

SEMINOLE COUNTY EXPRESSWAY AUTHORITY MEETING
Seminole County Services Building
Room 1028, 1101 East First Street
Sanford, Florida
May 10, 2005 at 6:00 P.M.

MINUTES

MEMBERS PRESENT:

Commissioner Gary Brender, Chairman, Presiding
Commissioner Art Woodruff, Vice Chairman
Commissioner Carlton Henley
Commissioner Brenda Carey
Commissioner Bob Dallari
Commissioner Randy Morris
Commissioner Dick Van Der Weide

STAFF PRESENT:

Gary Johnson, Executive Director
Kevin Grace, County Manager
Don Fisher, Deputy County Manager
Steve Lee, SCEA Counsel
Jerry McCollum, County Engineer
Pam Hastings, Administrative Manager
Pattie Comings, Budget Manager
Linda Newman, Principal Analyst
Sheralyn Brinson, Recording Secretary

GUESTS PRESENT:

Mr. Chad Luedtke, P.E., Vice President, HDR Engineering, Inc.,
SR-417 Interchange PD&E Study Project Manager
Mr. Mark Callahan, P.E., CH2M HILL, Wekiva Parkway PD&E Study Project Manager

ITEM #1: CALL TO ORDER

Chairman Brender called the meeting to order at 6:00 P.M. The meeting was scheduled to begin at 4:00 P.M. but was delayed because the BCC meeting ran longer than anticipated.

ITEM #2: INVOCATION AND PLEDGE OF ALLEGIANCE

Chairman Brender called for a moment of silence. The pledge was led by Gary Johnson.

ITEM #3: APPROVAL OF MINUTES – November 9, 2004 Meeting

Motion by Commissioner Henley to approve Minutes of the November 9, 2004, meeting. The motion was seconded by Commissioner Van Der Weide; the Minutes were approved unanimously.

Chairman Brender welcomed the new SCEA members, Commissioners Dallari and Carey.

ITEM #4: OLD BUSINESS

(a) International Parkway Ramp

SR-417 Interchange PD&E Study, (FDOT – District V)

Chad Luedtke, P.E., Vice President, HDR Engineering, Inc., SR-417 Project Consultant

Copy of PowerPoint Presentation - Attached

Mr. Luedtke thanked the Board for the opportunity to speak before them and stated the following:

The purpose of the presentation is to notify you that the Department has begun a Project Development and Environment Study for the ramp connections between International Parkway and 417 and I-4 Interchange. The project is located in northwest Seminole County starting at the interchange of I-4 extending west towards International Parkway and bounded to the north by Lake Sten as shown in gray on the slide. The goal of the PD&E is to do a cost-feasible and constructible alternative that leads to a location design concept acceptance by Federal Highway. Our schedule is 16 months; we began at the end of December 2004, and will finish in the spring of 2006. There are various documents in the project history to be completed in this area, most notably the International Parkway was actually constructed in 2001 and then 417 was finalized in 2002. As seen in the aerials, this area has undergone tremendous growth in 1995, 1999 and in 2004; you can see the development that has taken over in this area. The main issue and why we are doing this study is that residents and workers have to exit Rinehart Road and go 2.7 miles through seven (7) signals to get to this area. Florida's Turnpike is actually doing the design traffic for this under the 20-30 design year. However, some preliminary numbers for 20-25 in this area show that about 9,800 cars will use this on an average daily traffic. Several constraints exist on the corridor. The wetlands associated with Lake Sten, numerous utilities on International Parkway, as well as a 16-inch force main running down the abandoned railroad corridor. The I-4 CD road bridges at the current interchange are also a constraint. We can't begin our construction until we clear those. There are also development impacts on the right-of-way. Colonial properties is beginning to develop the property just to the south and we will continue to work with them. Access is also an issue. International Parkway is a 4-lane divided arterial; we need to maintain our access management on that roadway. Regarding the drainage on the project: we anticipate using the existing 417 to handle most of the water; however, Lake Sten is a closed basin and we may need to do a small pond once we enter that basin. Other environmental issues: there are gopher tortoises in the area that we will have to mitigate for as well as two archaeological sites on the north side of Lake Sten that aren't in the Federal Register but they would not be mis-utilized or impacted by this. We've built three preliminary alternatives. The first one, shown in blue on the top of the graphic, crosses Lake Sten and winds up with the Cobblestone Crossing Apartment Complex. The second alternative, shown in pink, maximizes the use of the railroad corridor and would require reconstruction of the Cobblestone access across a joint use pond. The third is the orange alternative that goes to the south of the Colonial properties property and winds up basically across from the Rene Hargis ownership.

Public involvement on this project. Advance notification was completed in March 2005. We conducted kick-off meetings with Seminole County staff as well as the Cities of Sanford and Lake Mary. We anticipate holding our alternatives public meeting in late summer 2005, most likely in late August or early September. We will hold miscellaneous public agency meetings throughout the duration of the project such as with the St. Johns River Water Management District. We anticipate a public hearing early in 2006 and a categorical exclusion will follow.

Ongoing project coordination in the area. We've been coordinating with FDOT and others on the following:

- Interchange reconstruction: I-4/46 design;
- the Wekiva Parkway-46 study;
- the 417 widening PD&E project about to be initiated by Florida's Turnpike;
- Colonial Properties development that is occurring to the south.

Mr. Luedtke called for questions and there were none.

(b) Executive Director's Update on The Wekiva River Basin Commission

- (i) **Wekiva Parkway PD&E Study/Schedule**
March 11, 2005, OOCEA/FDOT Project Kick-Off Notification (Enclosure)
March 30, 2005, OOCEA/FDOT Property Owner Notification (Enclosure)
Gary Johnson, Executive Director

Handout: Project Chronology and PD&E Study Project Schedule

Gary Johnson stated:

The third meeting of the Wekiva River Basin Commission is scheduled for May 26; we do not have an agenda for that meeting as of yet. At the second meeting some months ago, we continued to receive reports from the State agencies on progress with acquisition of the environmental lands as well as continuing updates on the science regarding the infiltration and issues surrounding septic systems within the Basin. As soon as that agenda becomes available, we will make it available to you. Since the last meeting of the Wekiva River Basin Commission, the Wekiva Parkway PD&E process, much like the one you just heard about, was kicked off in March and we are tracking that. The document you received today is a short chronological synopsis of where we have been in the process with the Wekiva Parkway as well as a schedule for that PD&E process. The positions taken by this Authority and the BCC are noted on the chronology part of the report and I would point out that in the schedule for the PD&E, we anticipate that alternatives will be developed over the course of the summer and should be available for consideration by the public and by this Authority around November of this year. We have an item later on today's agenda for the Chairman to discuss that process in further detail. We wanted to update you today on the latest happenings with respect to the Commission and the PD&E process for the Parkway itself.

Mr. Johnson called for questions and there were none.

Gary Johnson stated:

It was interesting to note in the overall history the position expressed by the Board of County Commissioners on the issue of whether the parkway or the beltway at the time would become a toll facility was back in 1999, and was expressed by then Commissioner Maloy and reaffirmed many times during the processes of the Task Force and the Committees which were attended by this Board.

(c) Informational Updates

**(i) GreeneWay-Related Signage/Directionals – Update Since November 9, 2004
Jerry McCollum, County Engineer**

Jerry McCollum stated:

To the best of my knowledge, the signs we've been talking about for probably two years with the Department and the Turnpike have all been taken care of. If there are any additional issues, we would be happy to discuss those with D.O.T.; but I have not heard of any of additional issues at this time. I believe at one time the Cities of Sanford and Lake Mary had some concerns.

Chairman Brender stated:

I spoke with our staff on this and I will be speaking for the City of Lake Mary. Regarding the signage that exists particularly southbound or westbound on I-4 getting off at 46A, there is no signage that says Lake Mary. The only sign you get, once you're already off the highway and about a half mile down on the left, is a little directional sign that simply says "Lake Mary" straight ahead. We would like to see if D.O.T., on the next go-around with signage, etc., could identify the 46A and also the Lake Mary Boulevard Exit as Lake Mary exits. Considering we have 50,000-60,000 office workers in that area, it probably makes sense to have some directional signage westbound on I-4. Eastbound on I-4, there is no signage for Lake Mary, there is only signage for Lake Mary Boulevard. And there is no indication that you can get off at Lake Mary Boulevard and also 46A whereas I believe back around the rest area there is signage that says Sanford for the next three exits. That has caused some confusion.

Jerry McCollum stated:

We would be happy to look at that and coordinate with the D.O.T. on those comments. In that particular area we have been very sensitive about some of the signage because after we built our pedestrian overpass there, the D.O.T. put in a bunch of sign bridges that blocked everything. Again that has been an area we have tried to minimize as best we can the impact in that area.

Commissioner Woodruff stated:

The signage coming up between the Lake Jesup toll and Lake Mary Boulevard, Ronald Reagan, 427, Sanford Avenue, is still somewhat confusing. The signs alternate between being 427-Lake Mary Boulevard; the next sign says Ronald Reagan Boulevard; and then the next sign goes back to 427-Lake Mary. It never mentions that it is also the exit for Sanford Avenue. I have some written comments that I will give to you with suggestions on that and on consolidating some signs.

Jerry McCollum stated:

That would be great and we'll sit down with the Department and bring in the comments by the Chairman also.

Commissioner Morris stated:

I concur with Commissioner Woodruff. The issue is we have a hybrid solution. We got them to do something after a year and a half to two years. Further off is seeking the solution to the issues just raised. When you hit those ramps, it doesn't tell you on the ramp what's ahead. In one case the first thing you hit is Lake Mary Boulevard; and then 427 is the next right; signage is needed on the ramp; maybe directional arrows.

Commissioner Woodruff mentioned the confusing signs for the Sanford airport.

Commissioner Morris stated:

When you go around some places where they have the airport, the plane and the directional arrow point towards the airport; we always point the plane in one direction. For some reason Florida refuses to point the plane in the other direction.

Jerry McCollum stated:

If you provide those comments to me, we'll take a look at it. It sounds like this may be another time to get the Department here and drive through the sections with them and make sure we're all on the same wave length.

Commissioner Brender agreed to summarize his concerns and forward same to Jerry McCollum via e-mail.

**(ii) Municipal Representatives' Terms – informational Update
Pam Hastings, Administrative Manager**

Pam Hastings stated the following:

To follow up on what was requested in the Minutes from the last meeting, Commissioner Woodruff's re-nomination to this Board received unanimous support from the municipalities and was entered into the record of the County Commission in December. We have no member terms to come up for expiration for the balance of 2005; so we would be looking at 2006 before we deal with reappointments again.

ITEM #5: NEW BUSINESS

**(a) METROPLAN ORLANDO/SCEA Agreement (Enclosure)
Intergovernmental Coordination and Review and Public Transportation
Coordination Joint Participation Agreement (FDOT Form 525-010-03)**

Gary Johnson stated the following:

We are updating this agreement based on findings during the last Federal Certification Review that the agreement between this Authority and METROPLAN ORLANDO needed to be updated to the current version. Staff has reviewed this agreement and recommends your approval.

Commissioner Van Der Weide moved to approve; the Motion was seconded by Henley. The Motion carried unanimously.

(b) Approval of Resolution for the Authority's FY 05/06 Annual Budget (Enclosure)

A Motion to approve was made by Commissioner Van Der Weide and seconded by Commissioner Carey. The Motion was approved unanimously.

(c) SCEA/Wekiva Parkway – Preliminary Discussion: Plans and processes towards adopting final site and layout for the Seminole County portion of Wekiva Parkway.

Chairman Brender stated:

I have been in touch with Mike Snyder at Orlando-Orange County Expressway Authority (OOCEA), and George Gilhooley with FDOT. With the PD&E studies out now for the Wekiva Parkway, we have been informed that the engineers would like to have the siting discussion within the Seminole County corridor settled hopefully no later than probably November. Mark Callahan, who is the Engineer in charge of the PD&E study, is here and available for questions or comments. This is something that we as a Board have been talking about since 1999, the first discussion about a Wekiva Parkway. It's time to fish or cut bait. There are a lot of decisions that this Board needs to make in the next six months – between now and November. I need to get an idea from you as to the number of public hearings, where we want those public hearings to be, and what those public hearings should cover. There is a great deal of information that has yet to be developed by the PD&E engineers because right now they are looking at a broad study corridor that cannot be completed until we give them recommendations. As you all know the SCEA has the final approval on a footprint in the Seminole County area.

Commissioner Carey asked Mr. Callahan:

Regarding the PD&E schedule, when do you think you will have initial alternatives for us to look at? Until you get to that point, it's hard for us to make any recommendations.

Mark Callahan responded:

My name is Mark Callahan. I work for CH2M HILL and I am the Project Manager for the study with the D.O.T., OOCEA, and this Board as well. We kicked off earlier this year and we just got our new aerial coverage and have started looking at some preliminary alignments. We would expect that within the next couple of months we would have a bunch of alignments so to speak that we will start looking at and assessing. We intend to review those alignments with your staff; get their input initially; make refinements over the course of this summer; then provide some assessments mid-to-late summer; and present those to you here at this Board and probably take those to the public as well in an initial alternatives meeting.

Chairman Brender asked: Giving you time to develop, etc., you're probably looking at a meeting for us in August?

Mark Callahan responded: If that aligns with your schedule, I don't know exactly.

Commissioner Carey asked whether the meetings would be set according to the schedule shown in the PD&E Study Project Schedule and Mark Callahan responded they would.

Commissioner Carey stated:

You say you're going to develop initial alternatives by November of this year; evaluate and redefine viable alternatives by June of next year; determine preferred alternatives and hold public hearings along the way. Until you get something that's feasible to show the public, costs associated with it and figure out where we will get the money, all of those kinds of things, and unless you are willing to do this faster than I've seen in the past, I can't imagine we will have something that we need to be evaluating in the next couple of months.

Mark Callahan stated:

We will be looking for your input throughout the process but what we will start with is a fairly large number of different alternatives. We will have several in Seminole County and several in Lake and Orange Counties that we need to weed through over the course of the next year or so; and with your input and your direction, etc., we will be refining those and making recommendations for those that should fall out and for those that should remain in the study. You are correct Commissioner; it will take close to a year to a year-and-a-half to get to a final alignment/final recommendation and to get all the reports necessary to get the appropriate Federal approvals that we would need to move this project into its subsequent phases.

Commissioner Carey stated:

While I think that we all need to have input, the last thing I want us to do is to put out irresponsible options when we haven't gotten to the point in the study to know if its really a viable option or not to the public. All that does is create anxiety for the public when it may not even be a feasible plan. At this point our public involvement would be letting people know what we're doing. I'm getting calls from people who are afraid their houses will be taken, etc. and that they will be thrown out of their homes, etc. We don't even have any funding for this project. So if it happens to be an elderly lady, she probably won't see it in her lifetime; I'm hopeful we will see it in mine. I want to be clear and not send the wrong message to the public and have them think this is coming next year.

Commissioner Brender stated:

It certainly isn't coming next year but I would say it is coming and I would remind us that the bridge over the St. John's River was due for completion in about a year-and-a-half and we moved that ahead by several years; so I think once the PD&E study gets held, I know a lot of these things take on a life of their own, it will be interesting to see what happens.

Commissioner Morris stated:

The bridge over the St. Johns when we were starting construction was planned for 2018. In my opinion, there seems to be some very strong-willed folks and the intent is there all the way to the Governor's office to fund this project, the State portion being the 46 portion and the Turnpike Authority picking it up just south of Sorrento if they do the Sorrento bypass. Seems to me we could short-circuit one thing. Unless the Expressway Authority, which has formally throughout this process taken the position, which is not the adopted position by the Wekiva Authority. But the Wekiva Study Commission basically said there shall be a corridor; the corridor is the blue blob on the map. The Seminole County Commission and this Authority as the SCEA took the position that it should be the 46 corridor. So there seem to be some parameters, and the enacting law for the State of Florida gave the SCEA that portion of this Wekiva Parkway corridor alignment ultimate choice would rest with that Authority. Within that corridor we believe there is room -- there may be some dislocations -- but it looks like there is a significant amount of room for a 4-lane parkway, and some access roads on the side give you a controlled access type of arrangement. The disagreement, and this is why what Commissioner Carey said is relevant, is unless this Board changes its mind on that, the concept which has been bouncing around for a number of years. The real issue is you run from the Wekiva River at the Lake County line second bridge -- a toll bridge installation would occur there. You run down the middle of the corridor of 46; the real issue comes when you get to Lake Forest -- what do you do. And then what's the connectivity to the missing link portion of the beltway? That's a real squeezer. Is that what you're seeing? Are you coming up with still a northern alternative which never is going to work? Northern to the north side of 46. The southern alternative was the second most viable option.

Mark Callahan stated:

That's exactly what we'll be looking at. From a Federal standpoint, we are obligated to look at all the reasonable alternatives. Stepping back, if you don't look at the land uses and constraints within that corridor, I think all of us would like to say that the Wekiva Parkway should connect to 417. We would like that to happen but there are constraints out there. We would propose at this point to prepare some alignments for that so that we can assess them -- cost and the impact -- as well as keeping it on 46, as well as perhaps taking it a little bit to the north whether it be veering off at Lake Forest or Orange Boulevard or wherever. We would look at those various alternatives and initially get input from this Board as well as the public. If this Board is opposed to a specific alignment, that would be something that would drive the decision process.

Chairman Brender stated:

I think that's the key element that we have to be aware of and you are correct; the squeeze point when you get from the end of the GreeneWay now up to 46 -- that two miles is the area that we have got to decide upon early so that the PD&E Study can essentially continue on from there. I don't think, Mark, from our earlier discussion you can do a PD&E study with 16 different variations.

Mark Callahan stated:

Actually, we would. Regarding the alignments we will be preparing, there will probably be 100 to 200 ways to get from 441 in Orange County to I-4. In the end we need one but I believe the point that has been brought up by Commissioners Carey and Morris is we need to go through and be somewhat diligent as it relates to the assessment of these alternatives so that we know when we reject an alternative, why we rejected it and we need to document it. Our Federal friends require us to do that so that helps with that process. And this Board has an important role legislatively and from a community standpoint in that process as well.

Commissioner Brender asked about a meeting timeline?

From your point of view, in looking at some dates we've already discussed, i.e., June-July, for doing some preliminary investigation, meeting staff, etc., can you give us a suggestion as to when we should meet? We meet every six months. If we wait until November 8, our next scheduled meeting, that's already getting pretty late in the process for us to begin.

Mark Callahan stated:

What I would suggest Mr. Chairman is that I continue to work with Jerry and as things develop he would consult with this Board, with the Authority, and if there is a need for a special meeting we would be glad to be here. We could hold meetings in other places if that's your desire. From our standpoint, we are here to do whatever is appropriate for you. If you want to make a decision now, that's fine; if you want to go through the whole thing, we are here to work with you.

Commissioner Van Der Weide stated:

I like the idea of you coordinating with Jerry and our staff and if we need to have a second meeting, we will call it.

Chairman Brender re-stated his question to Mr. Callahan as to how many public meetings?

Mark Callahan stated:

As I recall, we have three set but it's really 9 because we are going to do one in each county and we'll have a specific one in Seminole County; although we will have all the information, we will be focusing on Seminole County at that particular meeting. We would like to either brief Jerry before that meeting and maybe even come to you before any of these public meetings if that's appropriate. But certainly at the very least, brief you after those meetings as it relates to the input we heard from your citizens and from your communities and get further input directly from you.

Chairman Brender stated:

Considering that they will be having a series of D.O.T. public hearings, then is it safe to assume that we could probably have 2 or more?

Commissioner Carey stated:

I think maybe we can combine some of those. The biggest problem we ever have with roadway projects is the fact that we hold public hearings and nobody shows up and then everybody is mad when you build the road. Maybe what we should do and I've been harping on this for years is change the way we do our public information meetings. Maybe we should have one here, televise it and then everybody can see it. We can replay it in prime time; hold them in different locations out in the community that will be impacted. Until we get it narrowed down to something, I don't think we are ready to do all those meetings. It's important that we do them and it's even more important in my mind that we take advantage of the technology that we have to get the information out there both from the METROPLAN side, from the County side, and from the Expressway Authority side. It's easy to do; they've been doing it on the I-4 transformation project for a long time so I think there are ways we can get the word out there about what's going on so the people aren't in a panic and they are well informed.

Jerry McCollum stated:

Mr. Chairman, this is a suggestion. From dealing with PD&E studies for 30 some years, they take a while. They are required by law, in order to get something funded, to go by strict Federal rules and regulations. I met with them about a month ago; we talked a very broad corridor – no specific alignments – but as Mark said they will look at something north-south, something in between and there could be 50 variations in there. I would suspect that by the time they come forth with something for staff to review, it's going to be very late summer. The D.O.T. public meetings can be coordinated with our meetings whether as an Expressway Authority, BCC, however you want to do it. It's probably a very good idea because they will be receiving their input from the public first-hand. You probably want to be there first-hand also to listen to that input. I would be more than happy to continue to work with the D.O.T. and OOCEA on this. Then try to get back with you, coordinate the meetings so everyone receives the same input at the same time instead of catching it second-hand. Regarding having the meetings here where they can be televised, I don't think the Department would have a problem with that at all; it's very common.

Mark Callahan stated that he recalled being before this Board in 19 eighty-something, talking about the Western Beltway and he remembered this room being quite full.

Chairman Brender stated:

The chair will keep in touch with staff and possibly look for a meeting between now and our meeting in November to address whatever does come in from the results of the PD&E study.

The chairman called for additional comments or questions; there were none.

ITEM #6: OTHER BUSINESS

(a) SCEA Member Reports

Question by Commissioner Morris asked whether SCEA endorsed the study for the SR-417 to 95 connector? They're on Phase II now; a new study.

Jerry McCollum responded that the BCC endorsed that because a resolution was taken to METROPLAN.

Chairman Brender said he believed SCEA endorsed the study also.

Commissioner Morris stated he believed the original proposal was endorsed but the proposal died; Congressman Mica has a million dollars for a new study.

Jerry McCollum responded that it was about three years ago we endorsed what was called the Volusia Seminole connector.

Commissioner Morris asked whether the Board would have any objection if the SCEA endorsed the study, not the project, now underway by Congressman Mica?

Jerry McCollum stated that according to Pam Hastings, it has been endorsed before; but it doesn't hurt to reiterate.

Commissioner Carey stated the study area that Congressman Mica is sponsoring now is from about HY-92 and 95 running parallel to 415 down to 417.

Commissioner Morris made a motion that SCEA endorse the conceptual study for the connector between 417 and 95; the motion was seconded by Commissioner Dallari.

Discussion:

Commissioner Morris stated that SCEA should send a letter to the appropriate officials advising of SCEA support of this new initiative.

Jerry McCollum stated that in the past, that same information has been sent to METROPLAN and it's very critical for METROPLAN to receive that information.

Commissioner Van Der Weide stated:

I think it should go to the County Commission also. Mr. Chairman you may want to take action to reaffirm what we're doing here today and make sure it goes to Congressman Mica's office.

Commissioners Carey and Brender suggested a copy be sent to the Volusia County Commission.

Chairman Brender called for a vote on the motion; the Motion carried without objection. Chairman Brender requested staff to prepare the appropriate letter.

Chairman Brender stated:

I speak as a traffic expert who drives 35,000 miles a year around this County, We need to have a completed beltway. We cannot have a Maitland Parkway type of construction that would end the beltway. You can't run a beltway into a bunch of traffic lights. In response to some of

Commissioner Carey's comments about the people, I think one of the things that is most disturbing is the indecision. We have been beating this thing around for 6 or 7 years; everybody knew it was going to be there but nobody knew where the money was or how it was going to come. As Commissioner Morris said, these things do take on a life of their own. There is a great deal of support from the State as well as Congressman Mica's office to move this thing along with OOCEA. I hope that in the design process that everything can be examined and that we try to find some way to avoid a Maitland Parkway type. I don't know if you've driven the Maitland Parkway, but try that at 5 o'clock in the afternoon and believe me you're not saving any time. If we're going to do something wrong, then I would say don't do it at all. We can make it a controlled access or a limited access, call it anything you want; but the key is along 46 within the corridor that we have, there appears to be a sufficient amount of right-of-way for access roads as well as a 4-lane thru-way. Hopefully we can get to that point.

Commissioner Carey stated:

Mr. Chairman, if this project were to move forward, as it was planned 20 years ago, it would be crossing a totally different location; it would be laid out in a whole different area and we would already have a beltway here; but we are where we are. We do need to move it forward.

Chairman Brender stated:

I think we're in a position now. I would like to see a beltway that would probably connect 15-20 miles north of here if you really want to do beltways right. And quite honestly that may be a great idea but I'd like to do a roadway before we're all retired and in the old folks home. So this appears to be the one to have.

Commissioner Morris stated:

Mr. Chairman, I'd like to comment on your comment. Words have power and meaning and I'm not sure if you perhaps meant to say what you were saying. The Expressway Authority Board and the County Commission have been very proactive in this process; I don't think we have missed a beat in this process. It's not any inaction by these officials or prior officials.

Chairman Brender agreed.

Commissioner Morris stated:

What Commissioner Carey mentioned is important -- that the original map way down south which has the existing neighborhoods and everything else. The configuration of what the County has done with the half-billion dollars for road construction the past ten years was in the wrong location. If it would have been done at the time it was put on the map; it was actually removed and the motion was made by Linda Chapin to remove it on behalf of Seminole County; it was taken off the maps and then it moved north; it should have been there the whole time. That's an important aspect of the argument. With the PD&E, we're exactly in the place and time we need to be to have the input we have. The fact of the matter is this County has been diligent for the better part of the last 14 or 15 years on this subject.

Commissioner Carey noted that this was a regional issue all along. You couldn't move it forward because of Metroplan back then.

Commissioner Van Der Weide suggested research be done by going in the archives and getting some of the original maps with the dotted lines.

Commissioner Morris stated that on one of the plans the City of Lake Mary did not exist; and there was an exit right next to the college.

Commissioner Brender stated:

I remember years ago when I was in high school down there; I remember people looking at 436 and thinking that should be a good beltway for the Orlando area.

Commissioner Morris stated:

It's important to keep in mind that it was only four years ago that an elevated 3-way was going to be built just south of 46 to run all the way -- that noise level all the way down the entire Markham Woods area. We estimated the cost to be \$200-\$300 million dollars just for that one portion then and we said why not put it in the same corridor. Then there was the idea that somebody had to close 46 off and make it a toll road. That would have been the first time in the State of Florida. I think everywhere we've had to make moves, they have been done properly. We've won the legislative battle which is amazing because we have pretty powerful forces opposed to us controlling our own destiny.

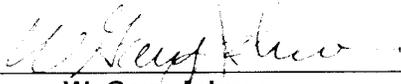
Chairman Brender stated:

We have reacted and we have been proactive; I want to make sure we remain proactive; I think the key element we have to address as far as our constituents out there is that we make sure they realize that they will have lots of time and lots of chances for input and that sort of thing and they will certainly have that opportunity.

ITEM #11: ADJOURNMENT

There being no further business at this time, the meeting was adjourned by Chairman Brender at 6:40 P.M.

The Next Regularly Scheduled Meeting Date: November 8, 2005.



W. Gary Johnson
Executive Director



Gary L. Brender
Chairman

/sb

APPROVED

11/8/05