

MEMORANDUM

TO: Pine Ridge POA
Board of Directors

DATE: August 29, 2021

FROM: Roads Committee

SUBJECT: August 18, 2021
Meeting Minutes

The Roads Committee convened on August 18, 2021 10:00 AM-12:30 PM in the Fireside Room at the Pine Ridge POA offices. Please see the attached sign in sheet for attendance. Dutch Bailey had a last minute conflict. We welcomed Kathy Miller from PREA and Mark Dupuis. Steve Stevens will be at the next meeting.

The following information was discussed and/or clarified.

REGULAR BUSINESS

To date each meeting has commenced with introductions of everyone as there are new people who we not only need to hear from but it is their opportunity to understand the experience of the group going forward. There have been new developments since our July meeting and after our August 18th Roads Committee Meeting. What follows is a summary.

JERRY SMALLEY PROPERTY

This is the property fronting CR491 just north of Modelwood and Walgreens. It is just south of the Pine Ridge boundary separating PRE from the Smalley property. Our research now shows our intended amicable approach requesting Mr. Smalley to initiate action for the rigs to be removed has caused him to request a conditional use. The PRPOA will oppose this request based on our previous approach with Diamond Self Storage. PRPOA will be earlier in the process which is still uncertain. This will be a work in progress the goal of which is to ensure this property will not give rise to a formal Truck Stop.

LKQ EXPANSION

We are beginning the examination of the potential expansion of the LKQ property and what it could mean for PRE. The expectation is public hearings wherein PRPOA will be able to have input. This issue was flagged by Bill Hunter.

UNAUTHORIZED TRUCK TRAFFIC

As indicated in previous meetings we have brought the issue to CCSO, FDMV and identified owners/managers of trucking companies. It was discussed in detail in a recent in person meeting between Mike Perry, Pete Cuccaro, LT Chris Ball and Detective James West. A strategy is in the development stage.

TRAFFIC CONTROL MEASURES

As the Traffic Enforcement Team has previously reported they have developed a first draft of a tracking form to provide documentation, tracking and quality control for issues reported to the PRPOA. This will be refined going forward based on follow up discussions with CCSO.

CCSO (ISSUES WITHIN PINE RIDGE)

As a follow up to the Captain Novy presentation at the July meeting we met with Lieutenant Chris Ball and Detective James West on August 19th to discuss and create a strategy for CCSO notifications and potential enforcement issues. Lt Ball is now the commander for Pine Ridge issues and reports to Captain Novy.

As always residents should always contact CCSO for whatever they deem the appropriate reason.

Should they contact the PRPOA office first they will be advised to contact CCSO. Every expectation is the issue will be resolved.

Should the issue linger Gail Denny and/or Christine Carrington will make the first contact with Detective West to apprise him of the matter.

Should the issue need further supervisory and/or management attention Gail will be able to contact Lieutenant Ball.

Should the matter still be unresolved for unknown reasons Mike Perry (President) or Pete Cuccaro (Roads Chair) will be apprised. The matter will be further discussed with Lieutenant Ball and/or Captain Novy.

This process is intended to identify issues for both routine and/or urgent resolution. It can be amended or revised as may be necessary going forward.

CCSO OFF DUTY DETAILS

It has become well known the CCSO staffing is under constant scrutiny. No matter the reason(s), (recruitment, low pay, constant attrition, etc.) PRPOA comprehends the deployment of full time officers inside PRE while on duty is unrealistic. This is both good news and bad news. The good being PRE doesn't have the more serious issues as do other areas within Citrus. The bad being the lack of visibility and deterrence has created a traffic violation rich environment. We believe based on research the most logical way forward is to contract with CCSO for off duty details. For those unfamiliar with this terminology it allows deputies to work extra hours being paid by an outside vendor—in this case the PRPOA. We believe this to be the best approach going forward to create deterrence, visibility and enforcement as necessary.

Detective West will work with the TET, Christine Carrington, and Bonnie Chesterfield the Admin Assistant within CCSO to obtain rates and discuss meaningful schedules for prime time deployment. Chesterfield has provided schedules already in use at Sugarmill Woods and Meadowcrest. Further, the notification forms being developed by the TET have been in use at both these locations. It may be a matter of adapting to PRE following TET review. Once we have had an opportunity to review and refine we will make a formal request to the PRPOA Board. There was a candid discussion regarding previous off duty details inside PRE. CCSO advised it was not handled well by either CCSO or PRE. PRE needs to provide a better scope of work with measurable expectations.

The most often heard concerns are the speeders on the main corridors of Pine Ridge, Elkcam and Mustang Boulevards. They were apprised of the area of Hazelwood and Gorge with which they were already familiar.

One of the items in the scope of work will be to identify commercial trucks in violation of the NO THRU TRUCKS signs at PRE entry roads. These would be vehicles that were already in violation of traffic control statutes, i.e. speeding, stop sign violations etc. If identified as a

commercial vehicle cutting thru PRE, CCSO will advise PRPOA allowing a notification letter to the company. This is to bring attention to a particular driver for action within the company.

PREA

At the request of Christine Carrington I was able to meet and brief nearly 100 members and guests August 25th regarding the ongoing issues being researched by the Roads Committee. Their concerns are a reflection of the PRE community overall.

Christine will be identifying a committee of ten who will be able to create and/or forward correspondence reviewed and intended for proper reflection by local and state leaders. Further, they are in the process of discussing visible horse and rider displays for the media. There were many ideas discussed which will need to be refined internal to the PREA. They acknowledge their involvement in a rising political profile is in their interest. They were very interested in the gated community aspect along with the interchange process. These issues are explained below.

FEEDBACK MECHANISM AND CHRONICLE SURVEY

Simultaneous to an ongoing internal 'Feedback Mechanism' the Citrus Chronicle decided to undertake its own survey regarding the CR486/SR589 interchange. Their survey although unscientific allowed anyone countywide (or elsewhere) to weigh in and be heard. The expectation of being weighted against Pine Ridge because of its reach and the way the questions were asked turned out to be positive. The PRE analysis, based on their published results is 42% 'for' the interchange and 58% 'against' the interchange. This turned out favorable for PRE.

Closer to home an internal mechanism designed to allow people to share more complete thoughts limited to a set of specifically programed questions show the following: 84% of respondents were against the interchange while 56% of respondents were in favor of a gated community. We are still sorting the document and it will be a future topic for the PRPOA website and/or newsletter. As it represents the truest sentiment of residents and owners it could be presented to elected leaders. Christine Carrington is identifying a group within PREA who will become a 'communications subcommittee'

GATED COMMUNITY

On August 12, 2021 Mike Perry, John Hyde, Pete Cuccaro, Terry Cooper and Don Ahrens met with Larry Brock Citrus County Assistant Director of Public Works, Walt Eastmond, Engineering and members of the County budget staff to discuss two major concerns to PRE: deteriorating road conditions and how to privatize/gate the community.

We learned the following regarding a potentially gated community:

Privatizing and/or gating the community are not viable options for several reasons the most notable being it would take **100%** of the community opting to do it.

We already know in a limited response to our feedback mechanism 44% would not be in favor.

Beyond the needed unanimous vote all those who maintain a mortgage would need their lender to approve because when the home was purchased it was not private and was supported by public infrastructure.

Gating the community is not an option.

ROAD PAVING

We learned the following regarding our deteriorating roads:

Funds provided by the State of Florida to Citrus County based on the gas tax collected are estimated to be \$12 million dollars. In order to provide the service needed for all Citrus roads the need is estimated to be \$20 million.

Of the money received by Citrus monthly 9% is dedicated to both Inverness and Crystal River. There is also the money committed to the debt service.

Ad Valorem taxes (think property taxes) cannot be used to supplement the gas tax. Many people think because they pay property taxes the BOCC can apply this funding. They cannot.

In addition to the gas tax the state provides Small County Outreach Program (SCOP) money. Citrus has been in a region that qualified and would therefore receive a fluctuating amount based on criteria. Citrus County is required to provide a 25% match. It is a budget exercise to make certain monies are applied accurately. This could change should the criteria change---and probably not for the better.

The recent paving of Bonanza within PRE matched up perfectly with the money provided by SCOP and was selected over any and all other roads in all of Citrus. It had to meet the overall rating requirement within Citrus AND Pine Ridge. (The notion someone made an exceptional decision on behalf of someone connected to Bonanza is not the case).

From a very visual color coded power point we learned the roads that are red are the worst and are in Citrus Springs and Pine Ridge (although there are certainly other roads in other communities).

We already know the quality control was almost nonexistent in the '70s when the vast majority of the roads were paved using a soil cement process not used today in support of the Deltona Corporation community development.

The rating system Citrus uses to determine expenditure is one to ten; 7-10 being the worst. They rate all roads down to segments of roads.

There are 141 miles of road in Pine Ridge and utilizing their rating system and available money as allocated by the BOCC for the entire county, Pine Ridge roads will NEVER be close to be totally paved. This is not unique to Pine Ridge but is exacerbated by the majority of roads already qualifying for repaving while others in the 1-6 ratings are continually aging right along. We know from our quilted roads Citrus is responsive to immediate issues and threats (potholes, major cracks etc.) They maintain a response budget for these constant developing issues.

Further, the BOCC formulated an allocation process for road paving. The higher the density in a community the more money is applied. This also puts PRE at the bottom of any list because we have the lowest density of all communities.

It costs \$175,000 per mile to pave a road with the newest and cost effective material.

Discussion then focused on how Pine Ridge could help themselves beyond current county provisions.

The history of the failed one cent sales tax and how that affected funding/paving requiring the BOCC to dole out funding based on density was discussed.

Citrus Springs current MSBU was discussed generally as was the Beverly Hills which has been in place the longest in Citrus County.

The PRPOA reps caucused to discuss the potential for a Pine Ridge MSBU as well as a Political Action Committee for a myriad of issues to include the possible support of a one cent sales tax. There is much more to know regarding both.

At the August 18th Roads Committee meeting an MSBU subcommittee was formed. Terry Cooper, Don Ahrens and Kathy Miller will begin the process of gathering information for committee examination working with the county. This will be a work in progress as there is much to know.

We already know doing nothing is always an option---but to do nothing means our roads will never be paved and the future will be more of the past. The PRPOA conservative fiscal nature is what many point to as a positive---but the residual long term effect is now measurable. There are a myriad of issues herein in need of attention---some legal.

SUNCOAST II, PHASE 2 INTERCHANGE

The PRPOA continues to advise on the record to the Hernando/Citrus Metropolitan Planning Organization the BOCC, our state representative and state senator the continued opposition to the interchange. Senate Bill 100 provides a way forward to fund the next phase of the Suncoast and eliminates the stated need of ensuring the funding was there as the reason for the interchange. Terry Cooper and Ken Dumovich who encouraged obtaining the sentiment of the community so as to have an understanding going forward shows overwhelmingly PRE is against the interchange. It was Mr. Cooper who calculated the potential cost of a gated community, privatizing and road paving. A gated community was viewed as a potential mitigation variable should the interchange not be stopped. Although the interchange issue remains a work in progress, we know a gated community is not an option.

As indicated, an MSBU subcommittee will obtain the potential cost for road paving and to determine cost effectiveness before presentation to the PRPOA Board. It is a work in progress.

FUTURE ISSUES

Suncoast II, CR486 Interchange (ongoing)

Merchandizing (T-Shirts, signs, flags)

Road Paving

MSBU (would ensure PRE roads were definitely paved---more to know)

\$.01 Sales Tax (provides funding for PRE roads---not now a consideration)

A potential MSBU soon in combination with the \$.01 sales tax later

Political Action Committee

LKQ Expansion/Smalley Property Conditional Use

~~PREA Horse and Rider Visibility~~

Prepared By:


Pete Cuccaro

August 19, 2021

ROADS COMMITTEE SIGN IN

NAME	ADDRESS	CELL PHONE	TELEPHONE	E MAIL
Pete Coccardo	4681 N Leno Dr	305 890 0094		PeteCoccardo@gmail.com
Christine Carrington	5829 W. Pine Ridge	518 495-6146		scotlandbarnyard@gmail.com
Kathy Miller	5332 W. Comstock Pl.	601-227-5049		millerk1940@yahoo.com
BILL HUNTER	3007 W. ROSEHILL	305-373-3566		BILLHUNTERKWR@COMCAST.NET
MARK DUPUIS	5037th Street Peppy St	508-868-8445		MARK.dupuis.tcs@gmail.com
TERRE COOPER		513-236-3944		
John Nyde		513-533-3512		
Mike Perry		4434542813		MIKE.PERRY1978@gmail.com
Dawn Yarnick	0697 ATELWOOD	610-850-3159		dy954@msn.com
Janice Herndon	352	423-0502		terryandjaniceherndon@gmail.com
Don Ahrens	15th Street	863-510-9759		indgn15@gmail.com