



NE Polk County Roadway Advisory Committee

January 12, 2016 Meeting Minutes

PCSO NE Command Center
1100 Dunson Road
Davneport, FL 33896
10:00 a.m.

Attendees:

John Hall	District 5 Commissioner – BoCC Chairman
Bill Beasley	Deputy County Manager
Quen Wilson	Concurrency & Entitlements Director – Office of Planning and Development
Jay Jarvis, P.E.	Roads & Drainage Division Director
Elizabeth Voss	Assistant County Attorney
Bill Skelton	Roads & Drainage Division Public Information Coordinator
Paul Senft	Polk County CRA/Community Development Consultant
Gloria J. Spanjers	Coldwell Banker Commercial NRT

Committee Members:

Mark E. Wilson	Commissioner District 1 Appointee
J. Michael Nolen	Commissioner District 2 Appointee
Tommy Addison	Commissioner District 3 Appointee
Cyndi Jantomaso	Commissioner District 4 Appointee
Russel L. Mouton	Commissioner District 4 Appointee
Kevin Hoover	Commissioner District 5 Appointee
Wade Allen	Polk County Right-of-Way and Real Estate
Ryan Kordek	Polk Transportation Planning Organization (TPO)
Joe Montoya, P.E.	Polk County Roads & Drainage Division

1. Welcome Remarks

Commissioner Hall informally called the meeting to order at 10:16 a.m. He thanked all of the committee members for their service on this new committee and also thanked those who previously served on the North Ridge CRA Advisory Committee. He added their work was especially necessary given the “exploding” residential and commercial growth in NE Polk County.

Commissioner Hall mentioned a public hearing scheduled at 1:30 p.m. in the Boardroom regarding the establishment of a Polk County Expressway Authority. He concluded his remarks by saying the committee has a “big charge,” but he knows they are capable and then turned the meeting over to Mr. Beasley.

2. Introductions

In the absence of a Chairperson, Deputy County Manager Bill Beasley began the meeting by requesting introductions by the committee members. Members introduced themselves and each noted their local ties, experience and expectations.

Mr. Beasley noted that Joe Montoya would join the meeting later. Mr. Montoya was bringing a laptop computer for staff presentations before the committee.

Mr. Beasley noted some distinctions between the NE Polk County Roadway Advisory Committee (NEPCRAC) and the North Ridge CRA Advisory Committee, particularly that the NEPCRAC included county staff on the committee and that the Chairperson and Vice-Chairperson could only be elected from among the citizen members.

Mr. Beasley also called attention to the expanded boundaries and “broader” area the committee has to consider as compared to the North Ridge CRA. Mr. Beasley told members that the new committee would have about \$10 million in initial revenue from which to recommend project priorities to the Board of County Commissioners (BoCC). He said he envisioned holding several consecutive monthly committee meetings to evaluate and prioritize about 10–15 projects before a hiatus, then reconvening every 6–months or as needed for project updates and new business.

Mr. Beasley continued by asking staff in attendance to introduce themselves. Jay Jarvis, Quen Wilson, Paul Senft and Elizabeth Voss mentioned their roles and responsibilities. Commissioner Hall noted that he was once a county employee and proudly announced he was an Alabama native and declared “Roll Tide.”

Mr. Beasley yielded the floor to Assistant County Attorney Elizabeth Voss to present the next agenda item.

3. Charge of the Board

Assistant County Attorney Elizabeth Voss reviewed the Board of County Commissioners Resolution establishing the NE Polk County Roadway Advisory Committee and Florida’s Sunshine and Ethics Laws. Ms. Voss called attention to the presentation and reiterated the charge as expressed by the resolution establishing the committee. She highlighted the public’s right of access to meetings and the opportunity to speak before boards. Ms. Voss outlined what constitutes a meeting for the purposes of state law and the importance not to discuss anything outside of a “sunshine” meeting. She said this extends to staff members, too.

Ms. Voss continued to summarize meeting and public records requirements. She emphasized “the Sunshine Law is broadly construed and exemptions are narrowly construed.” Ms. Voss mentioned ethics requirements and stressed the importance of avoiding conflicts and abstaining from voting on matters with personal involvement or potential economic benefit.

Ms. Voss concluded by saying she was available to assist committee members with any questions or concerns related to Sunshine laws or ethics.

4. Public Comment

Mr. Beasley asked if anyone in the audience cared to speak on any matters before the committee. There were no comments offered from the audience. Mr. Beasley moved to the election of officers.

5. Election of Officers

Mr. Beasley mentioned the Board's intent was for only citizen members to hold office. He then opened the floor to nominations for Chair and Vice-Chair. Mark Wilson nominated Tommy Addison given his familiarity with the area, institutional knowledge and previous service as the North Ridge CRA Advisory Committee Chairperson. Kevin Hoover seconded the motion. Mr. Addison agreed to accept the nomination. He was elected by unanimous vote. Mr. Addison entertained a motion for the Vice-Chairperson. Mr. Mouton nominated Mark Wilson for Vice-Chairperson. Mr. Nolen seconded the motion. Mr. Addison requested a vote. Mr. Mark Wilson was elected Vice-Chairperson by unanimous vote.

Before proceeding with the agenda, Mr. Addison had a question for Commissioner Hall about the future of the committee beyond the approximate \$10 million in revenue identified as being within their purview. Commissioner Hall was uncertain, but had the expectation that new recurring revenues, particularly with the re-imposition of impact fees, would provide more funds for the committee to consider with future project recommendations to the BoCC. Commissioner Hall felt the rate of growth would determine the amount of funding and the opportunities for the committee to help decide the roadway uses for those funds. Commissioner Hall added that emerging needs along with the progress of approved projects would also factor into the amount of activity and usefulness of the committee. He noted the Expressway Authority might have similar influence on prioritizing county roadway projects. Commissioner Hall anticipated as the "pot of money" grows, so does the role of the committee.

Mr. Beasley concurred with Commissioner Hall's assessment of the longevity and potential for the work of the committee to grow in-step with future roadway funding. While possibly limited in the short-term, Mr. Beasley felt that the long-term prospects are encouraging and the board would rely on the committee's advisement.

Paul Senft added that the continued growth in the area would create demand for new roadway infrastructure and that the committee would act in a similar capacity as the North Ridge CRA Advisory Committee when recommending project funding. Paul added that he knows the Board respects the “useful advice” of the appointed committee members as well as their service to the community.

6. Review Economic Development/Growth Projects in NE Polk County

Concurrency & Entitlements Director Quen Wilson reviewed current and future commercial and large-scale residential projects. Mr. Wilson started his presentation by showing what Polk County “has on the books so to speak” with the volume of single family permits issued throughout unincorporated Polk County for the past three years. He mentioned the northeast and southwest areas of the county are the fastest growing. Figures indicated that permitting countywide grew by about 45% from 2013 to 2015. 1,127 permits were issued in 2013 and 1,651 permits were issued in 2015.

Mr. Mouton asked Mr. Wilson about historical “peak” permitting volume. Mr. Wilson replied the county used to average several thousand permits a year, but doubted that future activity would reach that volume.

Mr. Wilson continued by enumerating “active” area developments depicted by his slideshow. He also mentioned the new K-8 school being built on Sand Mine Road and the nearby residential and commercial developments in the pipeline. He briefly touched on the some of the land-uses and the proposed square footages of surrounding development.

Mr. Wilson then moved on to Walmart’s e-Commerce campus construction and the other ongoing activity in the Waverly Barn Road area. He said they were moving at “lightning speed” on the 2.2 million square feet being built under roof in two buildings. He mentioned Mr. Jarvis would touch-on the associated road projects needed to support development.

Mr. Wilson anticipated that about 4 million square feet of development is likely to occur in the next five years in the interchange area. He said the Posner City Center has about 600,000 square feet of development remaining and another 500,000 square feet was planned for the Heller Brothers parcels, as well as 500,000 square feet of warehousing on Homerun Blvd. He added that another one million square feet of development has been set aside for the Four Corners Town Center.

Mr. Wilson ended his presentation discussing planned construction associated with Ridgewood Lakes and the Walton DRI. He said there would be upwards of 8,000–9,000 residential units built-out over about 20–25 years along with 100,000–200,000 square feet of associated commercial/retail development. He also discussed the access on the north-end of the Walton DRI to be provided by Ernie Caldwell Blvd. and Pine Tree Trail.

7. Review Transportation Projects in NE Polk County

Roads & Drainage Division Director Jay Jarvis reviewed current projects and programs and discussed opportunities to fund future projects.

Mr. Jarvis began his slideshow presentation by discussing the general boundary and area of the NEPCRAC’s “charge.” He followed with a brief summary and delineation of the two Impact Fee Districts (A and C) in the NE Polk area. He continued by highlighting the \$125 million in county roadway investments in the area since 2002.

Mr. Jarvis then updated the committee on the progress of the Ernie Caldwell Blvd. Phase 2B and 3 projects. Mr. Jarvis noted the North Ridge Trail Phase 2 is nearing completion. He also discussed the planned North Ridge Trail Phase 3 extending segment to the Walmart site and the access road from the site to the jug handle at US 27. He added a signalization project at the access road/jug handle and US 27 would also be considered as part of roadway improvements associated with the logistics and warehousing development in the Waverly Barn Road area. He continued with a short update on the status of the Poinciana Parkway and the implications for CR54/Ronald Reagan Parkway and Lake Wilson Road. Mr. Jarvis indicated that increased traffic from the Poinciana Pkwy. to I-4 would likely require widening of Lake Wilson Road.

Mr. Addison asked about how much revenue was left over after design was suspended on the Grandview Pkwy. project. Mr. Jarvis said it was about \$1 million. Mr. Addison followed by asking how much design was accomplished. Mr. Jarvis said about 30%. Mr. Jarvis further explained the Grandview Pkwy. project was defunded due to the FDOT delaying permitting until after decision-making related to their I-4 Beyond the Ultimate project.

Mr. Jarvis spoke about the intersection improvements at Dunson Road and Buckingham Drive that would provide the landing for the future Grandview Pkwy. extension and bridge project. Mr. Wilson added in the next 3–4 years, the Dunson Road and Buckingham Drive connection would provide access from US 27 and Dunson Road as well as from Festival Bay (ongoing) and The Glen (proposed) to ChampionsGate Blvd. Mr. Mouton asked if Dunson Road could handle the traffic. Mr. Wilson said “probably not” depending on the eventual volume, but it will be monitored.

Mr. Addison asked about the Central Polk Parkway. Mr. Beasley responded by saying it appeared the FDOT didn't have the funding or preferred spending funding elsewhere. He added their decision has given rise to the possibility of a local Expressway Authority being formed to fund and operate. Mr. Quen Wilson concurred it was likely a funding issue with the estimated cost, but added the FDOT was concerned that the new parkway might not provide as much congestion relief to US 27 as projected or desired.

Mr. Kordek added that according to TPO modeling, there is a demonstrated need for the Central Polk Parkway now, adding it's a priority project in the TPO's long range transportation plan. He noted that except for I-4, US 27 will soon be the most-heavily travelled state road in Polk County.

Mr. Allen said the FDOT has the same problem Polk County does, more need than money. He feels they prefer to fund improvements to I-4 instead of the Central Polk Parkway.

A related conversation ensued about connectivity to I-4 from the Poinciana Parkway that might involve a connection at CR 532/Osceola-Polk County Line or a new interchange at SR 429.

Mr. Jarvis' presentation turned to several slides depicting proposed, but unfunded projects calling for the committee's consideration and input. Some were previously discussed, but the projects depicted by the slides included the following discussed in no particular order:

- CR54/Ronald Reagan Pkwy. at CR547 Intersection
- Dunson Road at Buckingham Drive Intersection
- Johnson Ave. at Power Line Road Signalization
- US 17/92 and Bates Avenue Intersection
- CR54 U-turn Bay east of Old Kissimmee Road
- Lake Wilson Road (CR 54 to CR 532/Osceola County Line)
- Deen Still Road (US 27 to ½-mile west)
- North Ridge Trail Phase 4 (Waverly Barn Rd. to Deen Still Rd.)
- Waverly Barn Road (North Ridge Trail to US 27)
- Access Road at US 27 Signalization
- North Ridge Trail Phase 1 (Deen Still Road to Sand Mine Road) improvements to Waverly Barn Road and Deen Still Road, as well as a connecting segment.

After discussing these projects, Mr. Jarvis discussed the approximate \$10 million dollars in currently available funding that could be expended on projects from that list. Funding was broken down accordingly:

- North Ridge CRA Fund Balance = \$5M
- ECB Phase 2B & 3 Estimated Savings = \$2M
- Grandview Bridge Balance (closed out) = \$1M
- Impact Fees District A & C = \$2M

Mr. Jarvis added that he would present estimates to the committee on the projects listed as “TBD” when reliable figures were available. Mr. Beasley interjected that the committee’s endorsement for “TBD” projects the Board was considering for funding approval for design consulting agreements would be helpful to the Board in their decision-making.

Mr. Addison asked about when estimates might be available for Deen Still Road, North Ridge Trail Phase 4 (Waverly Barn Rd. to Deen Still Rd.) and Waverly Barn Road (North Ridge Trail to US 27). There was no consensus when the estimates would be ready. The question was asked about the scope of the estimate for widening Lake Wilson Road from CR 54 to CR 532. Mr. Jarvis said the scope would likely be for four-laning the corridor. Ryan Kordek added that recent traffic counts indicated that vehicular volumes grew more on that roadway than nearly any other since the last count. He was asked if it was failing. Mr. Kordek replied yes, especially at the intersection at CR 532. Mr. Allen suggested that in lieu of the widening, an intersection improvement would provide some worthwhile increase in the level of service.

Mr. Beasley mentioned the upcoming Board retreat. He said road needs would be discussed; particularly failing or soon to be failing roads. He thinks the County Manager will frame the problem with the expectation that some additional future funding may have to be approved to address the need. In the meantime, he said the committee can consider the “low-hanging fruit” of the top-five projects on the unfunded CIP slide (CR54/Ronald Reagan Pkwy. at CR547 Intersection, Dunson Road at Buckingham Drive Intersection, Johnson Ave. at Power Line Road Signalization, US 17/92 and Bates Avenue Intersection and CR54 U-turn Bay east of Old Kissimmee Road) and those “TBD” projects that can also be afforded.

Mr. Addison asked if staff had a ranking of the projects presented. Mr. Jarvis replied no.

Mr. Mouton asked how does staff prioritize needs in order to get the “biggest bang for the buck.” Mr. Allen likened process to a combination of scope, cost, scheduling and need. He said smaller, less expensive projects with a demonstrated need that can be quickly constructed are strong candidates. Mr. Kordek added sometimes it needs versus wants, but failing roads or intersections that warrant signals should ideally be addressed first.

Mr. Mouton expressed a desire to see some project ranking by staff to help the committee prioritize spending.

Mr. Mark Wilson contrasted the difference in recurring TIF revenue provided by the North Ridge CRA as it related to project planning and funding versus the approximately \$10 million amount the NEPCRAC is starting with. He said it’s a change in mindset and obviously limits the projects that can be considered for funding.

Mr. Beasley agreed, but said the committee could still provide input on long term planning by identifying priorities that could be undertaken when funding was available. He added the limited funding is one of the reasons why he suggested the committee would not meet with the regularity of the North CRA Advisory Committee; and that it would reconvene for project progress and program updates or when there were additional revenues.

Mr. Mouton asked, “how do we grow this money?” Mr. Beasley replied he was unsure, except sustaining and growing funding was something the Board would have to address.

Mr. Mouton asked about state allocations. Mr. Beasley deferred to Mr. Kordek. Mr. Kordek explained that there are some grants through the FDOT, but they prefer projects that are regional in nature, particularly projects that provide benefit and congestion relief on state roads. He added that sometimes it requires a tiered approach using a mixed-bag of funding sources.

Mr. Addison mentioned that the committee has no authority to bind or contract, only to recommend. He said it would be interesting to know what funds the Board intends to dedicate to the northeast Polk area that the committee could influence.

Mr. Jarvis said his current funding from nearly all sources would only pay for existing divisional operations, maintenance and smaller projects. County reserves will no longer be used to support Roads & Drainage Division. Mr. Beasley added that any use of reserves would likely be match-funding to construct the Bartow Northern Connector Phase 2.

Mr. Addison suggested the committee should recommend and rank two lists. One based on the approximately \$10 million available and another for projects that can't be afforded by that initial amount. Mr. Mouton asked if there are alternatives to capacity projects such as intersection improvements. Mr. Jarvis said alternatives and pricing could be identified.

Mark Wilson motioned to support staff in moving forward with an engineering services agreement for an alignment study for improvements to North Ridge Trail Phase 4 (Waverly Barn Road to Deen Still Road), Waverly Barn Road, Deen Still Road, and the intersection of US 27 at Waverly Barn Road. Motion was seconded and passed unanimously.

Mr. Nolen asked for additional information from staff on the other projects on the unfunded CIP chart, particularly the construction proposed and the general benefit of the improvement (level of service gain, etc.). Mr. Jarvis said that information could be provided at the next meeting.

Mr. Hoover asked about how right-of-way acquisition impacts project schedules. Mr. Allen provided examples of the time added when acquisition is required. A conversation ensued about potential project schedules and what projects could proceed ahead of others.

An incidental conversation about impact fees and developer contributions to improvements followed. Staff said that impact fees could be used for capacity and intersection improvements (turn lanes and signalization) that increase the level of service or relieve a substandard condition.

Mr. Addison turned the conversation to the schedule for the next meeting and whether the committee needed to provide any communication to the Board in advance of the retreat. Given the limited time, Mr. Beasley thought it best that roadway issues discussed at the retreat is reported to the committee for their consideration and future use.

8. Open Forum and New Business

The date and time for next committee meeting was set for Thursday, March 3, 2016 at 10:00 a.m. at the PCSO NE Command Center located at 1100 Dunson Road in Davneport.

9. Adjournment

Mr. Addison adjourned meeting at 12:28 p.m.