



**JACKSONVILLE INTERNATIONAL AIRPORT
COMMUNITY REDEVELOPMENT AREA AGENCY BOARD MEETING
COUNCIL CHAMBERS
117 WEST DUVAL STREET, JACKSONVILLE, FL 32202
TUESDAY, AUGUST 10, 2021**

**MEETING MINUTES
TUESDAY, AUGUST 10, 2021 – 1:00 P.M.**

Location: Council Chambers, 1st Floor, City Hall at St. James, 117 West Duval Street, Jacksonville, FL 32202

Agency Board Members Present: Agency Board Chair Sam Newby, Agency Board Vice-Chair Reggie Gaffney, Agency Board Members, Brenda Priestly Jackson, Al Ferraro, Joyce Morgan, Ju’Coby Pittman, LeAnna Cumber, Michael Boylan, Randy DeFoor, Randy White, Ron Salem, Terrance Freeman, Aaron Bowman and Danny Becton

Agency Board Members Excused: Agency Board Members Tommy Hazouri, Garrett Dennis, Rory Diamond, Kevin Carrico and Matt Carlucci

I. CALL TO ORDER

Chair Newby called the Jacksonville International Airport Community Redevelopment Agency (JIA/CRA) Board meeting to order at approximately 1:07 p.m.

II. ACTION ITEMS

APPROVAL OF THE MARCH 23, 2021 JACKSONVILLE INTERNATIONAL AIRPORT COMMUNITY REDEVELOPMENT AREA AGENCY (JIA/CRA) BOARD MEETING MINUTES

A MOTION WAS MADE AND SECONDED APPROVING THE MARCH 23, 2021 JACKSONVILLE INTERNATIONAL AIRPORT COMMUNITY REDEVELOPMENT AGENCY (JIA/CRA) BOARD MEETING MINUTES. THE MOTION PASSED UNANIMOUSLY 13-0-0.

CONSIDERATION OF THE FY 2021/2022 PROPOSED BUDGET (RESOLUTION JIA/CRA-2021-02)

Mr. Wendland provided an overview of the FY 2021/2022 Proposed Budget.

- Based on a preliminary estimate from the Property Appraiser’s Office the proposed revenues would be \$15,549,208, which is an 8.3% increase over last year. The final revenues should be available after July 1, 2021.
- Administrative expenses (\$107,565) are an estimate provided by the Budget Office and are subject to adjustment.

- Financial Obligations (\$3,795,563) are projects that were approved in previous years that we are now paying on.
- The balance for the year would go into Unallocated Plan Authorized Expenditures, which is projected to be \$11,646,080.
- Mr. Wendland noted that later on in the meeting staff will be presenting the Main Street project and if approved, some of the funding in Unallocated Plan Authorized Expenditures would come from the FY 2021/2022 Proposed budget that would later be amended.

Agency Board Member DeFoor asked about the status of the Cole Road Bridge Project that the JIA/CRA Advisory Board was considering when she served as a JIA/CRA Advisory Board Member.

Mr. Wendland replied that unfortunately he does not have good news. His understanding from FDOT was that the sign on the Southside of Jacksonville should not have been approved when it was installed years ago and they no longer approve signs like that because they are considered to be a distraction for drivers. The project has not been brought back to the Agency Board for termination because we are still trying to pursue the project, but it has not been promising.

Agency Board Member DeFoor stated that she is curious to know if there is any data regarding accidents that may have been caused due to the sign on the Southside and that if there has not been any, maybe we can use that data as evidence that in fact that is not the case.

Mr. Wendland replied that it is a federal issue and that their determination was not solely based on the Jacksonville sign on the Southside. He offered to talk with Public Works for an update.

Vice-Chair Gaffney commented that we have not given up hope and are still trying to work through the process with Mr. Knight, FDOT, who is still trying to figure a way with guidance from Tallahassee. The sign was technically denied about a year ago. He added that we may not be able to put the Jacksonville sign over the bridge, but possibly to the side of the bridge. He is praying that before they finish I-295 and I-95 there will be a solution.

Agency Board Member Ferraro asked Mr. Jim Knight, FDOT, to explain the issue related to the “Jacksonville” sign on the Cole Road Bridge Project.

Mr. Knight advised that the Florida Department of Transportation does not have an objection to the sign and fully approved of the project; however, the Federal Highway Administration denied it. He added that they have tried working with the Federal Highway Administration and have been denied.

Agency Board Member Ferraro asked Mr. Knight if he had a contact recommendation for the Agency Board to reach out to regarding the issue.

Mr. Knight suggested reaching out to the U.S. Department of Transportation, Federal Highway Administration. Agency Board Member Ferraro asked to meet with Mr. Knight offline regarding the project and moving it forward.

Chair Newby concurred that the Agency Board needs to do whatever is needed to move the project forward and sees no reason why it should not be done adding that he will connect with the Chairman of the TPO.

Vice-Chair Gaffney commented that he will reach out to Congressman Al Lawson and see if he can help. He hopes by the next meeting of the JIA/CRA Agency Board to have a recommendation of some kind from his office to move the project forward.

Vice-Chair Gaffney asked Agency Board Member Ferraro if he would assist on this and we could do a Council resolution together. Members could all sign it and then I think that would be good to give to Congressman Lawson as well as Congressman Rutherford demonstrating united support for the sign.

Chair Newby opened the floor for public comments. There were no speakers.

A MOTION WAS MADE AND SECONDED APPROVING JACKSONVILLE INTERNATIONAL AIRPORT COMMUNITY REDEVELOPMENT AGENCY (JIA/CRA) BOARD RESOLUTION JIA/CRA-2021-02 ADOPTING A FISCAL YEAR 2021/2022 PROPOSED BUDGET; PROVIDING AN EFFECTIVE DATE. THE MOTION PASSED UNANIMOUSLY 13-0-0.

CONSIDERATION OF FUNDING FOR THE MAIN STREET WIDENING PROJECT (RESOLUTION JIA/CRA-2021-03)

Mr. Wendland commented that it will be helpful for the Agency Board Members to pull out page 9 of their packages (JIA/CRA FY 2020/2021 Amended and Restated Budget) showing if the Agency Board were to approve \$9 million for the Main Street Project and the six other capital projects today there would be a remaining balance of \$4,462,421 in Unallocated Plan Authorized Expenditures for the current year. Mr. Wendland also asked the Agency Board Members to pull out page 14 of the packages, which is a document provided by Mr. Knight that lays out the funding and schedule options for the US-17 Main Street Project. He noted that the JIA/CRA has this year and two more fiscal years left before the JIA/CRA sunsets. He estimated that the JIA/CRA has about \$10 million remaining in the current fiscal year and about \$11.6 million in the FY 2021/2022 budget in Unallocated Plan Authorized Expenditures. He is not sure what FY 2022/2023 budget will bring, but does not imagine it would be any less than \$11.6 million. In total you have approximately \$33 million between now and the time that the CRA sunsets. Mr. Wendland advised that the JIA/CRA Advisory Board recommended funding option one (\$15,000,000) taking Main Street from New Berlin to Airport Center Drive.

Mr. Knight reviewed the funding and schedule options for the US-17 Main Street Project in Oceanway. He noted that there are likely three sources for funding for the Project: COJ funds (CRA), TPO funds (SU Federal Funds) and TRIP (state funds). Below are the two likely scenarios based on different levels of local funding noting that the numbers are preliminary estimates.

Option One: Main Street from New Berlin To Airport Center Drive - \$15,000,000 (COJ funding)

PD&E FY 21/22	\$500,000 (COJ)	
Design FY 22/23	\$5,000,000 (\$2,500,000 COJ + \$2,500,000 FDOT)	
Construction from New Berlin Road to Katherine Street FY 23/24		\$12,000,000 (COJ)
Right-of-Way from Katherine Street to Airport Center Drive FY 23/24		\$4,000,000 (FDOT)
Construction Katherine Street to Airport Center Drive FY 26/27		\$6,000,000 (TPO)

COJ \$15,000,000
FDOT \$6,500,000
TPO \$6,000,000
Total \$27,500,000

Option Two: Main Street from New Berlin to Max Leggett Parkway - \$23,000,000 (COJ funding)

PD&E FY 21/22	\$500,000 (COJ)	
Design FY 22/23	\$5,000,000 (\$2.5 M COJ + \$2.5 M FDOT)	
Construction from New Berlin Road to Katherine Street FY 23/24		\$12,000,000 (COJ)
Right-of-Way from Katherine Street to Max Leggett FY 23/24		\$4,000,000 (FDOT)
Construction Katherine Street to Max Leggett Parkway FY 27/28		\$23,000,000 (\$8 M COJ + 12 M TPO + \$3 M FDOT)

COJ \$23,000,000
FDOT \$9,500,000
TPO \$12,000,000
Total \$44,500,000

Mr. Knight advised that Main Street has been a priority of the FDOT as well as Nassau County and the TPO for some time. The goal is to four lane Main Street from New Berlin all the way up to State Road 200 in Nassau County. They started at the southern end and looked at identifying what it would take to get it done, how they would likely break up the project looking at both the money and logical termini. The shortest segment is to go to Airport Center Drive and the next logical place to terminate would be Max Leggett Parkway. They would probably keep going down the road up to Pecan Park and keep working their way north over time and as funding is available.

Mr. Knight advised that taking two lanes to four lanes is quite expensive (\$20,000,000 per mile) or more to achieve that. Option one (\$15,000,000 of COJ funding) takes Main Street from New Berlin to Airport Center Drive, and \$6.5 million of FDOT controlled funds and \$6 million of TPO controlled funds. Option two takes Main Street from New Berlin Road to Max Leggett Parkway. COJ funding \$23 million, FDOT \$9.5 million and TPO \$12 million. The money from FDOT and TPO is money matched that is currently unallocated to projects. Mr. Knight commented that their work program is put together in the summer to prepare for what goes to the legislature in the spring. Depending on what the Agency Board decides today, FDOT will know how to finish their work program for the year and whether money should be pulled out of the box and assigned to the Main Street Project or stay in the box to potentially be used another year, or applied to a different project.

Agency Board Member DeFoor commented that she had a vague recollection that there was a railroad easement or something we needed to buy. Mr. Knight replied that under FDOT's newer design standards that are more reflective of complete streets they are able to skinny up their roadway cross section so that they can fit the roadway within the existing right of way that is currently owned by FDOT. He added that the only thing they will need are retention ponds.

Agency Board Member Cumber asked why it was so expensive adding that \$20 million per mile seemed particularly expensive. She commented that the cost will probably continue to increase. Mr. Knight replied that \$20 million per mile is the going rate and typical costs for taking a two lane rural road to a four lane urban type of typical section. He added that the cost will most likely actually be more than predicated today.

Agency Board Member Cumber commented that it looks like the CRA has money available to do the \$44.5 million project and it seems like it would be smarter to go ahead and do the larger project and complete the whole piece now rather than waiting for costs to increase. She asked if FDOT would be able to allocate the funds if the Agency Board wanted to do the full \$44.5 million. Mr. Knight replied yes, adding that he has a commitment to assign the funds to the Main Street Project based on whether the Agency Board approves the \$15 million or \$23 million project in COJ funding.

Vice-Chair Gaffney commented that he is not interested in spending all of the JIA/CRA funds because there is still 2.5 years remaining and there may be other unforeseen projects that come up in the next few years. He thanked the CRA Advisory Board for agreeing with the \$15 million project. He cautioned his colleagues because there is a reason why the Advisory Board choose the \$15 million project and not the \$23 million because it would almost deplete or allocate the JIA/CRA funds for the next couple of years. He noted that he is working with the administration on some other projects that may happen in the next few years. His recommendation is to support the Advisory Board's recommendation of the \$15 million project.

Agency Board Member Salem asked what the distance was from Airport Center Drive and Max Leggett Parkway. Mr. Knight replied that in rough numbers one mile adding that each section is approximately one mile.

Agency Board Member Becton arrived at the meeting at approximately 1:33 p.m.

Agency Board Member Salem commented that he was in the subject area yesterday and said the development that has occurred in the area is unbelievable. He commented with there being state and federal dollars this may be a one-time opportunity to do this adding that if we do not take advantage of the opportunity, we could lose the dollars. He recalled Mr. Wendland saying there is about \$9.9 million this year, \$11.6 million next year and if you assume it flattens out the following year at \$11.6 million that total is approximately \$33 million and if we spend potentially \$23 million on the bigger Main Street project there would still be approximately \$10 million available for other projects. He commented that he would like to understand the thought process of the Advisory Board for not taking advantage of the opportunity. Agency Board Member Salem asked Vice-Chair Gaffney what the other projects are and if he has estimated cost for the projects.

Vice-Chair Gaffney replied that he does not have estimated cost adding that he is working with Agency Board Member Ferraro on projects that may be outside of the CRA and on a large scale \$60 million project that might be coming to the airport and that the Administration has asked for approximately \$10 million. He commented that he is not comfortable right now removing the \$4 million because there is still 6-7 more months in the current year and the money may be needed for something else. He thinks the rationale behind the CRA Advisory Board's thinking and his thinking is to make sure all of the funds are not depleted because there may be other opportunities for funding.

Agency Board Member Salem asked Mr. Knight if he is able to confirm that the FDOT and TPO dollars would be available next year as they are today. Mr. Knight replied that if the city could still make a substantial contribution, it is possible that at some point in the future the money would be found to fund the project; however, whether or not in these years and the amounts could not be guaranteed adding that the project could potentially be delayed and moved further out by not claiming the funds this year.

Agency Board Member Ferraro commented that the road was originally going to the Nassau County line and was then backed off to Pecan Park Road and is now being backed off further. There are businesses, homeowners and other people who use the road on a regular basis. The funding is available now and the road needs to be replaced now.

Agency Board Member Bowman commented regarding the increase of construction costs. He understands that Vice-Chair Gaffney does not want to drain the JIA/CRA budget adding that this is an example of why a billion dollars was just approved over the next 30 years is for additional things that pop up in a council district that is for infrastructure that we as a Council should be able to count on spending. He commented that we have a willing partner that is ready to dedicate the money, we have monies coming into the budget that is for infrastructure that we can use. We have FDOT and TPO standing behind us for the project and a growing need in the community. We need to do the larger option today and be done with it and other things that come up and be dealt with on a case by case basis.

Mr. Knight commented that FDOT often digs deep and covers cost overruns adding they would have to have further discussion, but normally they try to honor a deal.

Agency Board Member Freeman commented that he is that he drives Main Street no less than twice a day and when there are accidents on I-95 all of the traffic is diverted to Main Street and people sit in traffic for hours.

Agency Board Member Priestly Jackson commented that she is not comfortable deciding something different from the Advisory Board's recommendation of Option One (\$15,000,000). She is reticent to supplant her judgement for that of the Advisory Board because their judgement has been culminated adding that also because Council Member Gaffney, District 8 and Vice-Chair for the JIA/CRA Agency Board has shared his concerns as well.

Mr. Wendland advised that the Agency Board will meet again in August to take up the final 2020/2021 allocations asking Mr. Knight if waiting for an answer until August would affect FDOT's timing.

Mr. Knight replied that FDOT's build their work program in the summer. With the legislature only meeting once a year they submit their work program in September with final touches being made in August adding that anything more than a minimal delay would most likely cause a one year delay.

Agency Board Member Morgan asked if there was anyone present from the Advisory Board that may be able to speak to their recommendation of Option One (\$15,000,000) and to hear what their feelings may be on changing to the larger project (\$23,000,000).

JIA/CRA Advisory Board Chair Tison commented that the Advisory Board has had a lot of discussion about the Main Street project and as the Agency Board recognizes and the Advisory Board recognizes the need for doing something with the traffic on Main Street. He commented that they have met with Vice-Chair Gaffney several times and they unanimously voted for the \$15,000,000 with \$5,000,000 coming out of the JIA/CRA Budget over the next three years to at least move the first mile forward and recognizing that in more needs to be done. He commented that while he cannot speak for the entire Advisory Board, he believes that if the Agency Board came back and said they wanted to spend the \$23,000,000 then the Advisory Board would consider that as a positive move.

Vice-Chair Gaffney asked Mr. Wendland how the allocation would work out with Option Two and the additional \$8,000,000. Mr. Wendland responded that there are several ways to work it out adding that there is \$5 million left this year and we only have three more months. He suggested taking \$4,000,000 from the current year's budget so it is not completely striped and \$7,000,000 from each of the following two years.

Vice-Chair Gaffney asked if we waited to come back in August and had the opportunity to meet with the Advisory Board and the Administration on more information on other projects how it would impact the process. He commented that if they were to do the additional \$8 million and allocation becomes x million this year and x million the following year, but on the backend (the last year) you put the additional dollars if that would be acceptable because he is not sure if there will be \$8 million in three years.

Mr. Knight commented that backloading is a better use of money adding that they are only looking for \$3 million from COJ in the first two years; \$500,000 in 2022 and \$2.5 million in 2023. He added that they do not really get going and kicking in the money until 2024. .

Chair Newby opened the floor for public comments. There were two speakers.

Mr. Abraham Hassan, President of the Northside Business Leaders Club and owner of Junior Seafood on Main Street:

- Lives on North Main Street near Shands Hospital and the roads cannot handle the surge of people coming into the area. There are numerous accidents, pedestrian deaths, traffic backups

and times when ambulances, police cars and firetrucks cannot get through and people's lives are on the line.

- He noted that there are new four lane roads that merge onto two lane Main Street. Businesses have been impacted and most importantly this is a natural disaster route coming in and out of Jacksonville. He recalled a few years ago and the fires that were in the area, I-95 was closed, I-295 was closed and they come up and down Main Street. If you did not live in the area, you were stuck also stuck in the traffic as the detour was Main Street.
- One mile is not going to fix this problem. There is a problem all the way to Max Leggett and further Pecan Park Road but the congestion of the traffic is when you are going from 4 lanes coming onto New Berlin (4 lanes) and then goes down to 2 lanes all the way down to the county line.

Mr. Paul Forte:

- Conversations started back in 2019 with Warren Alvarez and Dick Berry prior to his death about the traffic issues on Main Street noting that Main Street it is a safety hazard being an evacuation route for the area.
- He noted the new VA hospital is coming into the area in addition to \$1,058 parking spaces, which means there is going to be a lot of traffic.
- The project needs to be funded all the way now because anybody who is in the real estate business knows costs are increasing.

Ms. Grandin commented that we need to talk about how the money is going to be divided up. It would include the \$5,000,000 that is currently in the bill for this year and we add \$4,000,000 to it for a total of \$9,000,000 for this year. The resolution would read \$9,000,000 for this year, \$7,000 for next year and \$7,000,000 for the following year.

Vice-Chair Gaffney commented that he supports the amendment.

A MOTION WAS MADE AND SECONDED AMENDING AND APPROVING JACKSONVILLE INTERNATIONAL AIRPORT COMMUNITY REDEVELOPMENT AGENCY (JIA/CRA) BOARD RESOLUTION-2021-03 AUTHORIZING A NEW CAPITAL PROJECT TO BE CALLED THE MAIN STREET WIDENING PROJECT; APPROVING \$23,000,000 IN TOTAL FUNDING OVER THREE FISCAL YEAR BUDGETS; ALLOCATING \$9,000,000 FROM THE FY 2020/2021 AMENDED AND RESTATED BUDGET; PROVIDING FOR OVERSIGHT BY PUBLIC WORKS; PROVIDING FOR FUND CARRYOVER; AUTHORIZING EXECUTION OF ALL DOCUMENTS BY THE MAYOR AND CORPORATION SECRETARY; PROVIDING AN EFFECTIVE DATE. THE MOTION PASSED UNANIMOUSLY 13-0-0.

CONSIDERATION OF \$512,282 FUNDING RECOMMENDATION FOR SIX NEW CAPITAL PROJECTS (RESOLUTION JIA/CRA-2021-04)

Ms. Nasrallah advised that Vice-Chair Gaffney and Public Works brought six new capital projects for staff to explore compliance with the Redevelopment Plan and to check funding availability. Ms.

Nasrallah referenced the table on page 21 of the packages that was provided by Public Works with each project, cost and a brief description.

PROJECT	COST	DESCRIPTION
Turtle Creek Subdivision Traffic Calming	\$35,000	Actual construction costs. They have completed their due diligence.
Harts Road Traffic Calming	\$200,000	Allocation to get the project started. To prepare the conceptual Plan, define scope and to create a detailed cost estimate for the project.
Harts Road Bridge Repair	\$35,150	Construction costs of joint replacement, guardrail posts replacement, new pavement markings, pressure washing, and painting.
Biscayne Blvd. Bridge Repair	\$133,080	Construction costs of joint replacement, guardrail posts replacement, new pavement markings, pressure washing, and painting.
Drainage – Ranch Road Cross Drain Replacement (between Airport Rd-Owens Rd) DSR Improvement	\$78,000	Allocation to get the project started. To prepare the conceptual Plan, define scope and to create a detailed cost estimate for the project.
Drainage – 935 Turtle Creek Dr. N – Drainage pipe lining DSR Improvement	\$31,052	Allocation to get the project started. To prepare the conceptual Plan, define scope and to create a detailed cost estimate for the project.
TOTAL	\$512,282	

Ms. Nasrallah noted that three of the projects that are for preliminary engineering will have to be brought back to the Agency Board with more project detail for final consideration before they are taken to fruition adding that he JIA/CRA Advisory Board reviewed and voted to recommend to the JIA/CRA Agency Board funding for the \$512,282.

Agency Board Member Ferraro asked referring to the Turtle Creek Traffic Calming project includes speed humps as the community expressed the need for and if the community was paying for part of it or if the City was paying for all of it. Mr. Robin Smith with Public Works replied that the funding is for 10 speed humps and the \$35,000 funds the project completely.

Agency Board Member Ferraro asked what the plans were for the Road Traffic Calming project. Mr. Mr. Smith replied that for Harts Road they are looking at potentially having elevated cross walks. It is a speed hump and a cross walk in one that slows down the vehicle traffic and gives pedestrians an elevated crossing.

Chair Newby opened the floor for public comments. There were no speakers.

A MOTION WAS MADE AND SECONDED APPROVING JACKSONVILLE INTERNATIONAL AIRPORT COMMUNITY REDEVELOPMENT AGENCY (JIA/CRA) BOARD RESOLUTION-2021-04 AUTHORIZING SIX (6) NEW CAPITAL PROJECTS; ALLOCATING \$512,282 IN TOTAL FUNDING FROM THE FY 2020/2021 AMENDED AND RESTATED BUDGET FOR THE SIX NEW CAPITAL PROJECTS; PROVIDING FOR FUND CARRYOVER; PROVIDING FOR OVERSIGHT BY PUBLIC WORKS; AUTHORIZING EXECUTION OF ALL DOCUMENTS BY THE MAYOR AND CORPORATION SECRETARY; PROVIDING AN EFFECTIVE DATE. THE MOTION PASSED UNANIMOUSLY 14-0-0.

III. NEW BUSINESS

No new business was discussed.

IV. PUBLIC COMMENTS

There were no comments from the public.

V. ADJOURNMENT

There being no further business, Chair Newby adjourned the Jacksonville International Airport CRA Board meeting at approximately 2:12 p.m.

The written minutes for this meeting are only an overview of what was discussed. For verbatim comments of this meeting, an audio file of the meeting is available in its entirety and is available upon request. Please contact Michelle Stephens at (904) 255-5452, or by email at msteph@coj.net.