

# City of Jacksonville

*117 W. Duval Street  
Jacksonville, FL 32202*



## Meeting Minutes

**Wednesday, January 21, 2026**

**9:30 AM**

**Council Chamber,  
1st Floor, City Hall**

### **Transportation, Energy & Utilities Committee**

*Will Lahnen, Chair*

*Ju'Coby Pittman, Vice Chair*

*Rahman Johnson*

*Ken Amaro*

*Matt Carlucci*

*Reggie Gaffney, Jr.*

*Tyrona Clark-Murray*

*Legislative Assistant: Rebecca Bolton  
Council Auditor's Office: Edward Linsky  
Council Research: Brandon Russell  
Office of General Counsel: Carla Schell  
Administration: Bill Delaney*

### **COUNCIL RULE 4.505 DISRUPTION OF MEETING**

**Any person who disrupts a regular meeting of the City Council, standing committees, special or select committees, sub-committees or any other public meeting presided over by a City Council Member may be forthwith barred, removed, or otherwise ejected, in the discretion of the presiding officer, from further attendance at that meeting. If necessary, due to the nature of the disruption, the audience may be cleared from the Council Chambers or meeting location in the discretion of the presiding officer.**

**Any person who refuses to leave the City Council Chamber may be subject to arrest.**

**Disruption of a meeting includes the following types of behaviors:**

- 1) Any form of political campaigning or electioneering regarding a specific candidate or group of candidates in City elections;**
- 2) Impeding the orderly progress of the meeting by shouting, yelling, whistling, chanting, singing, dancing, clapping, foot stomping, snapping fingers, cheering, jeering, using artificial noise makers or musical instruments, waving signs of any size, or engaging in any other display of excessive noise, sounds, or movement;**
- 3) Displaying or waving signs of any sort, except where used to support the speaker's presentation at the podium, and only where the sign is 21 inches by 21 inches or smaller in size and cannot be displayed in a manner which unreasonably obstructs the view of the dais for any member of the audience, regardless of message;**
- 4) Audible noise from cellphones or other electronic devices;**
- 5) Consumption of alcohol or controlled substances;**
- 6) Making vulgar or offensive remarks or gestures, or using threatening language or gestures, including but not limited to pantomiming discharging a firearm, choking, or throat-cutting;**
- 7) Refusing to stop speaking when his or her time has expired or is otherwise directed by the presiding officer to do so due to disruptive behavior as described herein;**
- 8) Returning to the meeting after having been removed or ejected, or attempting to do so.**

**Meeting Convened: 9:30 AM**

**Meeting Adjourned: 10:42 AM**

**Present:** 5 - Will Lahnen, Ju'Coby Pittman, Rahman Johnson, Matt Carlucci and Reggie Gaffney Jr.

**Excused:** 2 - Tyrona Clark-Murray and Ken Amaro

**Attendance:**

**CM Boylan - JTA Presentation**

**CM Diamond - JTA Presentation**

**CM J. Carlucci - JTA Presentation**

**CM Salem - JTA Presentation**

**JTA presentation on fare modification and Better Together campaign**



Nat Ford, CEO of the Jacksonville Transportation Authority (JTA), began the presentation on their fare modification pilot program, which will launch on February 1, 2026. He said they had held a series of 8 community meetings across the county since the JTA Board approved the pilot program at its December meeting, as well as meetings with the JTA Advisory Committee for people with disabilities and the Mayor's Disability Council, to share changes to their fare structure. He said there were 146 attendees across these meetings, where they shared details and received feedback. He said that the majority of attendees were customers who use their paratransit and Connexion Plus services. He noted that JTA proposed consolidating the services offered through Connexion Plus into their shared-ride Connexion services due to rising costs for the Connexion Plus program since 2019. He said they listened to their program customers and pivoted to keep Connexion Plus by modifying it so customers pay toward the total cost of that trip. He said that more details would be provided by Jessica Shepler, Senior VP of Public Affairs, Jeff Smith, Chief Operating Officer, and Heather Obara, Chief Financial Officer.

Ms. Shepler began her presentation. She stated that JTA had kicked off its Better Together campaign this year. She said they wanted to look at what their customers were saying through surveys and work together to enhance public transportation services and the customer experience.

Ms. Shepler said they started the Better Together program by offering lower fares to customers over a six-month period and making it easier to pay fares. She provided an overview of the changes to fares for each fixed-route fare category under the fare modification pilot program. She said the \$3 fare for their Connexion services would be reduced to \$2. She said they were also considering expanding their fare policy to allow additional payment methods, such as Apple Pay and credit and debit cards. She said that they currently accept cash, tickets, payments via the mobile app, Cash App, and star cards.

Ms. Shepler stated that the last fare modification occurred in 2019, when they raised the fare for a single trip ride from \$1.50 to \$1.75. She said that, before that, the last modification occurred in 2012. She said another change they were considering was removing the 10 percent cap on fares.

Ms. Shepler then discussed what would occur after the six-month pilot period. She said they would measure how pricing influences ridership and monitor service delivery. She added that there is usually a correlation between reduced rates and increased ridership. She said that the JTA Board is establishing the Fare Modification and Service Delivery Subcommittee to review data and performance indicators for the program, including on-time performance, ridership, and fare collection.

Ms. Shepler then shared information regarding Connexion and Connexion Plus. She stated that they had planned to consolidate Connexion Plus into Connexion based on enhancements made to the Connexion program. She added that the community indicated the Connexion Plus program was important to them, so they decided to continue it at a modified rate. She explained the differences between the programs, stating that Connexion was a federally mandated paratransit service performed on behalf of the City. She said the program provides door-to-door shared public transportation for people with disabilities who are unable to use fixed-route services for some or all of their transportation needs, and for people who are transportation-disadvantaged. She explained that door-to-door means that vehicles go to customers' doors, operators help those customers onto the vehicle, and then drive them to their destination.

Ms. Shepler said the Connexion Plus program was launched in 2019 to supplement their Connexion

service and to provide customers with the opportunity for same-day service. She explained that, at the time, Connexion services had to be booked in advance. She also said that it was a premium, on-demand, private, same-day, door-to-door service, like Uber or Lyft. She said that in both programs, customers must be certified as eligible under either the ADA guidelines or the transportation disadvantaged program.

Ms. Shepler shared enhancements to the Connexion service. She said there had been software updates to ensure customers arrive at their destinations on time. She also said that they are now taking same-day reservations and have in-house customer service, making JTA solely responsible for handling customer issues. She stated that they have introduced 51 new vehicles to their fleet and have reduced the fare from \$3 to \$2.

Ms. Shepler then discussed the increase in costs associated with Connexion Plus. She said that there has been an escalation of costs since the service was introduced, adding that when it was introduced in 2019, the cost was just under \$1 million. She said there had been a 124 percent increase in costs from FY 2022 to 2025; the projected cost for 2026, without adjustments, was around \$8 million. She said there were two different costs associated with Connexion Plus. Customers who needed a wheelchair-accessible vehicle were charged \$55 for the first 8 miles and \$3 per mile thereafter. Ambulatory customers paid \$25 for the first 5 miles and \$3 per mile thereafter. She said the average cost per trip, across both customer types, was \$39.

Ms. Shepler said that customers at community meetings stated they wanted to keep Connexion Plus. She added that they wanted whatever solution they created to cover the majority of those customers. To that end, she said they reviewed the number of customers' trips and how far customers were traveling when using Connexion Plus. She stated that 96 percent of Connexion Plus customers take 40 or fewer trips per month. She added that 65 percent of customers travel 8 miles or less per trip.

Ms. Shepler said that after considering data on how customers traveled, they settled on a \$10 base charge for 8 miles and \$3.50 per mile thereafter, with a maximum of 46 trips per customer. She broke the cost down further, stating that under the current Connexion Plus program, the JTA cost base for ambulatory was \$5, and for wheelchair-assisted vehicles, it was \$6.88. The customer currently pays \$0.40 toward that base. Under the new proposal, the JTA cost base would remain the same, but customers would pay \$1.25.

CM M. Carlucci requested a copy of the presentation and asked if Ms. Shepler could provide the increase in cost as a percentage. She said that she could run the numbers and provide them.

CM Pittman asked the representatives to share what they heard at their community meetings and asked if there were similarities in the concerns raised. She also asked whether there was concern among the community about paying the increased fares and whether there would be any programs to help those individuals. Ms. Shepler said that some common themes were concerns about losing the provider associated with Connexion Plus, and that they reassured the community that those providers were under Connexion too. She said they also heard concerns about increased travel times. She said they were assured that the new trip-planning software showed that average trips were about 26 minutes. She also encouraged people to try out the Connexion service to see how it ran.

CM Pittman then asked if they considered the six-month pilot program. Ms. Shepler said that the JTA Advisory group meets monthly. She also said that the Subcommittee meets, provides feedback, and is engaged with the Mayor's Disability Council. She also noted that there are synergies in concentrated areas where residents travel to similar destinations and stated they were meeting with those areas and their residents to ensure that trips are efficient.

CM Gaffney, Jr., noted he had received several calls and asked if they were pushing disabled individuals to use Connexion and removing them from paratransit. Ms. Shepler stated that Connexion was the paratransit service. He then asked how many riders there were daily. She said that they had monthly ridership numbers but would generate a daily count. CM Gaffney, Jr., then asked if some districts or neighborhoods had a higher share of riders. Ms. Shepler said she believed the program was distributed evenly throughout the community and would provide that data to the council member.

Chair Lahnen noted that the cost increase was significant and that the city's size meant his constituents had to travel a long distance to hospitals like Baptist Downtown and Baptist South. He added that one constituent estimated their travel costs to Baptist Downtown would increase from \$28 to \$91. He asked for more elaboration on what they will be looking at in the next six months to determine what further changes are needed. Ms. Shepler said that they will be looking at on-time performance, ridership numbers, and trip time. She added that the majority of their paratransit customers use only Connexion services and said they would be looking at the 32 percent who use Connexion Plus to see how their travel changes. Chair Lahnen said he understood that the way people order rides would change on February 1 and asked what resources were available for riders and their families to assist them with the new procedure. Ms. Shepler said that a majority of customers plan their trips in advance, enabling them to coordinate rides effectively. Chair Lahnen requested that they loop in the Council when making changes that impact constituents.

CM Salem asked if Ms. Shepler was discussing general bus services at the beginning of the presentation before transitioning to Connexion; she confirmed that was true. He then asked if anyone using Connexion services had to be evaluated before using it. Ms. Shepler stated that riders must be deemed eligible under the ADA or the state transportation disadvantaged program. CM Salem asked whether they received a card or other documentation indicating they're eligible. She said they receive a card valid for 3 years. CM Salem asked if they considered charging for service based on income. Ms. Shepler said they have not done that, and Mr. Smith said that they cannot do that for Connexion services, but they could look at their transportation disadvantaged service to see if it was feasible. CM Salem asked how they would handle a situation where someone could not afford services. Ms. Shepler said that their fares are currently low and that they have not had that concern raised. CM Salem said he anticipates they will receive calls after the rate increase and encouraged them to collect data on those calls. He then noted that 51 vehicles had been added and asked who had paid for them. Ms. Shepler said that they were funded through grants associated with the State of Good Repair program, with a small local match. CM Salem asked whether a private company runs Connexion Plus and what they charge if the City provides the vehicles. She stated that the private company does provide the vehicles for Connexion Plus but not for Connexion; the private vendor provides drivers for both. CM Salem requested a description of the person requiring ambulatory services via Connexion Plus. Mr. Smith explained that a person requesting ambulatory services would not require a vehicle equipped to handle wheelchairs.

CM J. Carlucci noted that the changes to the services were too abrupt, as evidenced by constituent

communications. He said he would like to see the price go from \$6 to \$8 in year one, and from \$8 to \$10 in year two, if necessary. He also said he would like the first 15-mile rate to go down to a first 10-mile rate, rather than 8 miles. He said he would like to see the \$3.50 per additional mile cost reduced to \$2. He agreed with the max trip count. He said those changes would be more palatable for users. He said he believes this service is critical for people with disabilities. Ms. Shepler said that she would consider their request and report back. CM J. Carlucci asked when he could expect a response; Ms. Shepler estimated that a response would be received by the end of the week.

CM Diamond asked how much they anticipated saving from the implemented changes. Ms. Shepler said they were not expecting any true cost savings; rather, they were looking at a smaller subsidy from the General Fund, which funds buses and bus facilities. She said that the amount would be \$3 million. CM Diamond asked how much they were spending on NAVI this year. Ms. Shepler said \$7 million. CM Diamond said that it looked morally reprehensible to spend more money on autonomous vehicles rather than transportation for people with disabilities. Ms. Shepler said they operate all their public transportation offerings in accordance with federal guidelines and agreements for public transportation agencies. CM Diamond wondered if the JTA Board was asking the right questions and stated that the Council had the power to say no to the changes.

Mr. Ford stated that they try not to pit riders against one another and attempt to balance all of their services. He said CM Diamond's argument could apply to any of JTA's services. He continued, saying that Connexion had existed for 30 years and that the challenge was the addition of the premium Connexion Plus service, which some community members can afford to use. He noted that it is a private, door-to-door service, that JTA performs better with shared modes of transportation, and that the original plan was to raise fares after seven years of keeping them at the same rate. Mr. Ford said they presented a fare increase to the Board of Directors over the summer that was justifiable. He then said that in November, they felt a fare increase across the board, with inflation and affordability issues persisting, was not the right decision. He said a decision was made to lower fares to increase ridership and generate more revenue. He said they could not do that while offering a premium service that was over-subsidized. He added that the subsidy for Connexion Plus was far greater for customers who could actually afford a higher price, even though they may have disabilities. He said originally they intended to eliminate Connexion Plus, but Mr. Smith and his team made improvements to the base Connexion service, enabling them to provide same-day services. After public outcry, Mr. Ford said they recognized it was a fast pivot and decided to keep the reduction in fares for the Connexion service. He added that they had pivoted again and would keep Connexion Plus for the 32 percent of riders who use it, but that the price would be closer to the actual trip cost. He noted that revenues have decreased, notably in sales taxes, and that this was an attempt to tighten their belts while still offering services.

CM Diamond said it would be more expensive for his constituents to reach their destinations and asked how spending on NAVI was tightening their belts. He wondered if they didn't have to spend on the NAVI program, could they keep Connexion Plus fares the same. Mr. Ford said no and added that Connexion was available at a lower fare, and noted that 70 percent of riders with disabilities use that service. He said that the cost for NAVI was \$7 million today, but could cost much less in the future. He also said that they were preparing for the future with NAVI, as the share of autonomous vehicles would increase. He added that it would provide greater affordability, flexibility, and accessibility for people with disabilities, because the biggest cost in public transportation is the operator.

CM Boylan asked Mr. Ford to speak about the Board's role throughout this process. Mr. Ford said they shared the rising costs related to their operation with the Board at their August retreat, while fares remained the same for 7 years. He said the Board approved them to start planning a fare increase. That process would have started this month with public meetings leading to their budget development in May and June, which would have been presented to the Council. He said that in November, they realized that raising fares, given the affordability challenges, would not be the right decision. At that point, they presented the JTA Board with another strategy to lower fares and increase ridership, while reviewing the Connexion Plus service, which was growing in cost. In December, the Board voted to move forward with a fare reduction and the elimination of Connexion Plus. He said the Board was intimately involved at all steps. CM Boylan said he heard from a constituent that a line of Connexion Plus vehicles was parked at the Arc, and he thought that was an efficiency issue that needed to be fixed. CM Boylan also said that the increase would have real consequences for people who rely on the service. He requested that, when they bring back their report on the pilot program, they discuss the consequences of the reduction.

Chair Lahnen asked Ms. Shepler to compile all responses to the Committee members' requests into a single response shared with the whole Committee. He also said he hoped the discussion and feedback from the Committee would be shared with the JTA Board.

**Item/File No.**                      **Title History**

1. [2025-0871-E](#) ORD Approp \$9,400,000.00 from the Mobility Plan Proj-Zone 04 Acct to (1) the Dunn Ave at Braddock Rd Signal Improvements - Other Construction Costs Acct to Prov Funding for Traffic Signalization at the Braddock Rd & Dunn Ave Intersection (\$4,400,000.00), & (2) the Pecan Park Rd Widening - I-95 to Main St - Engineering & Design Acct to Prov Funding for the Widening of Pecan Park Rd btwn I-95 & Main St (\$5,000,000.00); Amend the 26-30 5-Yr CIP Appvd by Ord 2025-505-E to Reflect this Approp of Funds to the Projs; Waiving Sec 655.505 (Deposit of Mobility Fees, Mobility Zones; & Appropriation of Mobility Fees), Pt 5 (Mobility System), Ch 655 (Concurrency & Mobility Management System), Ord Code, to Allow Greater Than 20% of the Mobility Fees Deposited in the Mobility Zone 4 Acct to Be Allocated to the Braddock Rd & Dunn Ave Intersection Improvement Proj Described Herein; Auth the Mayor, or Her Desig, & the Corp Sec to Execute & Deliver a Locally Funded Agrmt (Lump Sum) btwn the FDOT & the City Pursuant to which the City Agrees to Pay FDOT \$4,200,000.00 for Intersection Improvements at Braddock Rd & Dunn Ave; Prov for Oversight by the Engineering & Construction Mgmt Div of the Dept of Public Works (Revised B.T. 26-017) (Dillard) (Req of Mayor) (Co-Sponsors CMs Gaffney, Jr., Arias & Peluso)  
11/25/25 CO Introduced: TEU, F  
12/2/25 TEU Read 2nd & Rerefer  
12/2/25 F Read 2nd & Rerefer  
12/9/25 CO PH Read 2nd & Rerefer  
1/6/25 TEU Approve 6-0  
1/6/26 F Amend/Rerefer 7-0  
1/13/26 CO Amend/Rerefer 18-0  
1/21/26 TEU Amend/Approve 5-0  
1/21/26 F Amend/Approve 6-0  
1/27/26 CO PH Amend/Approve 17-0  
Public Hearing Pursuant to Ch 166, F.S. & C.R. 3.601 - 12/9/25 & 1/27/26

**AMEND/APPROVE**

**Aye:** 5 - Lahnen, Pittman, Johnson, Carlucci and Gaffney Jr.

**Excused:** 2 - Clark-Murray and Amaro

The amendment was moved and seconded. Mr. Linsky explained the amendment. The amendment was approved unanimously.

**AMENDMENT**

**Attach Revised Exhibit 3 (Agreement with FDOT) to reflect previously appropriated project funds to be disbursed to FDOT**

- **Appropriates \$4.4 million to the Braddock Rd. and Dunn Ave. Intersection project and authorizes execution of Locally Funded Agreement with FDOT for completion of the project (\$6 million total)**
- **Appropriates \$5 million to the Pecan Park Rd. Widening project**
  - **Future appropriations are anticipated to be between \$10 and \$15 million, but have not yet been identified**
- **Waives Section 655.505, Ordinance Code, to allow greater than 20 percent of the mobility fee deposited into a motorized mobility zone account to be allocated to the Braddock Rd. and Dunn Ave. intersection project**

2.     [2026-0001](#)     ORD Closing & Abandoning &/or Disclaiming an Unopened & Unimproved Portion of the Chatham St R/W, Estab in the Replat of Everest Heights, as Recorded in Plat Bk 12, Pg 44, of the Current Public Records of Duval County, FL, Located in Council Dist. 9, at the Request of Vecellio & Grogan, Inc.; Prov for Appvl Subj to Conds (Wilson) (Req of Mayor)  
1/13/26 CO Introduced: TEU  
1/21/26 TEU Read 2nd & Rerefer  
1/27/26 CO PH Read 2nd & Rerefer  
TEU PH Pursuant to Sec 336.10, F.S. - 2/3/26  
Public Hearing Pursuant to Ch 166, F.S. & C.R. 3.601 - 1/27/26

**READ 2ND & REREFER**

3.     [2026-0002](#)     ORD Closing & Abandoning &/or Disclaiming an Opened & Improved Portion of John St, as Shown on the Plat of Simmons Addition to South Jax, as Recorded in Plat Bk 6, Pg 12, of the Current Public Records of Duval County, FL, Located in Council Dist. 5, at the Request of Laxmi Partnership, Subj Unto Reservation to City & JEA of a Non-Exclusive All-Utilities, Facilities, & Access Easement on, Over, Under, Through, & Across the Closure Area; Prov for Appvl Subj to Conds (Wilson) (Req of Mayor)  
1/13/26 CO Introduced: TEU  
1/21/26 TEU Read 2nd & Rerefer  
1/27/26 CO PH Read 2nd & Rerefer  
TEU PH Pursuant to Sec 336.10, F.S. - 2/3/26  
Public Hearing Pursuant to Ch 166, F.S. & C.R. 3.601 - 1/27/26

**READ 2ND & REREFER**

4. [2026-0003](#) ORD Approp \$350,000.00 from the Concurrency Mgmt System Acct to Transportation Planning - Concurrency Mgmt - Other Professional Svcs Acct to Fund a Comp Update to the City of Jax Mobility System Plan (B.T. 26-024) (Smith) (Req of Mayor)  
1/13/26 CO Introduced: TEU, F  
1/21/26 TEU Read 2nd & Rerefer  
1/21/26 F Read 2nd & Rerefer  
1/27/26 CO PH Read 2nd & Rerefer  
Public Hearing Pursuant to Ch 166, F.S. & C.R. 3.601 - 1/27/26

**READ 2ND & REREFER**

5. [2026-0005](#) ORD re Ch 745 (Addressing & Street Naming Regulations), Ord Code; Estab an Honorary Street Desig & Associated Roadway Markers for Cedric Burrell; Estab an Honorary Street Desig on 16th St E Extending btwn Main St & Hubbard St in Council Dist. 7 for Cedric Burrell; Prov for the Installation of 2 Honorary Roadway Markers to Be Located in Appropriate Locations on the Desig Road in Council Dist. 7; Waiving the Requirement of Subsec 745.105(i)(2), Ord Code, that the Honoree to Be Deceased for at Least 5 Yrs; Waiving the Requirement of Subsec 745.105(i)(3), Ord Code, that the Honoree Reside in the Community within 5 Miles of the Street Being Desig for at Least 10 Yrs; Directing the Legislative Svcs Div to Forward a Copy of this Ord, Once Enacted, to the Public Works Dept, Traffic Engineering & Addressing Divs, for Processing, Implementation & Coordination with the Applicant & Other Affected Agencies & Orgs (Pollock) (Introduced by CM Peluso)  
1/13/26 CO Introduced: NCSPHS, R, TEU  
1/20/26 NCSPHS Read 2nd & Rerefer  
1/20/26 R Read 2nd & Rerefer  
1/21/26 TEU Read 2nd & Rerefer  
1/27/26 CO PH Read 2nd & Rerefer  
TEU PH Pursuant to Sec 336.10, F.S. - 2/3/26  
Public Hearing Pursuant to Ch 166, F.S. & C.R. 3.601 - 1/27/26

**READ 2ND & REREFER**

6. [2026-0033](#) ORD Approp \$2,096,681.71, Including \$1,110,573.00 from the Countywide Traffic Signalization - Fiber Optic Proj, \$700,000.00 from the Countywide Intersection Improvements Proj, & \$286,108.71 from the Countywide Rdwy Sign Stripe & Signal Proj, to Various Projs Including: (1) \$150,325.50 to the Monument Rd Pedestrian Crossing Proj; (2) \$135,783.21 to the St. Johns Bluff Rd & Lost Pine Dr Signalized U-Turn Proj; (3) \$350,000.00 to the Golfair Blvd & APR Academy Pedestrian Crossing Proj; (4) \$350,000.00 to the Overhead Pedestrian Signal - Soutel Dr at Morris Manor Proj; (5) \$634,863.00 to the Fort Caroline Rd Fiber Optic Proj; & (6) \$475,710.00 to the St. Augustine Rd Fiber Optic Proj; Amend the 26-30 5-Yr CIP Appvd by Ord 2025-505-E to Reflect this Approp of Funds to the Proj (B.T. 26-029) (Dillard) (Req of Mayor)  
1/13/26 CO Introduced: NCSPHS, TEU, F  
1/20/26 NCSPHS Read 2nd & Rerefer  
1/21/26 TEU Read 2nd & Rerefer  
1/21/26 F Read 2nd & Rerefer  
1/27/26 CO PH Read 2nd & Rerefer  
Public Hearing Pursuant to Ch 166, F.S. & CR 3.601 - 1/27/26

**READ 2ND & REREFER**

7. [2026-0035](#) ORD Approp \$1,370,000 from the Widening of Lane Ave N - DM Other Construction Costs Acct to the Jax Fair Grounds Relocation - DM Other Construction Costs Acct, to Provide Add'l Funds for Relocation of the Jax Fairgrounds to the Jax Equestrian Center Site; Amend the 26-30 5-Yr CIP Appvd by Ord 2025-505-E to Reflect the Transfer of Funds from the Widening of Lane Ave N Proj to the Jax Fairgrounds Relocation Proj; Prov for Oversight by the Public Works Dept (Staffopoulos) (Introduced by CM White)  
1/13/26 CO Introduced: TEU, F  
1/21/26 TEU Read 2nd & Rerefer  
1/21/26 F Read 2nd & Rerefer  
1/27/26 CO PH Read 2nd & Rerefer  
Public Hearing Pursuant to Ch 166, F.S. & C.R. 3.601 - 1/27/26

**READ 2ND & REREFER**

**NOTE: The next regular meeting will be held Tuesday, February 3, 2026.**

**\*\*\*\*\*Note: Items may be added at the discretion of the Chair.\*\*\*\*\***

**Pursuant to the American with Disabilities Act, accommodations for persons with disabilities are available upon request. Please allow 1-2 business days notification to process; last minute requests will be accepted; but may not be possible to fulfill. Please contact Disabled Services Division at: V 904-255-5466, TTY-904-255-5476, or email your request to KaraT@coj.net.**

Minutes: Brandon Russell, Council Research  
brussell@coj.net, (904) 255-5137  
Posted: 1/28/26, 2:08 p.m.