramidal mound of clay surrounded by fields which bear evidence of having an old village site. The mound is oriented north-northeast by south-southwest and is about 36 meters (ca. 120 feet) on a side at the base. The only visible excavations (in this case, potholes) are in the top. In 1940 a collection of pottery was gathered from the surrounding village. The village and site and mound must date from the Fort Walton period (1000-1500 AD).” The Florida Master Site File lists the historic dairy barn and abandoned house, both built in the frame vernacular style in or around 1940.

Lake Lafayette is a prairie lake formed by the slow dissolution of limestone over thousands of years. Originally a tributary of the St Marks River, this dissolution process

lowered the lake floor such that the lake and drainage basin rarely drain to the St Marks River, and instead drains westward toward Upper Lake Lafayette and Fallschase Sink. There are sinkholes (swallets) in the bed of the lake that periodically allow the lake to completely drain into the underlying Floridan Aquifer system. The largest of these sinkhole features is located adjacent to the Fallschase parcel in the bed of the lake. The 30-40 foot bluffs that we see today along the south and north shores are a product of this karst process. Karst features, including multiple still active sinks run north-south through the ULLAPP from Fallschase Sink to Buck Lake (offsite). As a prairie lake, the water levels change dramatically in response to rainfall ranging from a dry basin to a 300 acre lake. The limestone of Fallschase Sink is the Lower Miocene St. Marks Formation that comprises part of the Upper Floridan Aquifer in this area. The Upper Floridan Aquifer is the primary drinking water aquifer in Leon and Wakulla counties and also provides the water that discharges from numerous springs in the area including Wakulla, St. Marks, Wacissa and other smaller springs.

The parcel is upland hardwood slope forest premier example of an upland hardwood forest. Over fifty species of rare plants occur in this community throughout its range. The (*Hexastylis arifolia*) Little Brown Jug has been documented on the site.

Provides watershed protection for Upper Lake Lafayette, the Floridan Aquifer, and Wakulla Springs.

Approximately 95 percent of the proposal area is habitat for a range of three or more focal species (imperiled or rare wildlife).

Approximately 74 percent of the parcel lies within a designated Florida Wildlife Commission Strategic Habitat Conservation Area (SHCA) for the American Swallow-tailed kite (*Elanoides forficatus*) and Cooper's hawk (*Accipiter cooperii*).

Neotropical migrant species, which are in decline due to loss of habitat, utilize hardwood hammocks during spring and fall migration as stopover and foraging habitat. Migrants or winter resident migrants supported by these habitat types include hermit thrush (*Catharus guttatus*), winter wren (*Troglodytes hiemalis*), blue-headed vireo (*Vireo solitarius*), ruby-crowned kinglet (*Regulus calendula*), veery (*Catharus fuscescens*), chestnut-sided warbler (*Setophaga pensylvanica*), yellow-rumped warbler (*Setophaga coronata*), black-and-white warbler (*Mniotilta varia*), ovenbird (*Seiurus aurocapillus*), American redstart (*Setophaga ruticilla*), scarlet tanager (*Piranga olivacea*), and rose-breasted grosbeak (*Pheucticus ludovicianus*). Breeding birds that also use these habitats include yellow-billed cuckoo (*Coccyzus americanus*), chuck-will's-widow (*Antrostomus carolinensis*), yellow-throated vireo (*Vireo flavifrons*), wood thrush (*Hylocichla mustelina*), northern parula (*Setophaga americana*), yellow-throated warbler (*Setophaga dominica*), pine warbler (*Setophaga pinus*), Kentucky warbler (*Geothlypis formosa*), hooded warbler (*Setophaga citrina*), and summer tanager (*Piranga rubra*).

The natural and manmade wetlands, combined with the clay upland soils on the project are suitable habitat for both larval and adult tiger salamander (*Ambystoma tigrinum*)

which is known to occur in the vicinity of the project area. The wetlands and small seepage streams provide habitat for other amphibians. The adjacent Upper Lake Lafayette supports the entire suite of wading birds that occur in the region including the endangered wood stork (*Mycteria Americana*). The project area is located less than five miles from the Chaires wood stork colony, the largest in the region. The exotic island applesnail (*Pomacea insularum*) is present in Upper Lake Lafayette and along the southern edge of the ULLAP and, while undesirable, this species is readily eaten by the limpkin (*Aramus guarauna*). Least terns (*Sternula antillarum*) are sometimes observed on Upper Lake Lafayette and adjacent Lake Piney Z.

ULLAPP provides the missing link in the existing wildlife corridor to the St. Marks River and St. Marks River Preserve State Park.

Recreational Opportunities

Greenways and Trails for hiking, running, and photography.

Lake Lafayette Passage Paddling Trail for canoeing/kayaking.

Bluff Viewscapes of Upper Lake Lafayette

Great Florida Birding and Wildlife Trail Addition for birding.

Abutting the Fallschase Sink, this parcel is part of a network of public lands surrounding Lake Lafayette, including the Lake Lafayette Heritage Trail, J.R. Alford Arm Greenway, L. Kirk Edwards Wildlife and Environmental Area, and St Marks River Preserve State Park. Intentions are to develop trails on this parcel to connect to this existing network for recreational use. Native Florida species will be conserved and managed to protect the soils and prevent erosion.

Manager: The Florida Wildlife Federation will manage the Upper Lake Lafayette Aquifer Protection Preserve land.

Conditions affecting the intensity of management: The property is adjacent to commercial development to the west and residential property to the southwest and north. Chain link fencing is present along most of the north property line adjacent to the Meadow Hills subdivision (one lot does not have chain link fencing). The north half of the eastern property line has post with 4" mesh wire fencing. This fencing ends at the south end of the southern-most pasture. The large platform mound is located less than 500 feet from the closest residential property and is covered by mature mixed forest. Invasive plant species have been observed onsite and will require immediate attention. Soil protection and vegetative cover will offer the best water quality protection for Upper Lake Lafayette.

BLUEPRINT 2000 Project Summary
Map 6
Lake Lafayette Basin

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

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

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

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

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

Land Use:

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

Transportation:

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

Stormwater:

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

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

Greenways:

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

III.SPECIAL CONSIDERATIONS:

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

IV. COST ESTIMATES:

Map 6 costs are estimated to be as follows:

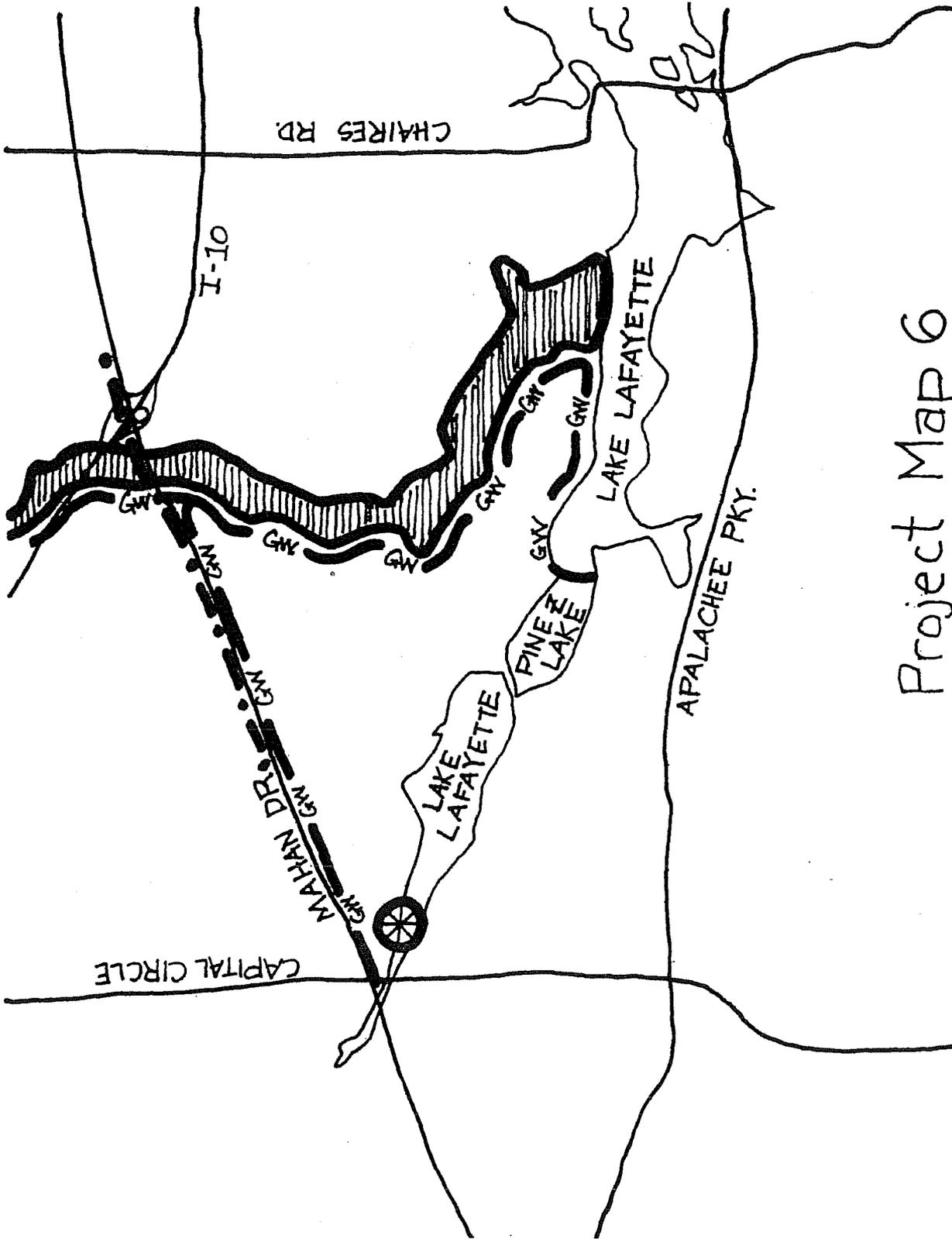
Road Right-of-Way	\$	6.2 million
Road Construction	\$	12.4 million
Enhanced Stormwater Treatment for Road Widening	\$	1.9 million
Gateway Enhancements	\$	0.9 million
Floodplain Acquisition (1 parcel, 60 acres)	\$	1.5 million
Stormwater Infrastructure Enhancements (includes pond, culverts and road elevation)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

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

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

Interstate 10 Interchanges:

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



Project Map 6

Legend

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



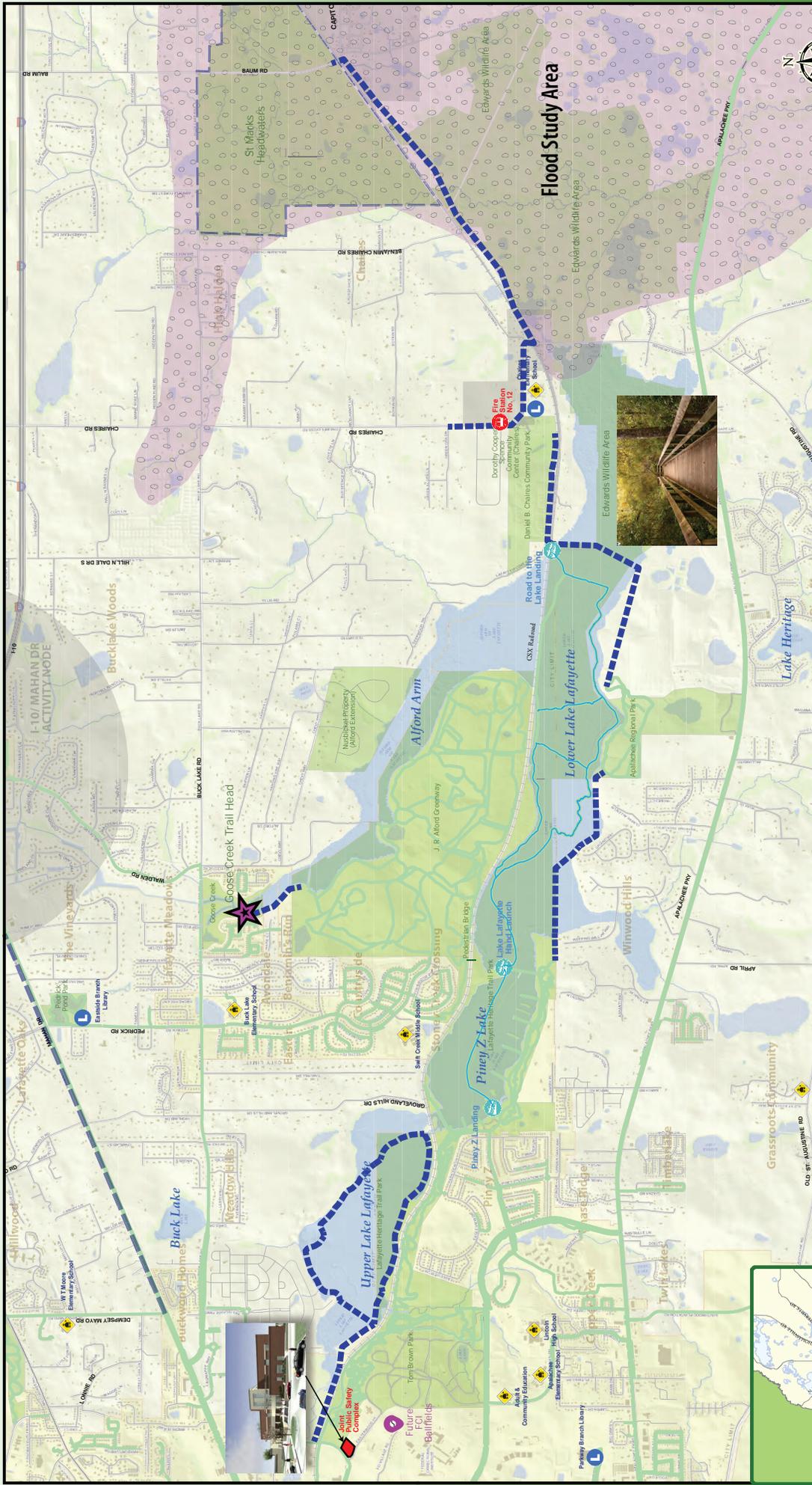
Lake Lafayette and St. Marks Regional Linear Park



Project Highlights

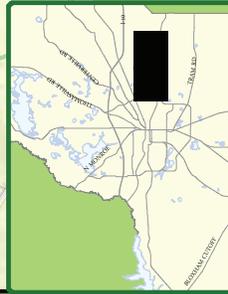
- Links 7,200 acres of public recreation lands east of Capital Circle Southeast.
- Trail Improvements include:
 - Off-road trails from Upper Lake Lafayette to St. Marks Headwaters
 - Boardwalk across the lake from the Apalachee Regional Park to the Lower Lake Lafayette wetlands
 - Goose Creek Trailhead and link to Nusbickel site
 - Trailhead enhancements in the St. Marks Headwaters include parking, canoe launching and educational features.
- Stormwater studies which may provide flood insurance relief to property owners.
- Ecosystem restoration.
- Estimated Cost: \$15.8 million

This project links 7,200 acres of public recreation lands east of Capital Circle Southeast. The construction of a boardwalk spanning the lake north of Apalachee Regional Park provides unprecedented access to the unique Lower Lake Lafayette wetlands. Ecosystem restoration will be achieved through stream restoration, stormwater retrofit, and exotic/invasive plant management on the public lands. Finally, this project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins with the potential to provide flood insurance relief to property owners east of Chaires Cross Road.



Lake Lafayette and St. Marks Regional Linear Park

- Legend**
- Existing Sidewalks, Bike Routes
 - Park Trails
 - Proposed Trails
 - Flood Study Area
 - Blueprint 2000 Projects
 - Parks
 - Canopied Trails



General Location Map

Item # 11

Proposed FY 2015 Blueprint
Operating Budget



Agenda Item

PROJECT/TITLE: Proposed Fiscal Year 2016 Blueprint Operating Budget	
Date: June 22, 2015	Requested By: Blueprint 2000 Staff
Contact Person: Wayne Tedder	Type of Item: Discussion

STATEMENT OF ISSUE:

The Blueprint 2000 Budget Policy, approved by the Intergovernmental Agency Board on June 17, 2002, provides a procedure for the adoption of the annual operating budget. This agenda item presents the Proposed FY 2016 Operating Budget to the Intergovernmental Agency for their review.

SUPPLEMENTAL INFORMATION:

Budget Process

In accordance with Blueprint 2000's Budget Policy, the Executive Director shall develop a proposed operating budget for the upcoming fiscal year. Once the budget has been developed and approved by the Intergovernmental Management Committee, the Director shall place the proposed budget on the agenda for the next Citizens Advisory Committee Meeting. Concurrently, the Executive Director shall schedule an opportunity for public comment on the proposed budget.

The first public hearing will be advertised and held during the Blueprint 2000 CAC meeting on August 13, 2015. On August 31, 2015, the Intergovernmental Agency is scheduled to hold a second public hearing on the recommended budget prior to the Board's adoption of the budget and approval of the Budget Resolution. The action on August 31, 2015 will formally appropriate the funds for the FY 2016 Operating Budget, which commences October 1, 2015.

The proposed FY2016 Operating Budget is included as **Attachment 1**. **Attachment 2** is the budget narrative, which defines each line item in the budget. An 11% (\$298,325) increase in the operating budget is proposed for FY 2016. Below is a summary of the major operating budget requests.

Personnel Costs

Over the next year, Blueprint will begin to initiate a transition from the 2000 program to the 2020 program. This entails coordination of closing out the 2000 program projects and ramping up coordination efforts for the 2020 program. The Blueprint General Engineering Consultant (GEC) contract was renewed for one year in February 2015 (to February 2016) in order to begin closing out current projects (Capital Circle Northwest, FAMU Way Segment 3, Cascades Park - Permit close out and Smokey Hollow construction, and Capital Cascades Crossing). It appears

that some of these projects will extend into most of calendar year 2016 and may require limited GEC involvement. As these projects conclude, there will be a need to focus on the last 2000 projects (Capital Circle Southwest right-of-way acquisition and stormwater master plan facility construction, and Cascades Trail Segments 3D and 4) as well as initiating the full 2020 program through a coordinated process.

The proposed staffing increases provided below, while creating a modest increase in operating costs from the last two years, will allow for an appropriate transition from the 2000 program and assist Blueprint in completing its mission. While costs may increase during this transition period this approach will result in significant cost savings over the lifetime of the Blueprint program. Operating costs and the utilization of the Blueprint GEC will fluctuate based on workload, priorities, and/or specialized project needs as directed by the IA.

Total Personnel Costs are proposed to increase by 31%. This is due in part to the creation of two new positions to complete design and construction of Capital Cascades Trail Segments 3 and 4 as well as programming for 2020 Sales Tax Extension projects. The two new positions are a Planning Support position and a Construction Manager. **Attachment 3** includes the existing organizational chart for Blueprint 2000, and **Attachment 4** includes the proposed organizational chart. The proposed organization will better position Blueprint to balance the needs of the existing Blueprint 2000 Program and facilitate the IA's direction to initiate, where possible, the 2020 Sales Tax Extension Program.

On April 1, 2015, the IA adopted 13 funding and prioritization strategies for projects prior to the collection of the sales tax extension receipts beginning in January 2020. The following section describes the tasks that will be undertaken to develop shovel ready projects by 2020 and leverage state funds to the greatest extent possible. **Attachment 5** includes the April 1, 2015 agenda item.

Planning Support Position

Table 1 includes the annual allocations for the implementation of two of the 2020 program projects: Bike Route System and Greenways Master Plan. Tasks to be undertaken by the planning support staff include developing a prioritization list, planning and preliminary design of the projects in Table 1.

Table 1: Penny Sales Tax Projects Receiving Annual Funding beginning 2020 (Attachment 5, Strategies 3 and 4)

Project Name	Implementing Entity	Sales Tax Funding	Estimated Annual Allocation
Bike Route System	Blueprint in coordination with City and County	\$15,000,000	\$750,000
Greenways Master Plan	Blueprint in coordination with City and County	\$15,803,622	\$790,000

Pursuant to the direction of the IA on April 1, 2015, opportunities to leverage sales tax proceeds with State and Federal funding for transportation projects will be identified and pursued. This task will require extensive coordination with Florida Department of Transportation (FDOT) and

the Capital Region Transportation Planning Agency (CRTPA). Table 2 contains the projects on the State highway system that planning support staff will actively pursue to leverage funds for the 2020 program.

Table 2: State Roadway Projects (Attachment 5, Strategies 1, 2 and 6)

Project Name	Committed Sales Tax Funding
Capital Circle Southwest	\$70,000,000
Orange Avenue: Widening from Adams Street to Springhill Road	\$33,100,000
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
Midtown Placemaking (5 Points Intersection)	\$22,000,000

Planning support staff will also identify additional opportunities to leverage sales tax proceeds through grants (Attachment 5, Strategies 8 and 9). Potential grants include, but are not limited to recreational trails, cultural facilities, and stormwater management.

In addition to leveraging sales tax proceeds, staff is needed for ongoing coordination of the 2020 projects identified in Table 3. For example, The Buck Lake Alliance has requested funding for purchase of properties that would further the Lake Lafayette (2000 program) and St. Marks Regional Linear Park (2020 program). Should the IA pursue funding, staff will be needed to ensure the project is completed per the direction of the IA.

Table 3: 2020 Projects Requiring Ongoing Coordination Prior to 2020

Project Category	Project Name	Committed Sales Tax Funding
Regional Mobility	Northeast Connector Corridor (Widening of Bannerman Road)	\$33,300,000
	Orange Avenue: Widening from Adams Street to Springhill Road	\$33,100,000
Gateways	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
Community Enhancement Districts	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

Blueprint 2000 Intergovernmental Agency Agenda Item
 Item Title: Proposed Fiscal Year 2016 Blueprint Operating Budget
 Meeting Date: June 22, 2015

Connectivity	Beautification and Improvements to the Fairgrounds	\$12,000,000
	Florida A&M Entry Points	\$1,500,000
Quality of Life	Lake Lafayette and St. Marks Regional Linear Park	\$15,816,640

Construction Manager Position

The Construction Manager will bring the design and construction of Capital Cascades Trail Segments 3 and 4 to completion, coordinate with FDOT on Capital Circle Southwest and direct the design and construction of the joint use stormwater ponds (Attachment 5, Strategies 1 and 2). In order for construction of 2020 projects to commence in the fiscal year 2020, this position will coordinate final design and permitting of the 2020 projects in Table 1 (Greenways Master Plan and Bike Route System) and Tables 2 and 3 as leveraging opportunities become available and the IA directs staff to pursue the projects.

In previous years, the majority of the tasks intended for the Construction Manager were undertaken by the General Engineering Consultant Program Manager. As shown in Attachment 3, this position is vacant, but the role is critical to moving Blueprint 2000 projects to completion and having “shovel ready” projects in 2020.

Merit Pay Increase

The Director recommends that pay increases be determined by the Jurisdiction in which the employee’s benefits are provided (i.e., if the employee receives City benefits, then City salary adjustments would control.). No City or County pay increases have been indicated as of yet. Should the City or County approve employee pay increases, the operating budget will be revised to reflect the increase.

General Engineering Consultant (GEC)

As part of the reorganization of Blueprint in June 2011, staff has been working to reduce GEC costs for the department in hopes that more infrastructure and green projects can be completed. **As such, all of the GEC fees are included within the operating budget.** Prior to FY 2014, GEC fees were included within the Operating and Capital Improvement Budget making it difficult to easily track true operating expenditures of the Department. **The proposed FY2016 operating budget has a 9% decrease in GEC costs.** The following table indicates operating allocations for the last five years.

Fiscal Year	Blueprint Operating Budget	GEC Allocations	Total Budget
FY2012	\$1,166,506	\$2,821,537	\$3,988,043
FY2013	\$1,166,506	\$2,432,842	\$3,599,348
FY2014	\$1,387,570	\$1,687,322	\$3,074,892
FY2015	\$1,471,532	\$1,362,612	\$2,834,144
FY2016 (proposed)	\$1,887,931	\$1,244,508*	\$3,132,439

*Staff anticipates the GEC allocation will continue to be reduced to offset the Blueprint operating budget increase.

Blueprint 2000 Intergovernmental Agency Agenda Item
Item Title: Proposed Fiscal Year 2016 Blueprint Operating Budget
Meeting Date: June 22, 2015

The proposed structure allows for phasing out the current GEC program that is scheduled to expire in February 2016 and reassess the GEC structure to complete the current program as well as the 2020 program at the appropriate time.

Office Space Relocation

The Blueprint 2000 office lease at 2727 Apalachee Parkway is ending in December 2015. The new location for the Blueprint office is proposed to be in the Leon County Government owned, Bank of America Building, 315 South Calhoun Street. The proposed budget includes an allocation for the future Blueprint office. The lease is currently being negotiated with Leon County, and the cost identified will not be greater than what is shown in the proposed budget.

RECOMMENDED ACTION:

Review and comment on the FY 2016 Operating Budget.

Action by the TCC and CAC: This item was not presented to the TCC or CAC, but will be presented on August 13, 2015 in the first public hearing.

ATTACHMENT(S):

Attachment 1: FY 2016 Budget Comparison

Attachment 2: FY 2016 Budget Narrative

Attachment 3: Existing Blueprint Organization Chart

Attachment 4: Proposed Blueprint Organization Chart

Attachment 5: IA April 1, 2015 Agenda Item, Consideration of Funding 2020 Sales Tax
Extension Projects in Advance of Revenue Collection

BLUEPRINT 2000
PROPOSED FY 2015 OPERATING BUDGET

DRAFT

	FY2014 Actual	FY2015 Amended Budget	FY2016 Proposed	Percent Change
511000 Salaries	\$574,135	\$561,210	\$727,234	
Salaries Enhancements	\$0	\$12,351	\$12,351	
511500 Temp wages	\$136,230	\$184,347	\$184,347	
512000 Overtime	\$75	\$2,122	\$2,122	
512400 Other Salary Items	\$7,063	\$12,830	\$12,830	
515000 Pension-current	\$83,637	\$65,195	\$121,076	
515100 Pension-MAP	\$37,819	\$42,408	\$62,400	
515500 Social Security	\$2,515	\$6,413	\$6,413	
515600 Mandatory Medicare	\$10,426	\$8,313	\$11,876	
FICA		\$0	\$0	
516000 Health Benefits & Life	\$56,694	\$54,502	\$101,218	
516100 Health Benefits Retirees	\$17,176	\$17,691	\$17,691	
516020 Health Benefits OPEB	\$0	\$0	\$0	
516100 Flex Benefits	\$13,140	\$12,527	\$23,264	
512000 County's Worker Comp		\$0	\$0	
Total Personnel Services	\$938,911	\$979,909	\$1,282,822	30.91%
521010 Advertising	\$1,824	\$2,000	\$6,000	
521030 Reproduction	\$767	\$2,250	\$2,250	
521040 Professional Fees/Services	\$26,534	\$64,900	\$64,900	
<i>Perf.Audit, Fin. Audit, Fin.Advisor Bond, Disc.Serv, & Internal Control Review</i>				
521100 Equipment Repairs	\$5,284	\$7,000	\$7,000	
521160 Legal Services	\$8,312	\$10,000	\$12,000	
521180 Uncl. Contractual Services	\$8,192	\$42,000	\$42,000	
521190 Computer Software	\$15,625	\$32,102	\$42,700	
522080 Telephone	\$21,819	\$25,120	\$30,000	
523020 Food	\$974	\$1,800	\$2,000	
523030 Gasoline	\$174			
523050 Postage	\$916	\$1,400	\$1,400	
523060 Office Supplies	\$19,915	\$15,000	\$18,000	
523080 Unclassified Supplies	\$7,443	\$3,500	\$4,000	
523100 Vehicle Non-Garage	\$6,225	\$5,500	\$6,000	
524010 Travel and Training	\$9,981	\$18,850	\$21,425	
524020 Journals and Books	\$898	\$2,500	\$2,500	
524030 Membership Dues	\$1,225	\$2,860	\$3,125	
524050 Rental of Office Space	\$109,290	\$112,551	\$157,551	
524080 Unclassified charges	\$3,597	\$15,700	\$15,700	
Misc. Operating Expenses	\$248,993	\$365,033	\$438,551	20.14%

	FY2014 Actual	FY2015 Amended	FY2016 Proposed	Percent Change
540040 Liability Insurance Premium	\$28,708	\$31,581	\$37,897	
Total Other Svcs/Charges	\$28,708	\$31,581	\$37,897	20.00%
550030 Office Equipment	\$0	\$0	\$0	
550040 Computer Equipment	\$0	\$3,300	\$6,500	
550060 Unclassified Equipment	\$0	\$0	\$0	
Total Capital Outlay	\$0	\$3,300	\$6,500	49.23%
560010 Human Resource Expense	\$7,259	\$7,366	\$10,550	
560020 Accounting Expense	\$20,524	\$20,654	\$27,418	
560030 Purchasing Expense	\$27,860	\$27,717	\$41,984	
560040 Information Systems Exp.	\$469	\$468	\$4,961	
560050 Risk Management	\$0	\$0	\$0	
560120 Indirect Costs	\$35,583	\$35,474	\$37,248	
Allocated Costs	\$91,694	\$91,679	\$122,161	33.25%
612400 Inter-fund Transfer				
Gen. Eng. Consultant				
LOA 1 (GEC Administration)	\$449,499	\$453,886	\$93,570	
LOA 2 (Segment 2 (Park))	\$269,900	\$0	\$50,204	
LOA 2 (Connector Bridge)	\$0	\$103,422	\$231,520	
LOA 2 (Segment 3)	\$489,784	\$320,215	\$132,500	
LOA 2 (Segment 4)			\$78,400	
LOA 5 (Capital Circle NW/SW)	\$478,139	\$388,148	\$375,424	
LOA 5 (Capital Circle NW/SW) ROW			\$16,500	
LOA 6 (Sensitive Lands)			\$8,250	
LOA 9 (Capital Circle SW)	\$0	\$96,941	\$149,140	
LOA 12 (FAMU Way)			\$82,500	
LOA 13 (Magnolia Dr)			\$26,500	
	\$1,687,322	\$1,362,612	\$1,244,508	-8.67%
Total Operating	\$2,995,628	\$2,834,114	\$3,132,439	10.53%
612400 Other Transfers				
Transfer to Capital Projects	\$9,405,568	\$8,396,146	\$10,157,460	
611300 Debt Service Transfer	\$14,693,800	\$14,695,550	\$14,696,250	
SIB Loan	\$4,583,685	\$4,583,685	\$4,453,937	
Available for Future Years	\$8,702,973	\$0	\$0	
Total Budget	\$40,381,654	\$30,509,495	\$32,440,086	
Source of Funds				
Transfer from Fund Balance	\$9,416,489			
Sales Tax Proceeds	\$30,736,031	\$30,509,495	\$32,440,086	
Interest Revenues	\$165,444			
Miscellaneous	\$63,691			
Total	\$40,381,654	\$30,509,495	\$32,440,086	

Fiscal Year 2015 Budget Narrative

- 511000 **Salaries-** The Director approval of two new positions as outlined in the agenda item and also recommends that pay increases be determined by the Jurisdiction in which the employee's benefits are provided (i.e., if the employee receives City benefits, then City salary adjustments would control.).
- 511500 **Temp wages** includes wages for temporary Assist legal counsel, 2 part-time IT support staff members, EDMS Technician, and Intern during the summer. The IT services were previous provided by the GEC.
- 512400- These costs are determined by the City and County to cover the cost of their respective fringe benefit packages
- 516100 Fringe benefit packages.
- 516100 This is the charge to Blueprint to cover the cost of the City's share of future employees' health Benefits.
- 512000 Overtime for Admin Asst. and OPS staff
- 521010 **Advertising-** Public hearing notices, news releases, etc.
- 521030 **Reproduction-** Annual Financial Reports, copies, letterhead, agenda items, etc.
- 521040 **Unclassified Professional Fees** - Financial Audit, Performance Audit, Bond Information Services, and misc.
- 521100 **Equipment Repairs** - copier maintenance contract and copies, recording equipment, power point projector no longer on warranty, fax machine.
- 521160 **Legal Services** - Outside General Counsel Attorney services for IA and Blueprint
- 521180 **Unclassified Contract Services** – Professional Services/ Intergovernmental Agency Consultants, Consultant IT Support and misc. services
- 521190 **Computer Software** - Annual software maintenance and licenses.
- 522080 **Telephone-** Blueprint office telephone / internet services, telephone equipment maintenance 5 cell phones and 2 iPads
- 523020 **Food** - 6 CAC meetings, workgroup meetings, lunch meetings, and 1 evening IA meeting
- 523060 **Office supplies** – Office supplies, printer toner, paper, and general office needs.
- 523080 **Unclassified Supplies-** items such as surge protectors, safety vests
- 523100 **Vehicle - Non Garage** - Repairs and service on 3 Vehicles. The age of vehicles ranges from 2 to 15 years old.
- 524010 **Travel and Training** –Continuing education training, Florida Communities Trust related seminars and Florida Bar conferences.
- 524020 **Journals and Books** – Legal, Engineering and Planning books and subscriptions
- 524030 **Memberships** - dues Florida Bar, American Planning Association, ASCE, APWA, FES and etc. for 6 professional staff members.
- 524050 **Rent Expense** - The amount reflected is based on our lease.
- 524080 **Unclassified Charges** - Paying Agent charges
- 540040 **Liability Insurance** - Workers Comp, General Liability, Automobile, Public Officials, Employment Practices liability.
- 560010-40 Blueprint's share of Allocated Costs. Accounting Services expense increase is to bring the charge in line with actual usage.
- 612400 General Engineering Consultant and transfer of sales tax revenue to Capital Projects.



Program Organization



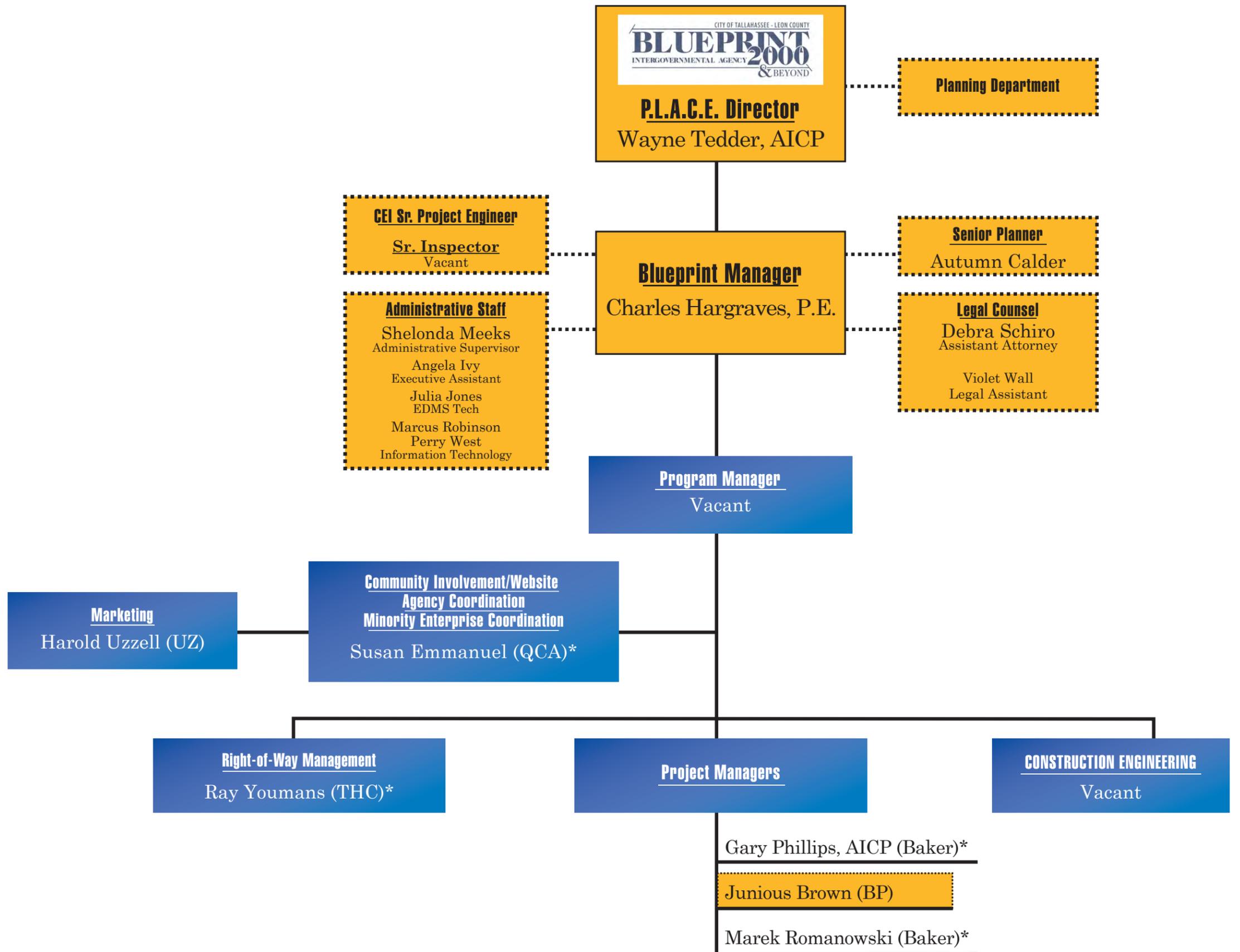
The General Engineering Consultant Team

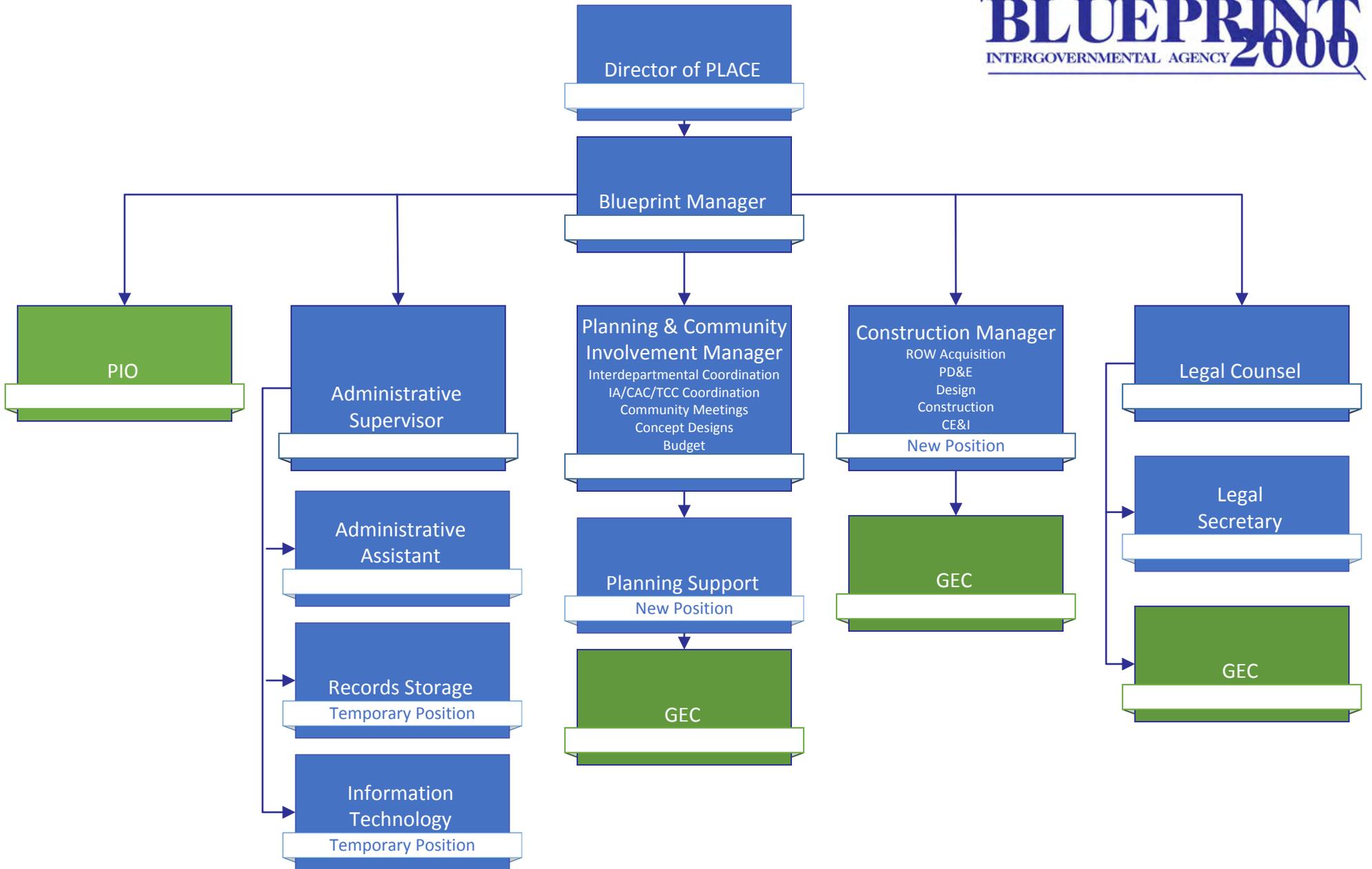
- Michael Baker, Jr. Inc. (Baker)
- Jacobs Civil..... (JC)
- Moore Bass Consulting** (MB)
- GPI (BH)
- Uzzell Advertising** (UZ)
- Quest Corporation of America** .. (QCA)
- Williams Earth Sciences** (WES)
- THC Right of Way Services, Inc. ... (THC)
- Pope Environmental**..... (PE)

MBE Firms

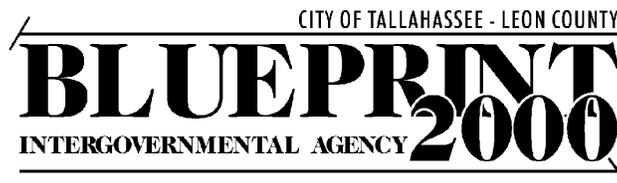
LEGEND

- Blueprint Staff**
- GEC Staff**
- On-Site GEC Staff*





Blueprint Staff
 GEC Staff / Consultants

**ITEM #3****Agenda Item**

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

Entity/Project	Share of Total Proceeds	Estimated Total Proceeds*	Estimated Projects Cost
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
Total	100%	\$756 million	\$918 million

*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

Project Category	Project Name	Committed Sales Tax Funding
Regional Mobility	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
Gateways	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
Community Enhancement Districts	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
Connectivity	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
Quality of Life	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>

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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 ¹	Springhill – Orange ROW	2016	State	\$5,480,100
FDOT Draft Work Plan ¹	Springhill – Orange ROW	2017	State	\$3,141,800
FDOT Draft Work Plan ¹	Crawfordville – Springhill ROW	2019	Local	\$14,417,200
FDOT Draft Work Plan ¹	Crawfordville – Springhill Construction	2020	Local	\$24,386,578
FDOT District 3 SIS 2 nd Five Year Plan ²	Springhill – Orange Construction	2020	SIS	\$6,190,000
FDOT District 3 SIS 2 nd Five Year Plan ²	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 2nd 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.

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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

Project Name	Implementing Entity	Sales Tax Funding	Estimated Annual Allocation
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
	Total	\$198,053,622	\$9,902,000

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

Project Category	Project Name	Committed Sales Tax Funding
Regional Mobility	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
Gateways	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
Community Enhancement Districts	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
Connectivity	Beautification and Improvements to the Fairgrounds	\$12,000,000
	De Soto Winter Encampment	\$500,000
	Florida A&M Entry Points	\$1,500,000
Quality of Life	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>		<i>\$393,736,378</i>

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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.

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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.

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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;

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

- 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;

Blueprint 2000 Intergovernmental Agency

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

Meeting Date: April 1, 2015

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.

RECOMMENDATION:

Intergovernmental Agency Direction.

Attachments:

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

Item # 12

Proposed FY 2015-2019
Blueprint Capital Improvement
Plan and FY 2015-2020 Sales
Tax Allocation Plan



Agenda Item

SUBJECT/TITLE: Adoption of Fiscal Year 2016-2020 Blueprint Capital Improvement Plan, Budget Resolution No. 2015-XX and the 2016-2020 Net Sales Tax Allocation Plan	
Date: June 22, 2015	Requested By: Blueprint 2000 Staff
Contact Person: Wayne Tedder	Type of Item: Discussion

STATEMENT OF ISSUE:

This item is to provide an opportunity for the Intergovernmental Agency to review and comment on the draft FY 2016-2020 Capital Improvement Plan (CIP) and 2016-2020 Net Sales Tax Allocation Plan (NSTAP). A Public Hearing will be advertised and conducted at the August 13, 2015 Citizens Advisory Committee Meeting. The second will be advertised and conducted at the August 31, 2015 Intergovernmental Agency Meeting.

SUPPLEMENTAL INFORMATION:

The CIP will implement the approved NSTAP. The NSTAP is based on a cash flow forecast of projected sales tax revenues thru the entire Blueprint 2000 program. Staff is utilizing the same projected sales tax rates as the City and the County, but is providing a budget based on 95% of the projections consistent with the County approach. Staff has not projected an increase of sales tax revenues in the outlying years (2016-2020) nor has staff included revenues that will be received through interest. This conservative approach will assist Blueprint as the program will be focused on closing out the remaining projects over the next five years.

Accounting Summary

Attachment #2 is being provided to include an additional level of open government to the citizens. The Accounting Summary provides up to date (as of April 30, 2015) information regarding funding sources, IA allocations to date, Blueprint encumbrances and expenditures for all Blueprint projects and remaining fund balances. Additional levels of detail for each project can be provided should the IA, CAC or citizens desire to see the information in greater detail.

Existing and Estimated Net Sales Tax Revenues

Attachment #3 also provides an up to date (as of April 30, 2015) accounting of sales tax revenues as well as the estimated net revenues for years 2016 through 2020. The estimated sales tax revenues do not include interest income, and it assumes that operating costs will gradually diminish through the remainder of the Blueprint 2000 program.

However, operating costs through 2020 may increase depending on work that may be required to position the 2020 program concurrent with the 2000 program. Costs associated with the 2020 program will be tracked so that they will be reimbursed when the 2020 program commences.

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Fiscal Year 2016-2020 Capital Improvement Program and the 2016-2020 Net Sales Tax Allocation Plan

Meeting Date: June 22, 2015

Proposed 2016-2020 Net Sales Tax Allocation Plan

The NSTAP (**Attachment #4**) is the basis for funding allocations in FY2016. In short, only funding identified in year 2016 will be allocated towards any projects. Funding identified in the outlying years (2017-2020) is merely an estimate of future allocations. For FY2016, staff is currently recommending the allocations identified in Table 1.

Table 1 – Proposed FY2016 Allocations

Project	Amount
Water Quality (City)	\$2,434,302
Lake Lafayette Floodplain	\$750,000
CCNW/SW US90 to Orange Ave (N-2)	\$50,000
CCSW Stormwater Master Plan and Construction	\$650,000
Capital Cascades Segments (3 and 4)	\$5,359,695
Magnolia Drive Multiuse Trail	\$916,650
Total	\$10,160,647

- Water Quality (City) – The Blueprint 2000 program includes a \$25,000,000 project for the City to implement water quality enhancement projects. The proposed FY2016 allocation is the programmed annual allocation plus \$500,000 payback for monies that were transferred in FY2015 to fund the Capital Cascades Crossing project.
- Lake Lafayette Floodplain – Staff proposes funds to be used to purchase the approximately 50 sensitive acres along the north shore of Lake Lafayette, create a northshore trail connecting the Lake Lafayette Heritage Trail and other existing trails to the Apalachee Regional Park, and to erect fencing and signage to protect the natural and cultural assets. These funds are intended to be used as a match for a grant under the Florida Forever Program. See Agenda Item #10, Proposed Lake Lafayette Sensitive Land Purchase.
- CCNW/SW US90 to Orange Ave (N-2) – In 2012, in honor of former Commissioner Debbie Lightsey, the City of Tallahassee approved the naming of a 113 acre past industrial site in the CCNW/SW project as the “Debbie Lightsey Nature Trail”. The proposed allocation will be used to develop a concept and design of the Nature Trail. Once design is complete, staff will seek ways to fund the construction through partnerships and grants.
- A new project called “CCSW Stormwater Master Plan and Construction” is proposed to be added to the Capital Budget with an allocation of \$650,000 proposed for FY2016 and \$1,250,000 proposed to occur in 2017. In the April 1, 2015 IA meeting staff was directed to design and construct the joint use stormwater ponds in the Capital Circle segment between Orange Avenue and Crawfordville Highway.
- Capital Cascades Segments (3 and 4) – The proposed allocation will be used to design and construct Capital Cascades Trail Segment 3D and Segment 4.
- Magnolia Drive Multiuse Trail – On April 1, 2014 the IA approved funding up to \$7,983,300 to design and construct the project. Only \$6,150,000 was available in the Blueprint Land Bank budget. The remaining balance of \$1,833,300 is proposed to be split between FY2016 and FY2017.

Blueprint 2000 Intergovernmental Agency Agenda Item

Item Title: Fiscal Year 2016-2020 Capital Improvement Program and the 2016-2020 Net Sales Tax Allocation Plan

Meeting Date: June 22, 2015

Fiscal Year 2017-2020

Allocations in the NSTAP identified in 2017-2020 are estimates only. However, it provides a glimpse of the anticipated project programming for the remaining years in the Blueprint 2000 program.

A new project called “2020 Sales Tax Extension” is proposed to be added to the Capital Budget. As directed by the IA, the project will be used to fund professional fees to design and permit the 2020 projects. Allocating sales tax revenues to this project are anticipated to begin in FY2017. FY2016 will focus on prioritizing the projects within Bike Route and Greenways Master Plan as well as leveraging opportunities for all 2020 projects. This strategy will position Blueprint to have “shovel ready” projects once the 2020 program commences. Once 2020 sales tax revenues are collected, this money will be paid back to the Blueprint 2000. Should additional funds be needed to pay for the 2020 projects, these transfers will be tracked so the appropriate payback can be identified.

Proposed 2016-2020 Capital Improvements Plan (CIP)

The proposed 2016-2020 CIP (**Attachment #5**) reflects the projected expenditures for the upcoming years. In summary, Blueprint is projecting to put \$37,406,104.89 into the local economy in FY2016 and \$87,788,856.38 into the local economy within the next five years.

RECOMMENDED ACTION:

No action is required, but the Board may desire to provide further direction to staff.

ATTACHMENTS:

Attachment 1: Budget Resolution No. 2015-XX (to be provided at August 31, 2015 meeting)

Attachment 2: Accounting Summary

Attachment 3: Existing and Estimated Net Sales Tax Revenues (As of April 30, 2015)

Attachment 4: 2016-2020 Net Sales Tax Allocation Plan

Attachment 5: 2016-2020 CIP

DRAFT Accounting Summary as of April 30, 2015

Project	Description	SIB Loans	Grants > \$1M	Grants < \$1M	Miscellaneous donations/JPAs	Advance Repayments	Bonds	Sales Tax, Interest, and Other sources	Allocated to Date	Pre Encumbrances	Encumbrances	Expenses to date	Available Balance
Water Quality/Sensitive Lands & Misc.													
0100234	Water Quality Project City						10,135,592.44	5,703,258.56	15,838,851.00	-		11,981,531.96	3,857,319.04
0100235	Water Quality project/County			-		1,000,000.00	11,770,767.00	10,019,812.00	22,790,579.00	-		15,129,985.04	7,660,593.96
03754	NWFWMD Partnership			116,287.35			478,641.50	905,071.15	1,500,000.00	-		697,419.76	802,580.24
0100228	Headwaters of St. Marks			1,581,435.00			1,395,000.71	1,510,954.00	4,487,389.71	-		4,487,389.71	-
0100229	Lake Jackson Basin						174.66	272,254.34	272,429.00	-		174.66	272,254.34
0101437	Fred George Basin						1,682,226.00	1,087,774.00	2,770,000.00	-		2,770,000.00	-
0100309	Lake Lafayette Floodplain						-	1,750,000.00	1,750,000.00	-		1,496,948.00	253,052.00
03758	Blueprint 2000 Land Bank						722,880.79	1,177,153.21	1,900,034.00	-	2,490.00	974,016.25	923,527.75
04771	Sensitive Lands - Project Mgmt						373,041.05	35,406.85	408,447.90	-	13,748.32	394,698.75	0.83
Capital Projects													
03721	CCNW I10 to US90 (N-1)	22,605,003.47		1,337,280.20			45,287,879.20	-	69,230,162.87	-		69,230,162.87	-
03760	CCNW/SW US90 to Orange Ave (N-2)		68,554,622.00	814,279.40	100,000.00		12,276,120.59	37,850,707.41	119,595,729.40	20,004.55	24,897,083.89	93,305,237.46	1,373,403.50
03755	CCSE Connie Dr to Tram Rd (E-1)	26,692,338.10					3,624,328.79	8,400,893.59	38,717,560.48	-		38,628,296.51	89,263.97
0100225, 1300401, 130402, 1300403	CCSE Tram Rd to Woodville + Subprojects (E-2)	4,784,738.71	15,575,796.55	1,075,235.31	-	-	9,594,846.49	6,959,220.94	37,989,838.00	-	17,570.00	37,010,880.11	961,387.89
0100226	CCSE Woodville Hwy to Crawford Rd (E-3)		8,620,742.43	330,857.00			1,152,849.42	1,484,699.62	11,589,148.47	-		11,586,763.96	2,384.51
0100227	CCSW Crawfordville Rd to Orange Ave (W-1)		-				2,070,191.17	2,059,349.83	4,129,541.00	-	219,075.76	3,672,692.51	237,772.73
03747, 1300391, 1400348	CCT Seg 1 (Franklin Blvd) + Subprojects		4,200,000.00	966,082.00	-	-	4,529,484.07	9,365,025.04	19,060,591.11	-	6,867.86	18,916,324.02	137,399.23
0100306, 1300468, 1300467, 1400340, 1400341, 1400343, 1000346, 1400349, 1400350, 1400362, 1400476, 1400578, 1400579	CCT Seg 2 (Cascades Park) + Subprojects	-	4,376,604.00	1,021,919.00	960,125.62	-	16,712,200.56	26,547,525.61	49,618,374.79	4,017.00	1,322,959.97	47,598,868.55	692,529.27
0100978	Capital Cascade Segment 3 & 4		1,655,374.91	774,285.52		3,000,000.00	3,231,330.51	38,491,198.28	47,152,189.22	-	7,068,892.07	30,058,512.37	10,024,784.78
1400455, 1000612	Capital Cascades Crossing + Subproject	-	-	1,402,000.00	150,000.00	2,777,229.00	17,790.17	3,658,652.53	8,005,671.70	-	6,513,450.93	849,249.93	642,970.84
0800402	Capital Cascades Segment 4						-	-	-	-			-
03757	LPA Group Engineering Services (Cascades Trail 1-4)						3,378,319.63	6,116,153.13	9,494,472.76	-	446,111.21	8,052,036.20	996,325.35
Closed Projects													
1300328	Lafayette Heritage Bridge							500,000.00	500,000.00	-		500,000.00	-
02842	BP2K Booth Property Purchase						(1.50)	584,755.25	584,753.75	-		584,753.75	-
3745	Blueprint 2000 Lidar						-	349,817.00	349,817.00	-		349,817.00	-
3746	BP2000-Building Renovations						-	48,180.36	48,180.36	-		48,180.36	-
101438	Mahan Drive						4,825,730.88	-	4,825,730.88	-		4,825,730.88	-
1100644	Capital Cascades Maintenance Building			-			-	297,013.50	297,013.50	-		297,013.50	-
1200266	FAMU ROW Services to City				1,472,500.00		-	-	1,472,500.00	-	23,616.01	1,437,504.67	11,379.32
0100306	Capital Cascades-exp. With no projects						17,156.73	(17,156.73)		-			-
Grand Total		54,082,080.28	102,983,139.89	9,419,660.78	2,682,625.62	6,777,229.00	133,276,550.86	165,157,719.47	474,379,005.90	24,021.55	40,531,866.02	404,884,188.78	28,938,929.55

DRAFT Existing and Estimated Net Sales Tax Revenues

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 thru 4/30/15	Total Thru 04/30/15	remaining budget for 2015	2016	2017	2018	2019	2020	Total 5/1/2015- 11/30/2019	Total
Actual/Estimated Sales Tax Revenues				24,204,841.08	31,620,198.20	30,988,776.90	29,592,970.88	27,826,546.20	27,125,783.80	27,553,785.61	28,233,375.47	29,574,498.32	30,736,030.64	18,236,593.06	305,693,400.16	12,272,901.94	32,440,086.00	32,440,086.00	32,440,086.00	32,440,086.00	5,406,681.00	147,439,926.94	453,133,327.10
Miscellaneous Revenues				855.00	58,801.55	300,791.58	(22,444.65)					46,357.07	63,690.96	16,800.00	464,851.51						-	-	464,851.51
Transfer from Other funds						278,985.95									278,985.95						-	-	278,985.95
306 Interest thru 04/30/15 (april interest estimated)	12,898.42	94,961.31	75,899.77	126,255.57	726,613.45	1,600,979.61	1,836,736.75	1,015,334.01	1,822,752.09	724,828.88	126,869.15	192,960.91	165,443.75	93,822.17	8,616,355.84						-	-	8,616,355.84
309 interest earning												24,460.56	83,956.27	74,551.14	182,967.97								
Bond/Loan Proceeds	3,500,000.00	5,527,642.79													9,027,642.79						-	-	9,027,642.79
Operating Reserve		(2,000,000.00)													(2,000,000.00)							2,000,000.00	
Debt Service reserve																						7,869,531.10	7,869,531.10
Operating Expenses	(118,434.91)	(574,807.50)	(807,195.51)	(838,116.68)	(812,116.29)	(956,574.88)	(997,458.65)	(1,048,013.39)	(1,047,792.95)	(974,244.59)	(927,114.39)	(1,121,906.20)	(1,304,671.02)	(657,377.20)	(12,185,824.16)	(814,124.80)	(3,132,439.00)	(3,200,000.00)	(3,200,000.00)	(3,200,000.00)	800,000.00	(12,746,563.80)	(24,932,387.96)
Total Debt Service		(3,569,392.00)		(4,996,954.00)	(8,240,791.26)	(14,390,676.06)	(18,164,179.56)	(16,393,038.97)	(19,567,941.26)	(19,567,291.26)	(19,370,162.90)	(19,280,237.63)	(19,277,484.96)	(7,347,775.02)	(170,165,924.88)	(11,802,034.98)	(19,147,000.00)	(18,631,000.00)	(18,632,000.00)	(18,632,000.00)	(2,184,000.00)	(89,028,034.98)	(259,193,959.86)
Net revenues available from operating fund	3,394,463.51	(521,595.40)	(731,295.74)	18,496,880.97	23,352,705.65	17,822,283.10	12,245,624.77	11,400,827.85	8,332,801.68	7,737,078.64	8,062,967.33	9,436,133.03	10,466,965.64	10,416,614.15	139,912,455.18	(343,257.84)	10,160,647.00	10,609,086.00	10,608,086.00	20,477,617.10	4,022,681.00	55,534,859.26	195,264,346.47
Projects funds																							-
Loan Proceeds															-								-
FDOT Advance Repayment								1,761,773.00	7,509,000.00	3,000,000.00	3,000,000.00	5,000,000.00	3,000,000.00	777,229.00	24,048,002.00								24,048,002.00
Appropriation of Advance Repayments												(3,000,000.00)	(3,000,000.00)	(777,229.00)	(6,777,229.00)								(6,777,229.00)
Admin. Fees																							
miscellaneous revenues										16,426.03				4.65	16,430.68								
Nonbudgeted expenses						(799,213.90)				(83,136.87)		(2,115.26)			(884,466.03)								(884,466.03)
305/308 Interest thru 4/30/15 (april interest estimated)	17,034.65	262,569.56	342,086.98	375,575.63	24,279.35	184,815.76	6,104,164.44	2,124,703.03	379,908.77	1,571,323.62	1,643,809.43	1,043,837.25	741,768.12	571,905.24	15,387,781.83								15,387,781.83
Net revenues available from projects funds	17,034.65	262,569.56	342,086.98	375,575.63	24,279.35	(614,398.14)	6,104,164.44	3,886,476.03	7,888,908.77	4,504,612.78	4,643,809.43	3,041,721.99	741,768.12	571,909.89	31,790,519.48								31,774,088.80
Net Available for all projects	3,411,498.16	(259,025.84)	(389,208.76)	18,872,456.60	23,376,985.00	17,207,884.96	18,349,789.21	15,287,303.88	16,221,710.45	12,241,691.42	12,706,776.76	12,477,855.02	11,208,733.76	10,988,524.04	171,702,974.66	(343,257.84)	10,160,647.00	10,609,086.00	10,608,086.00	20,477,617.10	4,022,681.00	55,534,859.26	227,038,435.27
Needed for already appropriated projects															171,307,719.47								171,307,719.47
Net Available from sales tax revenues															395,255.19	(343,257.84)	10,160,647.00	10,609,086.00	10,608,086.00	20,477,617.10	4,022,681.00	55,534,859.26	55,730,715.80
Net Available from sales tax revenues including estimated income/loss for remaining year of 2015															51,997.35								

Does not include future interest earnings
Does not include any future grants

made up of the following:		
Total Appropriations		480,529,005.90
Less:	Grant Funded	(112,402,800.67)
	Loan Funded	(54,082,080.28)
	Bond Funded	(133,276,550.86)
	Paid from Advance Repayments	(6,777,229.00)
	Other Misc. donations	(2,682,625.62)
	Total to be funded from sales tax	171,307,719.47

DRAFT 2016-2020 Net Sales Tax Allocation Plan

Project	Description	Allocated to Date	Pre Encumbrances	Encumbrances	Expenses to date	Available Balance	Estimated Total Project Budget	Additional Funding Needs	2016 Projected Sales Tax Allocations	2017 Projected Sales Tax Allocations	2018 Projected Sales Tax Allocations	2019 Projected Sales Tax Allocations	2020 Projected Sales Tax Allocations	Total Allocated To Date and Allocations FY15-FY20	
Water Quality/Sensitive Lands & Misc.															
0100234	Water Quality Project City	15,838,851.00	-	-	11,981,531.96	3,857,319.04	25,000,000.00	9,161,149.00	2,434,302.00	2,021,346.00	2,112,306.00	2,207,360.00	385,835.00	25,000,000.00	
0100235	Water Quality project/County	22,790,579.00	-	-	15,129,985.04	7,660,593.96	22,790,579.00	-	-	-	-	-	-	22,790,579.00	
03754	NWFWMD Partnership	1,500,000.00	-	-	697,419.76	802,580.24	1,500,000.00	-	-	-	-	-	-	1,500,000.00	
0100228	Headwaters of St. Marks	4,487,389.71	-	-	4,487,389.71	-	8,920,220.71	4,432,831.00	-	-	832,697.00	2,617,303.00	982,831.00	8,920,220.71	
0100229	Lake Jackson Basin	272,429.00	-	-	174.66	272,254.34	272,429.00	-	-	-	-	-	-	272,429.00	
0101437	Fred George Basin	2,770,000.00	-	-	2,770,000.00	-	2,770,000.00	-	-	-	-	-	-	2,770,000.00	
0100309	Lake Lafayette Floodplain	1,750,000.00	-	-	1,496,948.00	253,052.00	3,300,000.00	1,550,000.00	1,250,000.00	300,000.00	-	-	-	3,300,000.00	
03758	Blueprint 2000 Land Bank	1,900,034.00	-	2,490.00	974,016.25	923,527.75	1,900,034.00	-	-	-	-	-	-	1,900,034.00	
04771	Sensitive Lands - Project Mgmt	408,447.90	-	13,748.32	394,698.75	0.83	408,447.90	-	-	-	-	-	-	408,447.90	
Capital Projects															
03721	CCNW I10 to US90 (N-1)	69,230,162.87	-	-	69,230,162.87	-	69,230,162.87	-	-	-	-	-	-	69,230,162.87	
03760	CCNW/SW US90 to Orange Ave (N-2)	119,595,729.40	20,004.55	24,897,083.89	93,305,237.46	1,373,403.50	119,645,729.40	50,000.00	50,000.00	-	-	-	-	119,645,729.40	
03755	CCSE Connie Dr to Tram Rd (E-1)	38,717,560.48	-	-	38,628,296.51	89,263.97	38,717,560.48	-	-	-	-	-	-	38,717,560.48	
0100225, 1300401, 130402, 1300403	CCSE Tram Rd to Woodville + Subprojects (E-2)	37,989,838.00	-	17,570.00	37,010,880.11	961,387.89	37,989,838.00	-	-	-	-	-	-	37,989,838.00	
0100226	CCSE Woodville Hwy to Crawford Rd (E-3)	11,589,148.47	-	-	11,586,763.96	2,384.51	11,589,148.47	-	-	-	-	-	-	11,589,148.47	
0100227	CCSW Crawfordville Rd to Orange Ave (W-1)	4,129,541.00	-	219,075.76	3,672,692.51	237,772.73	4,129,541.00	-	-	-	-	-	-	4,129,541.00	
TBD	CCSW Stormwater Master Plan and Construction	-	-	-	-	-	2,800,000.00	2,800,000.00	650,000.00	2,150,000.00	-	-	-	2,800,000.00	
03747, 1300391, 1400348	CCT Seg 1 (Franklin Blvd) + Subprojects	19,060,591.11	-	6,867.86	18,916,324.02	137,399.23	19,060,591.11	-	-	-	-	-	-	19,060,591.11	
0100306, 1300468, 1300467, 1400340, 1400341, 1400343, 1000346, 1400349, 1400350, 1400362, 1400476, 1400578, 1400579	CCT Seg 2 (Cascades Park) + Subprojects	49,618,374.79	4,017.00	1,322,959.97	47,598,868.55	692,529.27	49,618,374.79	-	-	-	-	-	-	49,618,374.79	
0100978	Capital Cascade Segment 3 & 4	47,152,189.22	-	7,068,892.07	30,058,512.37	10,024,784.78	82,303,026.32	35,150,837.10	4,859,695.00	4,921,090.00	7,363,083.00	15,352,954.10	2,654,015.00	82,303,026.32	
1400455, 1000612	Capital Cascades Crossing + Subproject	8,005,671.70	-	6,513,450.93	849,249.93	642,970.84	8,005,671.70	-	-	-	-	-	-	8,005,671.70	
0800402	Capital Cascades Segment 4	-	-	-	-	-	TBD	TBD	-	-	-	-	-	-	
03757	LPA Group Engineering Services (Cascades Trail 1-4)	9,494,472.76	-	446,111.21	8,052,036.20	996,325.35	9,494,472.76	-	-	-	-	-	-	9,494,472.76	
1500478	Magnolia Drive Multiuse Trail	6,150,000.00	-	-	-	6,150,000.00	7,983,300.00	1,833,300.00	916,650.00	916,650.00	-	-	-	7,983,300.00	
xxxx	2020 Sales Tax Extension	-	-	-	-	-	900,000.00	900,000.00	300,000.00	300,000.00	300,000.00	300,000.00	-	900,000.00	
Closed Projects															
1300328	Lafayette Heritage Bridge	500,000.00	-	-	500,000.00	-	500,000.00	-	-	-	-	-	-	500,000.00	
02842	BP2K Booth Property Purchase	584,753.75	-	-	584,753.75	-	584,753.75	-	-	-	-	-	-	584,753.75	
3745	Blueprint 2000 Lidar	349,817.00	-	-	349,817.00	-	349,817.00	-	-	-	-	-	-	349,817.00	
3746	BP2000-Building Renovations	48,180.36	-	-	48,180.36	-	48,180.36	-	-	-	-	-	-	48,180.36	
101438	Mahan Drive	4,825,730.88	-	-	4,825,730.88	-	4,825,730.88	-	-	-	-	-	-	4,825,730.88	
1100644	Capital Cascades Maintenance Building	297,013.50	-	-	297,013.50	-	297,013.50	-	-	-	-	-	-	297,013.50	
1200266	FAMU ROW Services to City	1,472,500.00	-	23,616.01	1,437,504.67	11,379.32	1,472,500.00	-	-	-	-	-	-	1,472,500.00	
0100306	Capital Cascades-exp. With no projects	-	-	-	-	-	-	-	-	-	-	-	-	-	
Grand Total		480,529,005.90	24,021.55	40,531,866.02	404,884,188.78	35,088,929.55	536,403,106.00	55,878,117.10	10,160,647.00	10,609,086.00	10,608,086.00	20,477,617.10	4,022,681.00	536,407,123.00	
Notes:															
1. The FY 2016 Water Quality Project City includes a \$500,000 payback for the \$500,000 advance in FY 2015 to fund the Capital Cascades Crossing project.								2015	2016	2017	2018	2019	2020	2015-2020 Est. Funding	
2. The 2020 Sales Tax Extension Project allocations will be paid back to Blueprint 2000 at a date to be determined once 2020 sales tax revenues are received.								Estimated Net Sales Tax	10,160,647.00	10,609,086.00	10,608,086.00	20,477,617.10	4,022,681.00	55,878,117.10	
3. Assumes no increase in sales tax revenues over time.								Estimated Unallocated 2014 Funds (as of 04/30/14)	51,997.35						
4. Sales tax revenues are based on 95% of forecasted amount for year 2015.								Other Funds							
								Total	51,997.35	10,160,647.00	10,609,086.00	10,608,086.00	20,477,617.10	4,022,681.00	55,930,114.45

DRAFT 2016-2020 Capital Improvements Plan

Project	Description	Allocated to Date	Available Balance	Estimated Total Project Budget	Additional Funding Needs	2016	2017	2018	2019	2020	FY15-FY20 CIP
Water Quality/Sensitive Lands & Misc.											
0100234	Water Quality Project City	15,838,851.00	3,857,319.04	25,000,000.00	9,161,149.00	2,434,302.00	2,021,346.00	2,112,306.00	2,207,360.00	385,835.00	9,161,149.00
0100235	Water Quality project/County	22,790,579.00	7,660,593.96	22,790,579.00	-						-
03754	NFWFMD Partnership	1,500,000.00	802,580.24	1,500,000.00	-						-
0100228	Headwaters of St. Marks	4,487,389.71	-	8,920,220.71	4,432,831.00						-
0100229	Lake Jackson Basin	272,429.00	272,254.34	272,429.00	-						-
0101437	Fred George Basin	2,770,000.00	-	2,770,000.00	-						-
0100309	Lake Lafayette Floodplain	1,750,000.00	253,052.00	3,300,000.00	1,550,000.00	1,250,000.00	300,000.00				1,550,000.00
03758	Blueprint 2000 Land Bank	1,900,034.00	923,527.75	1,900,034.00	-						-
04771	Sensitive Lands - Project Mgmt	408,447.90	0.83	408,447.90	-						-
Capital Projects											
03721	CCNW I10 to US90 (N-1)	69,230,162.87	-	69,230,162.87	-						-
03760	CCNW/SW US90 to Orange Ave (N-2)	119,595,729.40	1,373,403.50	119,645,729.40	50,000.00	16,050,000.00					16,050,000.00
03755	CCSE Connie Dr to Tram Rd (E-1)	38,717,560.48	89,263.97	38,717,560.48	-						-
0100225, 1300401, 130402, 1300403	CCSE Tram Rd to Woodville + Subprojects (E-2)	37,989,838.00	961,387.89	37,989,838.00	-						-
0100226	CCSE Woodville Hwy to Crawford Rd (E-3)	11,589,148.47	2,384.51	11,589,148.47	-						-
0100227	CCSW Crawfordville Rd to Orange Ave (W-1)	4,129,541.00	237,772.73	4,129,541.00	-						-
TBD	CCSW Stormwater Master Plan and Construction			2,800,000.00	2,800,000.00	650,000.00	2,150,000.00				2,800,000.00
03747, 1300391, 1400348	CCT Seg 1 (Franklin Blvd) + Subprojects	19,060,591.11	137,399.23	19,060,591.11	-						-
0100306, 1300468, 1300467, 1400340, 1400341, 1400343, 1000346, 1400349, 1400350, 1400362, 1400476, 1400578, 1400579	CCT Seg 2 (Cascades Park) + Subprojects	49,618,374.79	692,529.27	49,618,374.79	-	692,529.27					692,529.27
0100978	Capital Cascade Segment 3 & 4	47,152,189.22	10,024,784.78	82,303,026.32	35,150,837.10	10,659,695.00	11,945,874.78	7,363,083.00	9,003,484.55	9,003,484.55	47,975,621.88
1400455, 1000612	Capital Cascades Crossing + Subproject	8,005,671.70	642,970.84	8,005,671.70	-	5,385,374.33					5,385,374.33
0800402	Capital Cascades Segment 4	-	-	TBD	TBD						-
03757	LPA Group Engineering Services (Cascades Trail 1-4)	9,494,472.76	996,325.35	9,494,472.76	-						-
1500478	Magnolia Drive Multiuse Trail	6,150,000.00	6,150,000.00	7,983,300.00	1,833,300.00	3,180,980.00	3,722,370.00	1,080,000.00			7,983,350.00
xxxxx	2020 Sales Tax Extension	-	-	900,000.00	900,000.00		300,000.00	300,000.00	300,000.00		900,000.00
Closed Projects											
1300328	Lafayette Heritage Bridge	500,000.00	-	500,000.00	-						-
02842	BP2K Booth Property Purchase	584,753.75	-	584,753.75	-						-
3745	Blueprint 2000 Lidar	349,817.00	-	349,817.00	-						-
3746	BP2000-Building Renovations	48,180.36	-	48,180.36	-						-
101438	Mahan Drive	4,825,730.88	-	4,825,730.88	-						-
1100644	Capital Cascades Maintenance Building	297,013.50	-	297,013.50	-						-
1200266	FAMU ROW Services to City	1,472,500.00	11,379.32	1,472,500.00	-						-
0100306	Capital Cascades-exp. With no projects		-	-	-						-
Grand Total		480,529,005.90	35,088,929.55	536,403,106.00	55,878,117.10	34,224,977.00	20,439,590.78	10,855,389.00	11,510,844.55	9,389,319.55	86,420,120.88
Notes:											
1. The FY 2016 Water Quality Project City includes a \$500,000 payback for the \$500,000 advance in FY 2015 to fund the Capital Cascades Crossing project.											
2. The 2020 Sales Tax Extension Project allocations will be paid back to Blueprint 2000 at a date to be determined once 2020 sales tax revenues are received.											
3. Assumes no increase in sales tax revenues over time.											
4. Sales tax revenues are based on 95% of forecasted amount for year 2015.											