

**INTERVIEW OF ANNA HUDSON**

**DATE:** August 3, 2015

**LOCATION:** Office of the State Attorney  
524 East Nelson Avenue, #A  
DeFuniak Springs, Florida, 32433

**PRESENT:** Greg Anchors, Esquire  
Chief Assistant State Attorney

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1           MR. DRAKE: All right. Today is Monday,  
2           August 3rd, 2015. It's 1:42 p.m. My name is  
3           Clifton Drake. I'm an Assistant State Attorney.  
4           And before we begin, I'd like each person to go  
5           around the room and say who they are.

6           INV. WEBSTER: Investigator Webster, Walton  
7           County.

8           INV. BEARDEN: Candace Bearden, State  
9           Attorney's Office.

10          MS. COSSON: Janice Cosson, State Attorney's  
11          Office.

12          MR. ANCHORS: Greg Anchors, State Attorney's  
13          Office.

14          MS. HUDSON: Anna Hudson, Preble-Rish.

15          MR. DRAKE: Ms. Hudson, would you raise your  
16          right hand, please? Do you swear or affirm the  
17          testimony you're about to give will be the truth,  
18          the whole truth, and nothing but the truth?

19          MS. HUDSON: I do.

20          MR. DRAKE: All right. Ms. Hudson, you said  
21          that you work with Preble-Rish.

22          MS. HUDSON: Yes, sir.

23          MR. DRAKE: What -- what is your position with  
24          them?

25          MS. HUDSON: I am a project manager, but I

1 specifically deal with municipal clients, and,  
2 specifically, the Walton County planning reviews.  
3 We are the sole consultant to Walton County.

4 MR. DRAKE: Would it be fair to say that  
5 Preble-Rish is acting as the traffic concurrency  
6 manager?

7 MS. HUDSON: We do manage the traffic  
8 concurrency, but it is in coordination with Walton  
9 County, because we don't have access to certain  
10 information to say we fully manage it. But, yes.

11 MR. DRAKE: What interaction do you have with  
12 Walton County Planning Department, say, on a  
13 day-to-day basis or on a weekly basis?

14 MS. HUDSON: Well, typically, we get a project  
15 in -- well, let me start -- before that,  
16 typically, we get invites to preapplication  
17 meetings, where you've got an engineer or a  
18 developer. We meet with a planner down there at  
19 (unintelligible) Chad Smith right now. Go over  
20 just a basic kind of what they're wanting to do,  
21 if we see any problems, or kind of direct them if  
22 we don't think they're certain -- meeting certain  
23 things that are going to be reviewed in Land  
24 Development Code.

25 And at that point they would actually submit a

1 project review. We get the initial review. We  
2 look at it. We usually always have comments.  
3 Send it back. At some point we'll talk with the  
4 planning department's project manager on if  
5 there's any questions or if they don't understand  
6 one of our comments.

7 And then usually we get a second submittal.  
8 Most time it's good, depending on the set of  
9 plans. Sometimes it goes into a third or so. And  
10 then once we sign off on it, based on the traffic,  
11 there's certain traffic -- some have draw-down  
12 letters, some meet concurrency, but we issue  
13 either a traffic statement or traffic letter at  
14 the very last portion of it.

15 And then at that point we would attend the  
16 planning commission or the BCC in case they had  
17 any questions for us regarding our review.

18 MR. DRAKE: What specifically do you review  
19 for each project?

20 MS. HUDSON: Well, it starts -- we -- we take  
21 a -- a look at certain things. We don't do a full  
22 review, but we take a look at certain things for  
23 your boundary and topographic survey, demolition,  
24 erosion control, site plan. Even though,  
25 technically, some of that gets into the planner's

1 review, they like for us to look at parking, as  
2 well, and make sure -- it's just kind of like a  
3 second set of eyes on it. Utilities we kind of  
4 take a look at, but that really gets into  
5 whichever utility company is going to -- to review  
6 that one. Storm water, traffic.

7 MR. DRAKE: Is Preble-Rish also acting as the  
8 county engineer?

9 MS. HUDSON: I know Cliff works with the  
10 public works department, but I'm not really  
11 involved with that, so --

12 MR. DRAKE: What you just described in terms  
13 of what Preble-Rish reviews is broader than just  
14 traffic.

15 MS. HUDSON: Right.

16 MR. DRAKE: So are there multiple roles that  
17 Preble-Rish is fulfilling right now?

18 MS. HUDSON: What do you mean by that?

19 MR. DRAKE: Well, I know you have a contract  
20 specifically for traffic concurrency management.  
21 But then you're also saying some site plan review  
22 and erosion and all that kind of stuff. That  
23 sounds different.

24 MS. HUDSON: Well, it's part of the planning  
25 pro- -- review. Traffic is included. When

1           they -- whenever they submit, they have a traffic  
2           report in their submittal. So it includes storm  
3           water, traffic, all of this. That's just a -- a  
4           general project review, if that makes sense.  
5           Like, we don't look at it separately. Traffic is  
6           included as the planning review. Because if the  
7           site plan changed, let's say your square footage  
8           changed, your traffic's going to change. So it's  
9           just a general review.

10           MR. DRAKE: Could you tell me what you end up  
11           sending to the planning department? Like, do you  
12           just send them a copy of, we calculated how many  
13           trips and what the cost is, so here you go,  
14           planning department? Or what goes back and forth  
15           between the two?

16           MS. HUDSON: Uh-huh. I can show you an  
17           example, if you'd like.

18           MR. DRAKE: Sure.

19           MS. HUDSON: Well, usually on the first  
20           initial review we issue our comments back. And,  
21           you know, the second round, depending. But at the  
22           end, when we're done with traffic --  
23           (unintelligible) that's a draw-down -- we actually  
24           print off that sheet from the CMS, and then we  
25           attach it. We have a general letter that the

1 county had -- had sent us, like, general notes  
2 that have to go with your transportation  
3 concurrency.

4 So we update the front page to kind of give  
5 you a summary of which segments are being  
6 affected; if it does and does not meet  
7 concurrency; which segments and how much per  
8 segment, for your total. And then this is the  
9 printout from the CMS to verify the totals on the  
10 front, so --

11 MR. DRAKE: When you're saying that's a  
12 printout from the CMS, are you referring to the  
13 Excel spreadsheet and the --

14 MS. HUDSON: Yes. Once you add a project to  
15 the CMS, it -- and it'll -- it'll pop up the page.  
16 It tells you your proportional fair share amount.

17 MR. DRAKE: Who programmed the Excel sheet to  
18 generate proportionate fair share?

19 MS. HUDSON: That, I do not know. That was  
20 before me.

21 MR. DRAKE: Was it done by Preble-Rish, or was  
22 it inherited from the county?

23 MS. HUDSON: We inherited it from the county.

24 MR. DRAKE: Has anyone ever gone back to check  
25 whether the formula within Excel matches the

1           Walton County code?

2           MS. HUDSON: We have not. We have  
3           contacted -- and I will say Chance Powell, when he  
4           used to work with Preble-Rish, we would come  
5           across several discrepancies in -- in the CMS, and  
6           we would let the county be aware of it, but it was  
7           kind of out of our task to go in and manipulate  
8           the system.

9           So as far as us changing it without direction  
10          from the county, or us even actually having  
11          probably to sub it out to a full-on traffic  
12          engineering company, we'd -- we have not  
13          manipulated any of the equations.

14          MR. DRAKE: Do you update the spreadsheet  
15          itself in terms of the number of trips a  
16          particular project is generating and that kind of  
17          thing?

18          MS. HUDSON: You're referring to the reviews  
19          and not DOT data?

20          MR. DRAKE: Yes.

21          MS. HUDSON: Yes. Per the reviews, we do  
22          input that in there.

23          MR. DRAKE: So you'll be able to keep track of  
24          how much additional demand is coming from a new  
25          project, and you would put that in there?

1 MS. HUDSON: Yes. All new projects have been  
2 put in there if they -- lately, we've been getting  
3 a lot of projects where trips have been vested,  
4 you know, it stops somewhere through the process  
5 and it's been vested. Those, they usually have to  
6 provide a draw-down letter. And I did bring an  
7 example for you to kind of see that. Because  
8 we're not sure exactly -- it was before we  
9 inherited most of those, like, 2006, so we can't  
10 really get in the system and see. But as far as  
11 new projects, we have put those in.

12 MR. DRAKE: Now, the Department of  
13 Transportation data you're referring to that you  
14 don't put in there, what is that?

15 MS. HUDSON: It is DOT's annual traffic  
16 counts. And also affects, like, peak direction,  
17 possibly even more of a breakdown per section.  
18 You know, right now it's, you know, like, East  
19 Point Washington to this road; whereas, DOT now,  
20 because it's gotten so busy, they break it down  
21 into two sections instead of one.

22 And that's actually what started -- when  
23 Chance and I first started talking about it,  
24 that's what led to discussions with the county,  
25 because the DOT data's old.

1 MR. DRAKE: Has the county made any effort to  
2 update the DOT data?

3 MS. HUDSON: I was not any -- in any meetings.  
4 I know Chance met with the commissioners, but  
5 that's all I know. And at that point we were  
6 never tasked to update the CMS.

7 MR. DRAKE: Are you aware of what the code  
8 requires in terms of the DOT data?

9 MS. HUDSON: I believe it's supposed to be  
10 updated annually per (unintelligible).

11 MR. DRAKE: Has the County updated it  
12 annually?

13 MS. HUDSON: We at -- Preble-Rish has not been  
14 tasked to update it annually.

15 MR. DRAKE: When was the last time you know  
16 that it was updated?

17 MS. HUDSON: I believe the data in there  
18 is 2010. I think that's what it says on there.

19 MR. DRAKE: Would I be able to tell, by  
20 looking in the CMS, where it comes from?

21 MS. HUDSON: Yes.

22 MR. DRAKE: Where would that be?

23 MS. HUDSON: You'll go to CMS. Scroll --  
24 somewhere up here it's going to say 2010. Thought  
25 it did. Yes. Yeah, 2010 cost per trip.

1 MR. DRAKE: So that 2010 is referring to how  
2 recent the FDOT data is?

3 MS. HUDSON: That's correct.

4 MR. DRAKE: Okay. Now, one question that I  
5 have, this 110 percent service volume threshold,  
6 what is your understanding of the significance of  
7 110 percent?

8 MS. HUDSON: I know one section, Appendix C-3,  
9 you can claim de minimis if it's less than a  
10 1 percent. However, there's language that if it's  
11 over 110 percent, you can't claim de minimis. So  
12 even if your project only denotes one trip, you  
13 still have to pay proportional fair share.

14 But there's also language in there, too, that  
15 if it's a hurricane evacuation route, even if it's  
16 over 100 percent, you have to pay a proportional  
17 fair share. That's all I've ever technically used  
18 that before, it's a 110-percent threshold.

19 MR. DRAKE: We have several people that we've  
20 talked to that seem to use a shorthand when  
21 they're talking about concurrency, to basically  
22 say if a road is over 110 percent, we have to pay  
23 a proportionate fair share. Now, that, to me,  
24 sounds like an inaccurate statement. And I just  
25 want to make sure with you that you agree that

1           that would be an inaccurate summary?

2           MS. HUDSON: I disagree with that.

3           MR. DRAKE: Okay. I think it's from people  
4           just not understanding concurrency.

5           MS. HUDSON: Right.

6           MR. DRAKE: And my understanding is over  
7           110 percent, you have to pay even if it's  
8           de minimis.

9           MS. HUDSON: Right.

10          MR. DRAKE: But let's say it's a 3 percent,  
11          4 percent, something like that, you still have to  
12          pay, even if you're only at 104 --

13          MS. HUDSON: Right.

14          MR. DRAKE: -- because it's -- it's anything  
15          over 100 percent, unless you're talking de  
16          minimis.

17          MS. HUDSON: If it's a hurricane evacuation,  
18          yes.

19          MR. DRAKE: Yes.

20          MS. HUDSON: And if you look, it -- there is a  
21          column listed called available capacity, and then  
22          there is a percentage next to it. So I think  
23          what -- what you're referring to is at  
24          100 percent, then you are over capacity.

25          MR. DRAKE: And you have to start paying

1 proportionate fair share if it's over 100 percent,  
2 unless it's de minimis.

3 MS. HUDSON: Yes.

4 MR. DRAKE: Okay. Glad to know I've been  
5 reading that right. As people have said that,  
6 I've been thinking, that's not right, but I wanted  
7 to talk to somebody --

8 MS. HUDSON: Yeah.

9 MR. DRAKE: -- who can verify that.

10 MS. HUDSON: The only -- only time I've ever  
11 applied the 110 percent is when people come in and  
12 try to apply for de minimis. And usually it's 98,  
13 which is a hurricane evacuation route, and then  
14 most of 98 is over capacity. So that's usually  
15 where that comes in.

16 MR. DRAKE: There's also an exception, just so  
17 that you know, for redevelopment projects.

18 MS. HUDSON: Uh-huh.

19 MR. DRAKE: They're exempt up to 110 percent.

20 MS. HUDSON: Yeah.

21 MR. DRAKE: But there probably isn't a whole  
22 lot of that that you deal with. What do you know  
23 about the Walton County code not matching up with  
24 Florida statutes?

25 MS. HUDSON: I've heard a lot of complaints.

1 I honestly haven't read the statutes. But I've  
2 heard a lot of complaints from project engineers  
3 about -- about the statutes not -- Walton County  
4 not meeting the statutes. But as me,  
5 particularly, I have not done my research into  
6 them.

7 MR. DRAKE: What do the developers complain  
8 about? Or the engineers, I'm sorry.

9 MS. HUDSON: I mean, typically, we will get  
10 traffic reports that say if a roadway is already  
11 over capacity before the project comes in,  
12 technically, they shouldn't be charged  
13 proportional fair share. However, there's nothing  
14 in the Land Development Code that I can agree with  
15 that statement, so I have to calculate it how it's  
16 -- told to be calculated.

17 MR. DRAKE: And the code says to calculate it  
18 from 100 percent to whatever it is now?

19 MS. HUDSON: It -- it does. There is -- there  
20 is some language in there about capital  
21 improvement projects. But there's also some  
22 discrepancies in there about which capital  
23 improvement projects. But other than that, I'm  
24 not aware of any -- any way that they could not  
25 have to pay proportional fair share if -- if they

1 don't meet concurrency.

2 MR. DRAKE: What do you do, as the concurrency  
3 manager, if a developer wants to put in a turning  
4 lane or make some type of a construction agreement  
5 themselves?

6 MS. HUDSON: I was about to say, the only --  
7 the only thing I can think of is if they do  
8 provide some additional relief or capacity, such  
9 as turning lanes that is not required by DOT or  
10 something, then that construction cost and  
11 engineering cost can all be applied to offset the  
12 proportional fair share amount. And we've had  
13 that happen in a very few cases.

14 MR. DRAKE: Some recently?

15 MS. HUDSON: Some recently. Some older. But,  
16 yes.

17 MR. DRAKE: So using really round numbers, if  
18 you calculate proportionate fair share to  
19 be \$100,000, but they install a \$50,000 turning  
20 lane, do they offset dollar for dollar?

21 MS. HUDSON: Yes. If they provide the  
22 documents to the county and the county can verify  
23 that those numbers look accurate, then, yes, then  
24 they would get a credit, per se, of \$50,000 for  
25 additional capacity that they've added.

1           MR. DRAKE: Now, what if they're required to  
2 do so by FDOT?

3           MS. HUDSON: My understanding is that cannot  
4 go towards -- towards the --

5           INV. WEBSTER: Credit.

6           MS. HUDSON: -- the credit. But, ultimately,  
7 when it gets into those issues, I send it up to  
8 public works, and they will negotiate whether or  
9 not they feel that it's -- like, for example, I  
10 think a recent one, they paved a road that come in  
11 off of an inlet beach. Essentially, there was a  
12 road here, you have 98, and then you have this  
13 commercial development. And they finished this  
14 road, and it was a dirt road, and they went ahead  
15 and paved it. So you're providing additional  
16 access to 98. So that road was not required, but  
17 they went ahead and did it; therefore, they got  
18 credit for that.

19           But as far as DOT requirements, I'm not  
20 familiar -- like, I don't believe so, but --

21           MR. DRAKE: But if DOT requires a developer to  
22 put in something that alleviates traffic, they  
23 don't then get to deduct that from their  
24 proportionate fair share?

25           MS. HUDSON: Like I said, the majority of the

1           time I send those comments up to public works to  
2           work it out. My -- my understanding is that if it  
3           is required, like, they have to turn in -- put in  
4           a turn lane because they generate that many trips,  
5           then that can't go towards proportional fair  
6           share.

7           But I will leave that -- like I said, I  
8           usually -- public works gets involved at that  
9           point, so --

10          MR. DRAKE: What is the breakdown between  
11          public works and planning department?

12          MS. HUDSON: Well, essentially, Greg Graham  
13          was the CMS, concurrency manager, a long time ago.  
14          So if it comes to where there's any questions or  
15          if we feel like we're maybe not understanding  
16          something in the code, we will contact him for  
17          clarification on how the county has done it in the  
18          past.

19          And, typically, when we issue our letters and  
20          we sign off on traffic and we go to the meetings,  
21          that's kind of where we exit. And when it comes  
22          into, like, the actual inspection of the project,  
23          public works comes in at that point. We actually  
24          do not go out and inspect it to make sure it's  
25          meeting the requirements. So that's kind of where

1           we hand stuff off.

2           And that's usually where they come back and  
3           say, well, DOT's going to require us, we've got  
4           this permit connection, they're now saying we've  
5           got to do a traffic signal or something, and then  
6           usually DOT -- or public works might call us and  
7           ask us for our proportional fair share letter. We  
8           send it to them, and then they kind of determine  
9           if they -- if they agree or -- with -- that a  
10          credit can be given or not.

11          MR. DRAKE: So by the time you're talking  
12          about credits, really, Preble-Rish is out of it.

13          MS. HUDSON: Yeah. I've had a couple times  
14          where discussions had already been had, and  
15          they'll come back and kind of explain to me and  
16          ask me to issue -- you know, to do a letter  
17          stating -- because we are the ones that actually  
18          issue proportional fair share, to kind of provide  
19          -- attach the documents to a letter saying, this  
20          is the construction cost amount, this was this;  
21          therefore, their proportional fair share is a net  
22          number, or it's only, like, \$10,000, and we attach  
23          that document behind it. But that's typically --  
24          that's rare. That happens occasionally.

25          MR. DRAKE: That seems to be part of the

1 feedback we -- that we noticed sometimes doesn't  
2 quite make it full circle.

3 MS. HUDSON: Uh-huh.

4 MR. DRAKE: What you just described sounds  
5 like a success story, where public works tells  
6 you, we're going to accept this construction cost  
7 to offset proportionate fair share; will you  
8 create a letter to memorialize all of that, and  
9 it's very clear.

10 MS. HUDSON: Uh-huh.

11 MR. DRAKE: But you said that was rare. So  
12 how often would you say that doesn't happen?

13 MS. HUDSON: Well, rare in the -- in -- in, I  
14 guess, the case of -- typically, when we issue a  
15 proportional fair share letter, they pay it.  
16 Usually they don't -- there's not too much where  
17 they try to get that credit back. So I meant rare  
18 in the cases that I hear back from either the  
19 planning or public works that we -- we need to  
20 actually draft a letter. I can probably think of  
21 two right off the top of my head that I've done in  
22 the past four years.

23 I know several talk about it. When they're  
24 going through the planning, they ask, if we pave  
25 this road or we do something here, can we -- and

1 we tell them, you know, yes, depending on if it's  
2 required or not. But usually they don't -- we  
3 don't come back and see it.

4 Now, that may be at the developer's discretion  
5 of whether or not they chose to do that or just  
6 pay the money and move forward.

7 MR. DRAKE: What happens if you have a project  
8 that Preble-Rish has a private client, but you're  
9 also providing engineering and traffic services  
10 for the county, what do you do?

11 MS. HUDSON: We send to public works for their  
12 review. So, technically, Greg Graham would -- I  
13 send him the latest CMS, and at that point that's  
14 all he gets from me. And then he does his own  
15 review, he issues comments back to the planning  
16 department, they issue them to us. We don't  
17 review our own plans, by any means.

18 MR. DRAKE: Once that project is approved and  
19 Greg Graham has calculated the trips associated  
20 with it, proportionate fair share, all of that, do  
21 you then update the CMS after that?

22 MS. HUDSON: No. He -- he does all that.

23 MR. DRAKE: Does he then give you a copy of  
24 the updated CMS? Otherwise, your CMS --

25 MS. HUDSON: Yes.

1 MR. DRAKE: -- will be out of date.

2 MS. HUDSON: That's right. He would -- I'm  
3 trying to think of the last project that happened  
4 on. But, yes, he would send it back.

5 MR. DRAKE: And then you would pick up using  
6 that CMS going forward?

7 MS. HUDSON: Yes.

8 MR. DRAKE: When determining what roads will  
9 be impacted by a particular development, what  
10 ratings are you looking at and how do you  
11 determine what segments it impacts?

12 MS. HUDSON: You typically look at a half-mile  
13 radius. If you're over the 3 percent maximum  
14 level surface threshold, you have to keep going  
15 per segment until you get down below that  
16 3 percent, or 75 trips, which 75 trips is a lot  
17 for p.m. peak hours. There's only very few  
18 projects that would -- that would meet that  
19 threshold.

20 Typically, we're in the half-mile radius.  
21 Sometimes you might have to go one segment beyond  
22 until they can distribute trips off and get below  
23 that 3 percent threshold.

24 MR. DRAKE: In calculating the radius, are you  
25 calculating that from the center of the property

1           or the edge of the property?

2           MS. HUDSON: I calculate it from the access  
3 point proposed, because it says, I believe, in the  
4 Appendix C-3, a driving radius, so that's actually  
5 where they're going to access the property, so --

6           MR. DRAKE: I'm trying to think of other  
7 things I had questions on. It's a lot to take in.

8           How often do you perform reviews for a  
9 developer prior to the actual submission? You've  
10 got a courtesy evaluation, I think is what it's  
11 called, in the appendix.

12          MS. HUDSON: We actually -- we used to kind of  
13 do it to be helpful, because we got a lot -- a lot  
14 of phone calls about developers that didn't want  
15 to actually start something until they knew  
16 proportional fair share costs. But then it got to  
17 be where we were spending so much time that I  
18 believe Mac referred us to -- it was Chapter 2 or  
19 something, where it's a preliminary nonbinding  
20 concurrency review, and I think it's, like, 375  
21 bucks. And I think since we started implementing  
22 that, we've maybe had a handful, three to five.

23          They still have to submit a full traffic  
24 report, which is what they usually don't like.  
25 And then, based on that, I can plug it into the

1 CMS and kind of tell them what their proportional  
2 fair share is going to be.

3 MR. DRAKE: Let me open it up to other people,  
4 if they have questions. And if I have more, I'll  
5 follow up.

6 INV. BEARDEN: I don't have anything.

7 MR. ANCHORS: Do you have a list of those that  
8 you've questioned -- when you first started, you  
9 were talking about the updating, and when you had  
10 a question, you would send it to the county.

11 MS. HUDSON: Or call the county, yes.

12 MR. ANCHORS: Do you have a list of those that  
13 you've done that with?

14 MS. HUDSON: I don't. Most of the time it  
15 was -- we would be looking for something else and  
16 you come across, like, a project down in south  
17 end, and it would have trips affecting 90, and  
18 there would be gaps missing, like, segments  
19 missing, and it would always be, like, a red flag  
20 of why is something down in the south end  
21 affecting -- and it could be as easy as, you know,  
22 at -- at one time the county was using average  
23 daily trips. It could have been when they input  
24 it, there was missing segments or an error. And,  
25 like, in some cases we have seen what I would

1       assume to be average daily trips, when it should  
2       be p.m. peak hour trips. But it's usually when  
3       I'm looking for something else, so I don't have a  
4       list. We just started noticing quite a few of  
5       those, and that's when Chance and I had a  
6       conversation about some -- some errors that needed  
7       to be fixed within the CMS.

8           MR. ANCHORS: Have you deleted any trips from  
9       projects that have -- hadn't been completed from  
10      the (unintelligible)?

11         MS. HUDSON: Do you mean those that -- where  
12      the DO has expired?

13         MR. ANCHORS: Yes.

14         MS. HUDSON: No.

15         MR. ANCHORS: So you all don't have a problem?

16         MS. HUDSON: We don't have means to know which  
17      projects have expired. That would be in your  
18      annual update, which we have not been tasked to  
19      do.

20         MR. ANCHORS: So no one furnished you a list  
21      of projects at the end of the year that did not  
22      get done?

23         MS. HUDSON: No.

24         MR. ANCHORS: And I wanted to know the name of  
25      the people that you dealt with with the county.

1           One of them was Greg Graham, on concurrency  
2           issues. Who else?

3           MS. HUDSON: Well, now it would be Chance  
4           Powell. He's well aware.

5           INV. WEBSTER: Anybody before Greg?

6           MS. HUDSON: It was Greg. When Chance and I  
7           had questions, we would contact Greg. And then  
8           now that Chance is with the county, I will either  
9           contact him or Greg.

10          MR. ANCHORS: And you said that Greg Graham  
11          did the review of the -- in case you have a  
12          conflict. Now I assume Chance would pick that up  
13          now?

14          MS. HUDSON: Someone in public works, yes,  
15          sir.

16          MR. ANCHORS: And do you know the name of the  
17          cases of which you have -- where you all  
18          represented -- Preble-Rish represented the  
19          developers?

20          MS. HUDSON: The only one I can think of off  
21          the top of my head -- I'm sure there's more -- was  
22          I know Chance did the Donut Hole at Inlet Beach.  
23          I know they had worked with that developer prior  
24          to us doing reviews for the county.

25          And that was kind of mine and Chance's stance,

1           was if it was an existing client, then we would  
2           continue to help them. But when people call and,  
3           of course, they find out you're review engineer,  
4           they call, hey, can you take our -- our stance has  
5           always been, like, if you're not an existing  
6           client, we can't take you on.

7           So I'm sure there's more. But Chance was more  
8           involved in the private development side, him and  
9           Cliff. I deal more with municipal clients. So  
10          I'm sure there's more than that, but --

11          MR. ANCHORS: Can you get us a list of those?

12          MS. HUDSON: I can. Since we've been  
13          reviewing?

14          MR. ANCHORS: Yeah.

15          MS. HUDSON: Okay.

16          MR. ANCHORS: I know that you said you all  
17          didn't -- hadn't been tasked with updating the  
18          DOT --

19          MS. HUDSON: Data?

20          MR. ANCHORS: -- data --

21          MS. HUDSON: Uh-huh.

22          MR. ANCHORS: -- and some other areas you've  
23          mentioned again in some other area, that you all  
24          had not been tasked with doing by the county. Are  
25          there other tasks that could help improve the

1 development of properties within Walton County  
2 that need to be -- somebody needs to be reviewed  
3 in order to have a better product?

4 MS. HUDSON: I'm not sure I know what you mean  
5 on that one.

6 MR. ANCHORS: Well, like the data with the --  
7 if the Florida Department of Transportation --

8 MS. HUDSON: Uh-huh.

9 MR. ANCHORS: -- you felt like that would help  
10 get a more accurate or --

11 MS. HUDSON: Right.

12 MR. ANCHORS: -- current information. Are  
13 there other areas within planning that you all  
14 don't -- might not be tasked with doing, but  
15 someone needs to be tasked with doing to update  
16 information that -- to give a better finished  
17 product to the county?

18 MS. HUDSON: Well, I know we talked about,  
19 essentially, the -- the development orders that  
20 have died. That's a big one. They take up, I  
21 believe, a lot of concurrency in the CMS.

22 Also, generally, we have a lot of people come  
23 through claiming vested trips, and the CMS has no  
24 way for me to go in and see when something's  
25 expired. It doesn't even really allow me to see

1 previous proportional fair share calculations. It  
2 just shows me the trips.

3 So usually that gets -- that gets deferred to  
4 Mac, who then has to research through the county  
5 files, and then provides usually the developer or  
6 the developer's agent or me with something saying  
7 it is vested, it is not vested. That seems like a  
8 -- a hard process to go through.

9 And as far as just the CMS, it's more than  
10 just the DOT data. There's a lot of input, I  
11 think, from public works that could help as far  
12 as, you know, right now you have a breakdown of  
13 segments that may need to be further broken down,  
14 and I think there's roads -- you know, like, I  
15 know Chat Holley's on there, but there's some  
16 other roads that have now, in my opinion, become  
17 collector roads that should be added to the CMS  
18 that aren't on there. So maybe some coordination  
19 between public works, as well.

20 But I guess that would go into if you updated  
21 it annually, that information would go in there.

22 As far as the actual planning -- planning  
23 side, I don't know if I have any other -- like I  
24 said, we typically review ours. I can say that I  
25 have seen frustration from several engineers when

1           they go into a preapp and it's determined it's  
2           going to be a major or minor, and then you get to  
3           TRC or something, and then it flips, or it's less  
4           than minor and then it bumps up to a minor or  
5           major. I've seen some frustration on their part.  
6           But I think the county is aware of that, and  
7           they're trying to -- to get that information up  
8           front. But that's really out of my realm of  
9           overview, so --

10           MR. ANCHORS: (Unintelligible.)

11           MR. DRAKE: When you said that you haven't  
12           been tasked with updating the FDOT information,  
13           have you read the contract that Preble-Rish has  
14           with the county?

15           MS. HUDSON: I believe Chance did.

16           MR. DRAKE: One of the things that's in there  
17           says, annual update of traffic counts from FDOT  
18           traffic count station locations within the county.  
19           What is that referring to, if not updating the  
20           traffic counts?

21           MS. HUDSON: It is, but I think Appendix C-3  
22           shows a whole list of things that need to be  
23           updated. And I know we created a task order,  
24           Chance had sat down and talked to Wayne, and he  
25           said it would be much more of a -- it's not just

1 simply going in, I think, and just putting those  
2 counts. It affects everything else. Which I'm  
3 not sure when that contract -- I wasn't involved  
4 -- but it's -- it's much more of a process, it  
5 involves much more coordination with the county to  
6 update all this. So just inputting 2015 DOT,  
7 it's -- it's more detailed. You're going to break  
8 down segments, you're going to -- your peak  
9 direction may change. It's actually something we  
10 would probably sub out to someone else to do most  
11 of that, because it does get into programming the  
12 spreadsheet, as well, which we weren't involved in  
13 how it was programmed. I wouldn't know how to go  
14 in there and -- I mean, I could try to figure it  
15 out, but I couldn't, you know, go in there and  
16 easily, you know, manipulate an equation that  
17 would then affect all the other equations. It's a  
18 major undertaking.

19 And if a process was set up, it would probably  
20 get easier annually. But for the first time --  
21 and, like I said, I think it was 2011 when Chance  
22 and I looked at this, and he knew right then a lot  
23 of stuff had to be done, and so he scheduled some  
24 meetings with the commissioners, with Wayne and  
25 Mac, so --

1 MR. DRAKE: Do you have a copy of the task  
2 order that Wayne sent to you?

3 MS. HUDSON: Task order for?

4 MR. DRAKE: Is that what you said?

5 MS. HUDSON: Chance had wanted us to draft one  
6 to give to Wayne and Mac to get county approval to  
7 sign off, so that we could get started on either  
8 subbing out or coordinating with the county to  
9 update it. But that never -- that task order  
10 never made it, because it was essentially after  
11 the meetings with the commissioners shut down.  
12 But I'll leave that for Chance's discussion,  
13 because I was not there.

14 INV. WEBSTER: You're saying Wayne and Mac.  
15 Do you know their full names?

16 MS. HUDSON: Wayne Dyess and Mac Carpenter.

17 INV. WEBSTER: Okay. Just for the record.

18 MS. HUDSON: Okay.

19 INV. WEBSTER: Thanks.

20 MS. HUDSON: Uh-huh.

21 MR. DRAKE: The contract with Preble-Rish was  
22 originally signed back in 2012, and it was  
23 extended to 2014.

24 MS. HUDSON: Uh-huh.

25 MR. DRAKE: And it lists several things that

1           Preble-Rish is supposed to be doing. But it  
2           sounds like, from what you're saying, some of that  
3           would be too complicated without more cooperation  
4           from the county.

5           MS. HUDSON: Correct. And I will say,  
6           additionally, we don't have access to some of that  
7           information without cooperation with the county.

8           INV. WEBSTER: And those issues have been  
9           discussed between you guys and the county?

10          MS. HUDSON: Like I said, I know Chance had  
11          discussions. I've had discussions with both Wayne  
12          and Mac regarding updates. I was told a couple of  
13          months ago it was going to be brought before the  
14          commission. But as far as I know, I don't -- I  
15          don't know where that ever went from there.

16          MR. DRAKE: Do you ever update the CMS for  
17          filled-out percentages?

18          MS. HUDSON: We don't have that information.

19          MR. DRAKE: I see there's a spot in there for  
20          it, but most of them were zero percents.

21          MS. HUDSON: Right.

22          MR. DRAKE: And some of them were projects  
23          that I know were finished.

24          MS. HUDSON: Right.

25          MR. DRAKE: So is that another instance of the

1 county not providing you information after the  
2 fact?

3 MS. HUDSON: Yeah. As I previously --  
4 previously said, usually when I get to the point I  
5 issue my review letters, it goes over to someone  
6 else's hands. And I if ride by and see that it's  
7 finished, that's how I know. But I don't receive  
8 anything back telling me that it's been completed.

9 MR. DRAKE: Interestingly, the county, in its  
10 contract with you, says you're supposed to update  
11 annually the percentage of project development  
12 buildout. But then they're not providing you with  
13 the information to be able to do that. Is that --

14 MS. HUDSON: That's a fair --

15 MR. DRAKE: -- accurate?

16 MS. HUDSON: That's a fair statement.

17 MR. DRAKE: Do you get the impression that the  
18 county just doesn't want to deal with it, or do  
19 you think it's motivated by money? What do you  
20 think is causing this?

21 MS. HUDSON: Honest --

22 MR. DRAKE: Well -- or you may not be  
23 qualified to answer that, so --

24 MS. HUDSON: Yeah, I don't -- I don't know if  
25 I --

1           MR. DRAKE: Well -- okay. We'll leave it at  
2           that.

3           MR. ANCHORS: Yeah. Are there any other  
4           questions anybody has?

5           MR. DRAKE: I don't think so.

6           MR. ANCHORS: Why don't we go off --

7           MR. DRAKE: All right.

8           MR. ANCHORS: -- the record.

9           INV. WEBSTER: It's about 2:20.

10          (WHEREUPON, the interview was concluded.)

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## 1 CERTIFICATE OF TRANSCRIPTION

2  
3 I, Nancy L. Boyce, do hereby certify that the  
4 foregoing pages are a transcription of the digital  
5 recording of the interview of **Anna Hudson**, conducted on  
6 the 3rd day of August, 2015.  
7

8  
9  
10 Nancy L. Boyce, Transcriptionist

Date

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