

SEPTEMBER 2024 EDITION OF THE OKALOOSA ISLAND LEASEHOLDERS
NEWSLETTER, THE OIL LANTERN

Page 1 of 13 Pages



P.O. Box 4323
Ft Walton Beach, FL 32549

OKALOOSA ISLAND LEASEHOLDERS
ASSOCIATION

ADDRESS CORRECTION REQUESTED

Our September 2024 meeting will be held on **Monday, September 9** starting at 7 pm. For our September meeting, members will have the option of attending the meeting in-person at the Okaloosa Island Firehouse (104 Santa Rosa Blvd) or attending over the internet by Zoom. In a few days OILA members will receive a Zoom meeting invitation by e-mail, with instructions on how to join the meeting.

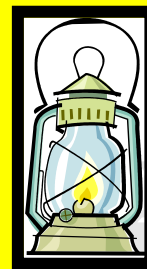
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- Heads Up on OILA Membership Renewals for 2024-2025
- Copy of the Approved June 17, 2024 Treasurer’s Report
- This Month in History – September
- Draft Minutes – June 17, 2024 Membership Meeting (includes transcript of presentation by Mr. Jason Autry, Okaloosa County Director of Public Works)



THE OIL LANTERN

THE NEWSLETTER OF THE OKALOOSA ISLAND
LEASEHOLDERS ASSOCIATION, Inc
P.O. Box 4323, Fort Walton Beach, FL 3254
Editor: Jim Simpson, (850) 585-2116
Association Website: www.oilaweb.com
September 2024



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MESSAGE FROM THE PRESIDENT – Brian Harrington



I hope that everyone was able to celebrate Labor Day weekend and the official end of summer with family and friends. However as summer winds down—*hurricane season spins up*. Please remain vigilant and check the news often for storm activity nearing the Gulf. Make sure that you have a hurricane plan and that you've secured your important documents.

Remember the bridges onto Okaloosa Island close when sustained winds reach 40 knots. Check on your neighbors and give them a hand securing their property--we want everyone to be as safe as possible.

Santa Rosa Boulevard Plans are here:

Following up on Jason Autrey's visit during June's OILA meeting, Okaloosa County's Public Works Department has provided updated drawings of the Santa Rosa Boulevard improvement plan. These drawings are available on OILA's website under the "Projects and Events" tab—then click on "Santa Rosa Boulevard."

Here you will find the following executive summary with 4 sections--*clicking on a section of text will open a cross-sectional view of the corresponding portion of the roadway.*

Arriving on the island there will be two eastbound lanes, two westbound lanes, and a center turn lane.

From AJ's to E. Bluefish Drive there will be two westbound lanes, one eastbound lane, and a center turn lane.

Then from E. Bluefish Dr. to E. Park Drive there will be one westbound traffic lane, one eastbound lane, and a center turning lane.

From the E. Park Drive traffic circle to the military boundary will be one eastbound and one westbound traffic lane.

There are over 300 pages of roadway drawings available including plans for landscaping, lighting, drainage and a total cost estimate. <http://www.oilaweb.com/>

Please take time to familiarize yourself with these plans along with other projects on our webpage.

A request from our Fire Fighters:

Okaloosa Island Fire Department's Assistant Chief—Sean Mast, is filing an Appropriations Project Request from the state of Florida for a \$1,926,559 grant to cover the cost of a new fire truck. In order to receive consideration for funding there must be a documented show of support from the local community. All five OIFD Fire Commissioners fully support this measure and have requested a letter of support from the Okaloosa Island Leaseholders Association. I'll be asking for your vote during September 9th members' meeting.

DRAFT

September 2024 Meeting Agenda Date: Monday, Sept 9 Time: 7:00 p.m.

- I. PLACE:** For our September 2024 meeting, members will have the option of attending the meeting in-person at the Okaloosa Island Firehouse (104 Santa Rosa Blvd) or attending over the internet by Zoom.
- II. Pledge of Allegiance**
- III. Roll Call of Board Members:** Brian Harrington, President
- IV. Approval of Minutes of Previous Meeting:** Mark Waschak, Secretary
Draft minutes, June 17, 2024 Meeting (printed in this newsletter)
- V. Treasurer's Reports** for June 17, 2024 (printed in this newsletter) and September 9, 2024 - Jim Simpson, Treasurer
- VI. Standing Committee Reports:** Brian Smith, ARC Chairman
Architectural Review Committee Reports for June, July and August 2024 (printed in this newsletter and for info only)
- VII. New Business**
 - A. Vote to provide a letter in support of the Okaloosa Island Fire Department
 - B. Discussion of initial thoughts on the Santa Rosa Boulevard Drawings**Old Business:** No old business
- VIII. Announcements, Speakers and Programs**
- XI. Adjournment**



AUGUST 2024 RAINFALL 2.3 INCHES

Aug 3...**0.1** inches Aug 19...**1.0** inches
Aug 9...**0.9** inches Aug 28...**0.3** inches

Aug Avg Rainfall.....**7.2** inches
Variance to Average....**- 4.9** inches

Sept Avg Rainfall.....**7.2** inches
Sept Record High.....**102° F** (1954)
Sept Record Low**37° F** (1967)
Sept Avg Water Temperature. **85° F**

Oct Avg Rainfall.....**4.3** inches
Oct Record High.....**99° F** (1954)
Oct Record Low**27° F** (1989)
Oct Avg Water Temperature...**81° F**

YTD Variance **- 2.6** inches
Year to Date Rainfall.....**42.6** inches
Avg Annual Rainfall**65.1** inches



ARCHITECTURAL COMMITTEE REPORTS FOR JUNE, JULY AND AUGUST 2024: The OILA Architectural Review Committee (ARC) received and reviewed the following during the months of June, July and August and upon review and adherence to the OILA Covenants, has approved the following project(s):

<u>Date</u>	<u>Lot(s)</u>	<u>Block</u>	<u>Owner/POC/Address</u>	<u>Description</u>	<u>In-Compliance & Approved</u>
9 June		7	T. Martin 790 Santa Rosa Blvd Islander Beach Resort	Garage Repair and Restoration	Yes

Special Notes: The OILA ARC instructions for your project are located on the OILA website:

<http://www.OILAweb.com/ArchitectureReview.html>

Please read and follow the instructions for submission of an OILA ARC application:

1. OILA ARC review package:
 - 1.1. Completed OILA ARC application,
 - 1.2. Survey plat of the property,
 - 1.3. Overlaid illustration of the project on a copy of the survey plat.
 - 1.4. Other supporting documents* (drawings, plans, specifications, etc.) (*If these are large files, they can be submitted separately). (Combine the files into one file for submission to the ARC, either in MS Word or Adobe PDF format.)
2. Email the completed ARC application file to the OILA ARC for review at OILAARC@yahoo.com.
The ARC applications will be reviewed in the order they are received and the review will be completed within 2 weeks of a completed application. (Note: The ARC no longer holds meetings in-person/zoom meetings the 1st and 3rd Thursday's of the month).

FOOTBALL TRIVIA CRAWLER (Hey, it's that time of the year)

--The football huddle was invented at a university for the deaf...to keep the opposing team from seeing their hand signals.

-- John Heisman (of trophy fame) coined the word "hike" and split football games into four quarters.



OKALOOSA ISLAND FIRE DISTRICT *Fun-Raiser*
104 Santa Rosa Blvd
Fort Walton Beach, Florida 32548



September 1, 2024

Fellow Leaseholders,

The Okaloosa Island Fire Department was formed in 1977 as an independent special district. Coming up on our 50th year, the residents recently approved a tax increase which has allowed the department to purchase a new engine, increase staffing, and continue to provide beach safety, emergency medical services, mutual aid to surrounding departments, and fight fires.

First responders who are constantly exposed to physically and mentally demanding situations need to find effective methods to enhance their wellbeing and recovery. Studies have shown that cold plunge therapy triggers a rapid release of endorphins which can alleviate pain, enhance mood and boost the immune system. We are fundraising to help these professional firefighters by purchasing a cold plunge.

On October 19, 2024, a Fun-Raiser Pancake Breakfast will be held at the OIFD, 104 Santa Rosa Boulevard, from 9:00 – 11:00 a.m. Monetary donations will help underwrite food expenses for this event, and silent auction items will help add to the festivities of the day and contribute to the purchase of the cold plunge. Please let us know if you would like to contribute.

You are also invited to attend and have breakfast with the firefighters and the community. Tickets are only \$10 and can be pre-purchased for a specific time from one of the Commissioners listed below.

Sincerely,

Kathy Foster, Fire Commissioner 850-244-4490 or fosterpk@gnt.net
Paula Hudson, Fire Commissioner 850-321-2043 or pnh2859@aol.com
Beth Jeter, Fire Commissioner 850-685-2875 or Bethjeter12@gmail.com
Steve Scott, Fire Commissioner 850-214-1609
George Edlund, Fire Commissioner

Editor's Note: A Flyer for this "Fun Raiser" is available on the follow page.

FUN -raiser Pancake Breakfast with Okaloosa Island Fire Department

Silent Auction

October 19, 2024

9:00 a.m. - 11:00 a.m.

\$10.00 donation



Corn Hole

Face Painting

Family Photos

Basketball

Ping Pong

Proceeds towards purchase
of Plunge Cold Bath

Reserve your time slot - pre purchase tickets

Kathy Foster 850-244-4490

Paula Hudson 850-321-2043

Beth Jeter 850-685-2875

ISLAND GARDEN CLUB SEPT 11 MEETING TO FEATURE PATRIOTIC MEET & GREET

The Island Garden Club meets the second Wednesday of the month September through May and is open to island residents, visitors and friends. Meetings are held at El Matador Condominium 1st floor Lounge, 909 Santa Rosa Blvd. Members usually begin arriving at 9:30 for refreshments and socialization beforehand and the meeting begins promptly at 10:00 a.m.

The September 11 program is less about gardening and more about gratitude. You are invited to a Patriotic Meet & Greet featuring the Gloryland Singers as we honor the fallen and remember 9-11. Special guests will include OIFD professional firefighters who protect us 24/7. Come say hello and show appreciation for their service to our community.

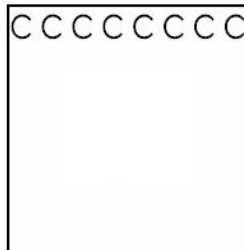
Kathy Foster, President
Island Garden Club
fosterpk@gnt.net
850-244-4490

P.S. Let us help your garden grow. It may be difficult in the sand, but visit a garden club meeting and we'll give you a helping hand. And a plant!

WUZZLE PUZZLES - What is a Wuzzle Puzzle? It is a puzzle consisting of combinations of words, letters, figures, or symbols positioned to create disguised words, phrases, names, places, etc. Are you ready to take the challenge and figure out the "disguised" meaning of these wuzzles? Good luck. The answers are available on [page 8](#) of this newsletter.



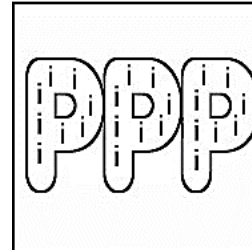
Wuzzle No. 1



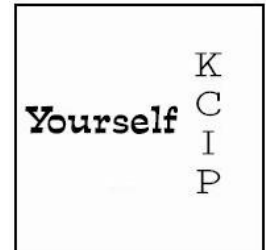
Wuzzle No. 2



Wuzzle No. 3



Wuzzle No. 4



Wuzzle No. 5

GEOGRAPHY TRIVIA CRAWLER

- Highest town in the United States: Climax, Colorado, at 11,302 feet above sea level.
- Alaska alone has as much coastline as the rest of the United States.
- Shortest river: The D River in Oregon. It's 120 feet long.
- Tallest mountain on earth: Hawaii's Mauna Kea, 31,800 feet from the ocean floor.

HEADS UP FOR RENEWING YOUR 2024-2025 MEMBERSHIP IN THE LEASEHOLDER'S ASSOCIATION



OKALOOSA ISLAND LEASEHOLDERS ASSOCIATION, INC.
P.O. BOX 4323
FORT WALTON BEACH, FL 32549
Webpage: www.oilaweb.com

Fellow Leaseholder,

With the beginning of the Fall 2024 season, OILA membership renewal for 2024-2025 is coming up for many members. As a matter of background, up until the 2023-2024 membership year, renewal was due in October of each year. Also, membership dues were prorated on the month of initial membership so that all membership renewal were due at the same time. Starting in September 2023, for the first time joining and renewing membership on line was provided utilizing the Jeffy platform application. This application did not provide for dues proration. At this time members could renew by U.S. Mail (a renewal notice with a stamped, return-addressed envelope was sent to those members who did not renew on line). But then, many members did elect to renew on line at that time. Bottom line was that we had both methods of renewal U.S. Mail and Jeffy On-Line for the 2023-2024 membership renewal cycle.

For 2024-2025, if you renewed by U.S. Mail last year, you will be sent a renewal notice for 2024-2025 by U.S. Mail based on the month you joined. An example of the Membership renewal options card you will receive by U.S. Mail follows.

MEMBERSHIP RENEWAL NOTICE FOR 2024-2025 - Okaloosa Island Leaseholders Association

Dear Fellow Leaseholder: Your annual membership in the Okaloosa Island Leaseholders Association expires on **October 1, 2024**. There are three membership renewal options available. Please check the option you prefer and return this card with your remittance for that option.

☐ Option 1: Membership dues plus delivery of the "OIL Lantern" by email. The cost of this membership renewal is **\$12**. There is no charge for the email delivery of the OIL Lantern. **NOTE:** If this renewal is the first time you have selected delivery of the OIL Lantern by email, please enter your email address(es) in the area provided on the back side of this card.

☐ Option 2: Membership dues plus a delivery fee for the Association's newsletter, "The OIL Lantern", by U.S. Mail. The total cost of this option is **\$18** (\$12 membership dues plus a \$6 postal fee). **NOTE:** If this renewal is the first time you have selected delivery of the OIL Lantern by U.S. mail, please enter your mailing address in the area provided on the back side of this card. It is highly recommended that you also provide an email address along with your mailing address. By doing so you will enable OILA to contact you immediately by email with public service/weather announcements and most important – to provide you the sign on information required to give you access to our Zoom meeting option.

☐ Option 3: You can renew your membership online by clicking on the following website: <http://www.oilaweb.com/Membership.html> (please note that NO donation to Jeffy – our free payment hosting platform is required). If you choose this option, please check this box and return this card in the envelope provided.

Accompanying this notice and for your convenience is a stamped, return addressed envelope to facilitate the payment of your membership dues. Please make your check for either for \$18.00 (for U.S. Mail delivery of newsletter) or \$12.00 (email delivery of newsletter) payable to the Okaloosa Island Leaseholders Association or OILA or that you elected to renew online. If you have any questions, please contact the Treasurer, Jim Simpson, at (850) 585-2116 or email him at sanleanna@cox.net. Please renew your membership.

– Jim Simpson, Treasurer, Okaloosa Island Leaseholders

If you joined or renewed online in 2023-2024, you will receive the following renewal notice from Jeffy which will automatically renew your membership

Hello (Name of Leaseholder),

Your membership with OKALOOSA ISLAND LEASEHOLDERS ASSOCIATION (OILA Standard Membership) expires in one month. Your membership will be renewed automatically. If you want to modify or stop your membership, you can access your account or reply directly to this email to contact OKALOOSA ISLAND LEASEHOLDERS ASSOCIATION



Kind regards, The Zeffy Team

If you have any questions about membership renewal, please contact me at 850-585-2116 or by email at sanleanna@cox.net -- Jim Simpson

TREASURER’S REPORT: June 17, 2024 (Note: This report presented and approved at the June 17, 2024 meeting)

MEMBERSHIP TOTAL: 268

May 13, 2024 TOTAL BALANCE: \$25,069.06

ASSOCIATION DISCRETIONARY FUND BALANCE AS OF May 13, 2024.....\$ 23,647.78

RECEIPTS SINCE LAST REPORT:

Membership Dues.....	\$	36.00
U.S. Mail Fees.....	\$	<u>6.00</u>
Total Receipts:	\$	42.00

EXPENDITURES

EXPENSES PENDING APPROVAL FOR PAYMENT:

Reimburse Jim Simpson for the cost of postage to mail the June 2024 issue of the OIL Lantern....\$ 47.60

**ASSOCIATION DISCRETIONARY FUND BALANCE AFTER RECEIPTS, EXPENDITURES
& EXPENSES PENDING APPROVAL FOR PAYMENT AS OF June 17, 2024\$ 23,642.18**

BEAUTIFICATION FUND BALANCE AS OF May 13, 2024.....\$ 1,421.28

BEAUTIFICATION FUND EXPENDITURES SINCE LAST REPORTNo Expenditures

BEAUTIFICATION FUND BALANCE AS OF June 17, 2024..... \$ 1,421.28

SUMMARY: June 17, 2024 Fund Balances

-- Association’s Discretionary Fund Balance.	\$	23,642.18
-- Beautification Fund Balance.....	\$	<u>1,421.28</u>

TOTAL FUNDS BALANCE.....\$ 25,063.46

Respectfully submitted, Jim Simpson, Treasurer

THIS MONTH IN HISTORY – SEPTEMBER

September, ninth month of the Gregorian calendar. Its name is derived from Septum, Latin for “seven,” an indication of its position in the early Roman calendar

September 4, 1833 – Ten-year-old Baney Flaherty becomes the first newspaper carrier. He delivered the New York City Sun News.



September 5, 1698 – Russian Czar Peter the Great imposes a tax on beards.

September 7, 1921 – The first Miss America beauty pageant is held in Atlantic City, New Jersey.

September 10, 1953 -Swanson sells the first “TV Dinner”

September 13, 1788 – New York City becomes the Capitol of the United States.

September 16, 1620 – The Mayflower set sail from Plymouth, England. It carried pilgrims headed to the New World, to escape religious persecution.

September 17, 2010 – After a run of 54 years, the last episode of the soap opera “As the World Turns” airs.

September 19, 1973 – Billie Jean King defeats Bobby Rigs in a battle of the sexes tennis match.

September 22, 1999 – The record for drinking Ketchup belongs to Dustin Phillips. On this day he drank a 14 oz. bottle of Ketchup through a ¼ inch straw in 33 seconds

September 24, 1960 – The U.S. Enterprise is launched, the first nuclear-powered aircraft carrier.

September 27, 1954 – “The Tonight Show” premieres on television with Steve Allen as the first host.

September 28, 1919 – The Giants beat the Phillies in the fastest baseball game very played in the majors, it was 51 minutes long.

September 29, 1950 – Bell Laboratories invents the telephone answering machine.

September 30, 1902 – Rayon is patented.

WUZZLE PUZZLE ANSWERS

Wuzzle No. 1



Pat on the Back

Wuzzle No. 2



High Seas

Wuzzle No. 3



Sign on the Dotted Line

Wuzzle No. 4



Black Eyed Peas

Wuzzle No. 5



Pick Up After Yourself

DRAFT MINUTES OF THE JUNE 17, 2024 MEMBERSHIP MEETING

7:00 PM - Introductions

7:02 PM - Presentation by Jason Autrey

- **Discussion Topics:**
 - Surtax project (voters)
 - SRB on the list from the sidewalk project
 - Acceptance of the project as a compromise
- **Questions and Discussions:**
 1. **Retaining Four Lanes**
 - Speed differential
 - Map presentation
 - Eminent domain
 2. **Speed and EMS Response**
 - Acceptability of EMS response times
 - Discussion on the 90% past vote
 - Concerns about the two-lane approach
 3. **Response from Eglin AFB**
 4. **Plan to Improve Draining and Greenspace**
 5. **Water Main**
 - Cost estimates: \$7 to \$10 million to take power underground
 6. **Project Progress**
 - 60% plans expected by the end of the month

7:35 PM - Conclusion of Regular Presentation and Q&A Session

8:12 PM - Conclusion of Q&A Session

- **Approval of Minutes**
- **Treasury Report – Jim Simpson**
 - 268 members
 - Approval of the report
 - Vote to reimburse Jim Simpson

8:15 PM - ARC Report by Nick Hall

Officer Selection Results:

President-Brian Harrington, Vice- Louis Belanger, Secretary- Jay Waschak, Asst Secretary- Dylan Hunt, Treasurer—Jim Simpson

Pledge of Allegiance by Mr. Dave Johnson.

Roll Call and Quorum Established

Directors Present were Brian Harrington, Frank Adcock, Stan King, Dylan Hunt, Louis Belanger, David Jones.

We've got Mr. Jason Autrey, director of the Okaloosa County Public Works. He's going to come talk to us about the Santa Rosa Blvd plans that are in the works.

Transcript from Jason Autrey:

I've been with the county for 20 years now and been the director for almost 10 years. Public Works. It's got a variety of things that we do for everything from we manage the solid waste contract, it's in our franchise area to stormwater projects to roadway projects to capital improvement projects. To manage the fleet mosquito control all our environmental compliance, there's a whole lot of things that we do.

And one of the more interesting things, we're responsible for the surtax program, which is a half cent sales tax that was passed by the voters in 2018. We started collection in 2019 has been a huge program for us, because it's given us a resource to do projects. So one of the projects that was on that list in drew on that list was the center's Boulevard project. It just a little bit of history. This started out way back in the day with an application for a sidewalk improvement project. It was like a \$60,000 grant. And then, through a series of questions and concerns that had come up.

We said, Hey, why are we just taking a look at one piece of this thing? Why don't we look at the whole the whole corridor in total, as opposed to just the sidewalks. And it has developed into this project we have now that I will tell you I think it's a really good project. And it does a lot of things I get there's pros and cons, people are going to be a different opinion. I accept that I have no illusions that I will be able to convince everybody that every project we do is all roses and flowers and smells good. There are things that people aren't going to like I respect and I appreciate that.

I'm an engineer, I have direction that I take from the Board of County Commissioners and we go off those things. I will provide them with information, I will provide them with my professional opinion.

Brian did me a bit of a favor and sent some questions in ahead of time and I think that was where he was going to jump to next was because there was are things on chart that I want to talk to? Yeah. So I don't like this because I don't think this is a question. I think this is rhetorical. If I think this is sort of asking me, Hey, do you agree with my opinion or not? And I don't really want to answer it that way. But I'll kind of go back a little bit.

So as it reads, why can't we retain four lanes of traffic on Sandra's Boulevard that will ensure optimum state safety as ingress and egress to residential traffic, access for emergency vehicles. So there's a lot of opinion in put in there, which is that this is the optimum safety way to do it. I can't disagree with that we have more lanes, there's more asphalt to get through there. However, there's also the thought of part of some of the problem you have with a four-lane highway is you get differential and speeds. And so you can have some cars that want to go faster. In fact, before I came here, I was a little ahead of schedule, I decided to drive down to seventh beach and come back. And as I was doing that most of the cars we were doing 35 miles an hour, there was one person that clearly didn't like the speed that I was going and the cars were down here. And so they got up on my tail zipped around me looked at me and then came back around, I think they're checking to see if I was a law enforcement because I'm in a county vehicle, and that differential speed can create problems.

Yeah, is it sometimes by reducing some of the asphalt that's out there, you can actually slow speeds down. And so part of the thought is, well, if we have less of a chance for a high velocity or collision, more collisions, you actually reduce the need to have emergency vehicles as I like to go down there. So I get it, you think four lanes, and I will tell you as I drove down there, I thought, hey, it's summertime, it's not six o'clock, there was a fair amount of traffic out there.

I will tell you, it's not too much for two lanes one lane in each direction, but I get the concerns that are out there. I think fundamentally, there's a difference in our opinion of the way that question is phrased, frankly, but I certainly get where that perspective is coming from. The bottom line is, could you leave it as four lanes, absolutely, you can leave it alone as long as long as you want to. That's not the direction that we have been given. And that's not where we want to go to just some measurements, yeah, pictures. So this ties into the math that was in there. And this is this is actually this is pretty helpful to look at so. So I would, first of all, I would never trust GIS to the second decimal place the distance, but we'll run with what we've got here and use round numbers because I can't do math in my head. So the median is 17 feet wide. It's also a bit of a crowded medium. So there's no water that absorbs into it really kind of kind of washes off as a crown roadway. The width of each lane is at about 10 feet. So we'll just say 10 feet, math and simple. So there's 57 feet that shows the width from edge of traveling to edge of traveling. It doesn't include the paved shoulder. You know, some may call it a bike lane. And there's about 12 and a half to 13ft that includes the sidewalk on the north side. So the question that was asked is, if you've got 57 feet, and you have the county as 100 foot, why don't you just put the multiuse path on the outside? Technically it fits. But if you were to take where the sidewalk is on the top of that page, and if I don't make sense, please say hey, I'm not following you. But if you start with a 12.5 on the top of that, right, and let's work down 13 feet, 14 feet, 12 feet, and I'll pick around the number that put in there. If you go 12 feet, you're basically at the edge of that asphalt and you're too close to have it without some sort of what they call a non-mountable obstruction, aka occurred will occur is two to three feet wide. So let's say two and a half feet wide, which now means that that four foot is two and a half foot of curving. If you put curving in you now have to put a stormwater piping system and if you put piping in you don't have to have a stormwater basin for that pipe to recover inside of. And so even though it may fit from a mathematical standpoint, it doesn't fit from having enough space available so that you can leave open space green space.

One of the drives that we have in this project is for stormwater reasons. There have been plenty of times in fact, I think, May 10. When that storm came through, as I understand from our public safety director, unfortunately I didn't come down here I was stuck in the north in cutting

trees off of the roadway literally chainsaw myself but I heard that Okaloosa Island that Santa Rosa Boulevard in some sections went underwater, which happens we've seen it happen. If the road is underwater, you will inhibit the ability for anybody to respond for emergencies. So what one of the advantages of compressing that section down by not having four lanes and not having immediate in the middle of it is that I can put the stormwater on the outside separate out the multi-use path to get separation from the travel way and pedestrian strollers whatever's on that pathway.

And I can put stormwater facilities over there without having to use curb and gutter necessarily so there's an advantage for us to do that from a cost perspective. I think that answers most of what was inside of there, there's a couple of directions that have been given very clearly one of them is that the county does not want to go through the eminent domain process on this project, which means we are not going to go out there and look to acquire additional property from property owners adjacent property owners, several reasons for that, first of all, the land on this island is the value to the premium, it would be very expensive land to get, I will tell you that tomorrow's board meeting, I have a settlement case on an eminent domain process we're doing on the southwest Crestview bypass, and I have met with all every commissioner, but one on this and the summary I give them is that there's two very clear points I would put on eminent domain is not cheap, and it is not fast. And so it's a great way to I think, spend a whole lot of money. But I don't know that there's a whole lot of gain that you get out of it in this particular instance. So we're working within the confines of that 100 foot right away that does exist now. We do have locations, I will tell you this that on the south side once you get down towards 98. So on the very eastern end of the project, we want to continue that wider pathway, but the pathway shifts over. And there are ways that we can meander to keep it a little bit farther away from the roadway. We'd like that from a safety perspective. But we cannot do that unless we go on adjacent private property, we're going to talk with those individual entities to see if there's a willingness on their part for that route, sidewalk or pathway to meander. However, if they say no, we will set it in right away. We've been up against the back of the curve. So we have you know this contingency plans. But it is a way that we are developing that alignment to I think give a little bit better feel who had better safety and will ask for permission as opposed to force it on any adjacent property. So I think that answers the why not just 75 foot I just added that why not within that, that confines it just can't make it fit and meet the goals that we had places? Probably the easiest answer. Next question is regarding public safety officers Boulevard. Yes, the speed limit is 35 miles an hour. That is the design speed that we're working on. How exactly is the plan safer for motorists, pedestrians, cyclists configuration? And the big answer is separation.

As I was driving down today, I had I had three instances where the flashing beacons were activated for pedestrians, I will tell you I had more. I saw more people walking along the sidewalk than I saw cars driving along that I recognize it was a beautiful evening, it's summertime and lovely Okaloosa County, you get a lot of people that are out there enjoying and taking a picture, which is a big reason why I'd like to see better facilities that are separated from the roadway. So from a safety perspective, the further I can keep them apart, the better. I am not a public safety expert. What I mean by that is I will never pretend to be the guy that knows how EMS response to things. But I have a lot of peers that I work with, one of which is our public safety director—we've had very clear discussions on this. And the content that I have to sum it all up is listen with the proposal that we have out there in terms of 36 foot wide of asphalt, and I'll explain that in a minute. Because we can get there, we can get there. I think it's absolutely possible under any scenario, four lanes, three lanes, two lanes, six lanes for you to identify if this happens, you're gonna have a problem. You're correct. You're correct. And I would point out to you that in Atlanta, I 75, slip 12 lanes, and they had an incident when they were going to shut the entire interstate down. Stuff can happen. I cannot out design problems. That's just a reality what we have, but we have talked with our emergency management or emergency services or public safety team. And they do feel that we're providing them with enough of a way to get through there. The reality is the flashing lights to a reasonable driver. I'm gonna say good, right? There's a reasonable driver, most people know, Hey, get out of the way. I hope that what you'll see very shortly is that we've actually got a configuration that will leave it so that there is a clear path in any direction at any time that an emergency vehicle can get through there. What do you say to those individuals, the 90% of OILA voters that voted against-- this is like deja vu all over again. Yes, there was a strong contingency it came people came back and said, Hey, we want to keep it as four lanes all the way through, you're not gonna make two lanes the whole way.

And I think there was some confusion, it was bad on us for not giving a very clear message. There has never been a time. Always remember, never use always never. But there has never been a time where we thought--staff thought--two lanes from the El Matador to 98 was the right solution. That was never an approach of ours.

We had some typical sections early on to kind of pick what could be and we didn't convey the message very well that it was never intended to be the one the entire way. That's it. And I think there was some confusion on how that was sent out. There was also a typical section I'll be happy to show it on here that had the one spot where the bike lane transitioned in and it got inside the turn lane and I was called. What kind of idiot would put the bike lane between two lanes in the interest that kind of idiot that understands where a turn lane is. However, this section was a very good representation of what was going on. That was bad on us. But we did never intend to have two lanes a whole way. I will tell you, I've had an opportunity to sit down with people individually. And once I kind of lay out some of the picture like, that's not kind of what I thought, and it's like, Well, I appreciate that, but we still one of the inputs. So my big answer is, we didn't ever intend to go two lanes the entire way. I will tell you from a traffic count standpoint, you could just because you can doesn't mean you should. And I'm probably going to have that used against me at some point in time. But there's not a capacity issue that we need for lanes other than the signal. The intersection of Santa Rosa Boulevard 98 is a little bit messy. All of that's about to change dramatically. But I don't anticipate there being a public safety doesn't anticipate there being an issue with response times due to the proposed modifications that are out there.

I deal with everyone a lot. I have a monthly-ish meeting with their civilian lead their base vice commander, I'm not even sure what his title is. I don't work with title that much. But I have a lot of strong coordination with Eglin on a variety of issues. One of the things that is very important to us is sort of understanding our boundaries, right? I don't tell them how to run a war. They don't tell me how to run traffic. We express what some of our concerns may be. But we were very intentional and not telling the other what they can or can't do on their property, if that makes sense. It's unique because Eglin does have the end of this road accesses their property. And we have shared with them, hey--we're looking at doing this. And they have given us a response, I got a response. I had my county engineer, he gave me a copy of it. It was a

couple of years ago, it's been a little while. But the comment was we don't have any objections that was proposed at this time, which is really normal. I saw on your newsletter that somebody said at this time, and what that says is the Hey, is this thing evolves and something comes up, we may have another piece of input we want to get we're not locking it in and saying this is our answer forevermore. I respect and appreciate that. But their general comment was, hey, at the end of it, we've proposed a roundabout, and they liked this idea, because it still allows semis to get through if it has to get through there. But it shows that at the end of the road, you've got people driving through the end of the gate. So they've had a couple of instances where they had somebody that thought Santa Rosa Boulevard was 98. They were mildly integrated or largely integrated whichever one and they would drive through their security gate at the end. And they feel like hey, this is a great way to kind of resolve some of those issues. I do have an email from one of their staffers that sent us to that. They said, Hey, we appreciate you sharing this, you know, some changes, let us know that we don't have any objection. But I will tell you that Eglin very rarely comes to me and says you can't do this on county property. Just like I don't go to AF land and say you can't do this on federal property. So I would not expect Eglin to give a very strong statement to me, because I'm not messing with their land. If that makes sense? They do have a line that runs down the down the out the right of way. And we have told him to work with him as we relocate that utility that will do the same thing for the Power and Light Cox cable and any other entity that is out there. We do not have a formal MOU. We don't typically have a formal MOU. We have like I said, I do have a meeting monthly if with Eglin staff to kind of keep them apprised of what's going on. They have not expressed a concern to me specifically about this impacting their mission in any way, shape, or form. In fact, the opposite is true. They said, We don't have any objections to it to this point. To be fair, I will continue to talk with him as plans come out every time we get a milestone we're gonna say hey, here's what we've got. And we'll share those

How is this plan gonna improve along 98 How much green space is required to achieve the goal, there isn't a requirement on green space? Well, we want to just maximize it. So because this is an existing roadway, it falls into a retrofit, there isn't a state standard that says that you have to meet this certain type of design. But we are designing this to handle what is considered a normal storm that I believe is the 25 year 24 hour design storm event. The key for us is getting green space that is capable of storing water. So just to use as examples. The medians as you go out there, I think everybody would say here they're kind of called crown in our world. They're not depressed, they don't hold water inside of there. And what we're gonna end up doing is having a roadway design a cross section that the road may be crap, but it's gonna go to the low spots on the side that would hold stormwater at convey water out. The design at this point in time is to convey and roadside ditches, swales, retention basins, whatever the term is you want to use through there. And we would convey them down to the beach access place. There in the section that's on the far eastern end, where he is a five Lane section, which is largely what you see there. Now, it has a pipe that directly goes out and into the stormwater area that is out there. That is the path that we're going to continue forward with on this. So the intent is to collect water off of the Asheville into storage basins and route it so that it can be discharged out properly. Because the soil is so good at absorbing water, a lot of it will infiltrate naturally, I will tell you that we get into a site at a time where there's an elevated water table hurricanes is a really common one. As long as the storm surge doesn't put the island completely underwater, then it would be able to flow out towards the sound is the intent that we have on that. Are there any future plans for the beach freeways other than drainage at this time?

No. I want to use that because I read it in the newsletter and I think there's somebody keyed in on that. General Geraghty, I believe it was the same thing. And you know, when I grew up in Gainesville, Florida, I never thought I'd leave and I moved to Destin when other than Destin, I never thought I'd leave and I moved to Fort Walton island before and I never thought I'd leave and now I live up in the north end of the county. So you don't really know what tomorrow is going to have in store for you. I can't tell you what the board is going to do. But I can tell you they have given me zero direction that they want us to do anything other than develop these freeways. I have not given been given any direction to turn to parking and been given direction to turn into food truck areas to parks, I have been given none of that direction. So I will tell you the direction I have from the policy and policymakers is it is not to be developed. That is what we've got. I would also venture to guess and this is an interesting fact is that if we do utilize these for stormwater does make them harder to develop. If I somebody says to me, Hey, turn this into a parking lot. No, I can't. It's right. But stormwater right now it actually is to the benefit of it not being developed in the future. So I have no I don't know what the expression on the screen is for but I have no direction to develop this or anything other than for stormwater outfalls.

Water and Sewer has contracted with Halff Associates for the water main. I don't know the particulars on that. That's through their department. One of the trickiest part about redeveloping a corridor is utility coordination. To tag on the back end of this I love both these in the county commissioners also hinted that underground power lines make up in Santa Rosa overplaying. Can you elaborate on that? Yes, I can do that. So I have had a really good conversations with Gulf power and in Florida Power and Light on this. I will tell you initially the number they told me it was like 20 to \$22 million to take power underground on Santa Rosa Boulevard. And I was like, man, that's a big heavy lift. Because we were thinking that might be as much as the project itself. Florida Power and Light has come in, they've given us a revised approach. Their number is closer to seven to 10 million, which makes it a lot more viable. And I also want to be very clear that that is not just Santa Rosa Boulevard, that center is a boulevard and all of the side streets along it. So everything on I'm going to call it Okaloosa Island actually does think I do think it includes downpours, but let's just go from 98 to the west, going underground for seven to \$10 million. I believe that's something that becomes a discussion. Personally, I don't have any level of detail on those plans yet. Because FPL has a program where they try and look at ways to go underground with this. I don't think the county will take that on Full Tilt, I do think there's an opportunity to have a discussion.

But Okaloosa Island does have an MSBU. Maybe there's a way they talk about some cost sharing. I'm not sure I'm not speaking for the board. But there absolutely has been discussion about getting these powerlines to go underground. What's kind of unique is as we design this, I'm trying to give lines on a map for each of these utilities to go in because you can't step water on top of sewer they got to be 10 feet apart. You can't step power on top of on top of water, there's certain things that conflict. The interesting part is power lines on a pole take up a line power lines in the ground take up a line. So reasonably speaking, all I'm trying to do is allocate the line that they're in whether they're 30 feet in the air, or six feet below ground or three feet below ground isn't a particular specific concern right now, although we're factoring it in well, the same is true with the waterline so a water and sewer is doing is saying, Hey, we know we have to replace water lines out there. We don't want to just go do it and put it in a spot that in six months, two years, whatever the time is, we're told we gotta go move these fresh water lines. So

we're looking into it, I also have other utilities reaching out to us. I had a fiber optic company says, hey, we'd like to put utilities on Santa Rosa Boulevard, where can we put them and we're backing that into conversation.

That conversation is really hot and heavy and 60%, which I expect to get my 60% drawings by the end of this month, early July, they're there the next two or three weeks. So that's a really big push for us to have that conversation. It won't affect it other than we're going to have a plan for it. But I cannot tell you when water and sewer will do their work, what is possible is that they come up with alignment, they may do the waterline work before there's ever any work roadwork that because we know what they're supposed to go, I don't have the details on how and when that would occur. But that is the next critical step is to figure out how to all the utilities out there have a spot where they're safe, and they can be viable and function to serve the residents properly. And then the last one, how far along we're in the process, like I said, expect to get 60% plans by end of June, early July, something like that. And it's next few weeks, we'll have all that of the \$610,000. Or I asked because I didn't know this answer. I think \$435,000 have been afforded \$50,000. But expenditure What about 75% spent? And that's normal? I know somebody's gonna say well, how do you spend more than 60%. And that's because your last few visitors that use your portion of the projects that's not outside the realm, I would be worried about 75% and 30% earnings. But I'm, I'm in pretty good shape with this one from a cost sign perspective. I will point out some of the obvious things. I don't have money identified for construction. I don't have a timeline on construction. I don't know if this will be phased I don't know if or when any of this will move forward this point in time. That's largely we'll do after we figure out how utilities can play this game, then we're going to start talking about how do we phase this project? Is it possible that this project kicks off before the Brooks bridge work is done? I guess it's possible. Is it possible that this occurs after Brooks bridge is done? Yes, it's possible. It's a big lift. I think this project excluding the power portion of it is a 15 to \$20 million construction job. I think that's where it sits. I don't have the final numbers on here. But it's they don't give roads away like they used to.

That was a joke folks come on.

But it you know that that's where we sit with it, in terms of the public sitting in on what we call staff meetings, we don't do that. And there's a couple of reasons for that. The biggest reason is, sometimes we have conversations with my staff or with consultants that really aren't intended for the public. They're not public meetings in the sense of advertiser notice by the board. I don't ever have an issue. And I don't think if anybody's ever called me I, you know, we'd haven't gotten a response back to you, we'll do it. But I don't like the standard practice of having the public or just a vested interest property owner sitting in our staff meetings. The other thing is kind of like I mentioned, we're going to be talking with private property owners about things we may want to do with their property. And that's really none of your business, so to speak. That's kind of our conversation. So our standard practices when I get to a milestone, so when I get 60% drawings, do you guys want them to be happy to deliver them to you, I'd be happy to answer your questions on those. But I just find that it is highly unproductive to have a property owner come in and sit down through the design process, because it's very personal to you, I get that. One of the things that was unique about the eminent domain process is that what I show the commissioners, the list of all the properties required, there isn't a single name on there. It's sterile as parcel 100, parcel 101, parcel 102. And the reason we do that is because it's not personal. It's not personal to me. It's intended to be we want to just do base our decisions on what we find a stack and we find this information. So when we get to a milestone, like I told you this 30% plan coming up, board member, any citizen is more than welcome to ask me for them, and we will share them with you no questions asked. And if you have questions for us, we'll answer them as best we can. I hope that me coming here this evening shows that I'm not afraid to ask the questions. And you may not like some of what I have to say I get that. But as I said early on, I know I'm not going to please everybody that's out there.

One of the things that Brian said, asked me to day was, you know, do we have any updated figures to share and I and most of it's not overly changed, but there were two of them that I knew I had my office that I thought were kind of unique. And I saw it in your newsletter where it said that we had gone to a three lane proposal, and that the other end. And the other issue was it was a done deal or it was off the table or something it was an expression that I don't normally use. So we may be paraphrasing through there. But there was a conversation when the board directed us to move forward with this about the configuration of Alliance whether it was going to be three lanes which would be east and west down in a to a left turn lane or if it is going to be two lanes which would be east and west down width to six foot bypass one on each side. We've gone through some work on this. And the reason these videos are interesting is because it shows the two options where it transitions down. And if you look at it, the only difference is the pink strap. That really is the difference. So from an engineering perspective, the reason that matters is because I'm dealing with 36 foot, regardless of whether it's two lanes with bypass or three legs. So we store perspective, the map is identical. From an ally of perspective, the map is identical, it doesn't affect what I'm doing really all you changes the color of the way the striping is on the road.

I will tell you that as we move forward this we are strongly leaning towards the three-lane approach. And when I say three lanes, once you found one westbound and one to my left turn lane, the full length of the project. Other than where we have crosswalks, we are considering putting what we call a refuge in the middle of it. So one of the fears with a two way left turn lane is it gives this sense of somebody who is not a responsible driver can get that middle lane, punch it and shoot down there. And we don't like that idea too much. So where there's pedestrian crosswalks, we would actually put an island on either side as a bit of a refuge so that you could get one lane across and focus on the other direction as you go over. The drawback to that is it's not a full open lane the whole way. However, on the entire length of the project, I think there were six or seven breaks, it wasn't like it was a massive stop. But we're leaning towards that. And our rationale behind that was it allowed for no matter where you had a drive or road on the north of the south side, you could get to it, it does give you a much greater option for having that third lane for emergency vehicles. I know it was brought up as a concern, we get that it does not alter what we're doing from a stormwater perspective because like I said, the footprint per section is identical through there. And so we are leaning towards that I would not phrase it as off the table. Because, I don't get to make the decision. I simply provide the information. We think from a standpoint from an engineering perspective that this lays out very well. But I don't have the final picture to share with the board to say this is what we're going forward with this point in time. Other things I would caution you with and I'm just going off water in the newsletter, some about palm trees. I haven't begun to design landscaping at this point in time. That will be the last thing we look at. So anything you see on a rendering is just that a picture on a rendering. It is not a representation of the specification of trees that we're going to have out there. I will

tell you that as we lay out vegetation, and I do think it will have landscaping on it, there will be the first priority from me will not be what color the flowers it's going to be does it create a site visibility issue? And is it something that is a frangible enough frangible tree, which is a term in engineering that we'd like to go by. So if you see something on a rendering that shows this is pink, it looks like a shrub. It's just a picture. You're overriding it. If you think that we're saying we're going to put pink flowering shrubs right here, it's just the same as an opportunity for dead vegetation in there. I would think that a lot of it's going to be zero scape, which means minimum variations necessary. A lot of it's going to be non-fragile or frangible, which means if you hit it with a car, the car would wind but not the tree would cause the car greater damage, I would think that it's going to be effect, I don't know it's going to be something that does not create a disability issue. In other words, we're not going to put a large shrub and azalea and Ollie into right on the corner of an intersection because you can't see around through it. But we have not laid out where trees are and such. We're going to go on the project this time. I appreciate the note on the time. I do have some time. I'll be happy to answer some questions. I know it said don't do that. But I can be somewhat adept at answering as best as I can. Again, it becomes the county's public record. You ask for it by law, we have to give it to you. We don't view it that way. We're happy to give it to you. I don't have any secrets in this. I recognize and that not everybody's going to agree with me. I get that. I do think that overall, that if this project were to move forward? I think it would be absolutely look fantastic. I think it would have a huge improvement for stormwater. And I think the safety improvements for pedestrian specifically is unlike anything that we've seen out there. When I look at the positive response to when we put the flashing beacons for the crosswalks have people thought that was a huge step forward. To me this is 10 times better than that. It's just it's such an opportunity to create a great walkable, you know, usable corridor. I think it's I think it's a good move. But you know, I don't know, I don't know what I would be told to do next that's where we are. That's the update that I have.

Brick Bradford—

Just a very brief background about this initiative—because I was a board member with David. We voted at Islander. 89% of the public came back and said we want all four lanes. And Commissioner Ketchel--she heard that and by January, she was carrying our water until the end of August. And the end of August, when I went, she carried our water. She said that she heard the voice of her constituents. In August, she brought Jason Autrey along. She told us tat Jason Autry presented me this plan, I think you're going to love it. And she blindsided us all. And that's when the table turns. That's what I learned. So when he told you he takes his orders from the board, yes, he does. But please don't misunderstand. The board was principally influenced by his design or what we are getting today. And we are where we are. I do hope that they consider pushing this further by last. But, I firmly believe I will always stand strong that they are supposed to work for us, the people.

Brian Harrington-

Thanks, Brick. I appreciate it.

Anything else that we had a motion to adjourn in a second? With that, we will see everybody back here on about 9 September at seven o'clock unless something comes up over the summer.