

SEMINOLE COUNTY EXPRESSWAY AUTHORITY MEETING
Seminole County Services Building
1101 East First Street; Room 1028; Sanford, Florida

November 18, 2008
4:00 P.M.
MINUTES

MEMBERS PRESENT:

Commissioner Bob Dallari, Chairman, Presiding
Commissioner Michael J. McLean, Vice Chairman
Commissioner Brenda Carey
Commissioner Dick Van Der Weide
Commissioner Gary L. Brender
Commissioner Art Woodruff

MEMBERS ABSENT:

None

STAFF PRESENT:

Gary Johnson, P.E., Executive Director
Guy Minter, Deputy County Attorney, SCEA Counsel
Jerry McCollum, P.E., County Engineer
Antoine Khoury, P.E., Public Works-Engineering Division
Lisa Spriggs, Fiscal Services Director and SCEA Secretary-Treasurer
Alison Stettner, Planning & Development Department
Tony Matthews, Planning & Development Department
Susan Vernon-Devlin, Director, Community Information Department
Angelita Streater, Community Information Department
Mark Campagna, Member, Seminole County Employee Academy
Sheralyn Brinson, Administrative Assistant, SCEA Recording Secretary

GUESTS PRESENT:

Mark Callahan, P.E., CH2M HILL, Wekiva Parkway Project PD&E Study Manager
Noranne Downs, District V Secretary, Florida Department of Transportation
Mike Snyder, P.E., Executive Director, Orlando-Orange County Expressway Authority
Alice Gilmartin, AICP, Government Affairs Officer, Florida's Turnpike Enterprise
Craig Bostic, P.E., Project Manager, Lake Jesup Toll Plaza Project, Florida's Turnpike Enterprise
Cheryl Doherty, P.E., Project Manager, SR-417 Widening Project, Florida's Turnpike Enterprise

ITEM #1: CALL TO ORDER

The meeting was called to order by Commissioner Dallari, Chairman, at 4:00 P.M.

ITEM #2: INVOCATION AND PLEDGE OF ALLEGIANCE

The invocation was given by Commissioner Henley. Commissioner Brender led the Pledge of Allegiance.

Commissioner Dallari asked that cell phones be turned off or placed on vibrate mode.

ITEM #3: APPROVAL OF MINUTES OF MAY 6, 2008 MEETING

Upon motion by Commissioner Van Der Weide and second by Commissioner Carey, the May 6, 2008, Minutes were approved unanimously.

ITEM #4: CHAIRMAN'S REPORT

Chairman Dallari stated he had no report.

ITEM #5: REORGANIZATION OF THE AUTHORITY FOR 2008-2009: ELECTION OF OFFICERS

- (a) Chairman Dallari passed the gavel to Gary Johnson, Executive Director, for election of the Chairman and Vice Chairman

- (b) Election of Chairman and Vice Chairman

Gary Johnson opened the floor for nominations for the office of Chairman of the Authority; he stated these nominations do not have to be seconded, nor or they accomplished by motions.

Commissioner Van Der Weide nominated Commissioner McLean.

Commissioner Carey moved to close the nominations on the one said name; the motion was seconded by Commissioner Dallari and the nominations were closed. Commissioner McLean was elected by unanimous vote.

Mr. Johnson congratulated Chairman-elect McLean; and opened the floor for nominations for Vice Chairman.

Commissioner Dallari nominated Commissioner Brender. Commissioner Carey moved to close the nominations; the motion was seconded by Commissioner Van Der Weide; the nominations were closed on the one said name. Commissioner Brender was elected Vice Chairman unanimously.

- (c) **Mr. Johnson** congratulated the newly-elected Chairman and Vice Chairman and passed the gavel to Chairman-Elect McLean.

Commissioner McLean thanked the Board Members for their confidence; he complimented Chairman Dallari for a great job chairing the Expressway Authority the past year; he also recognized Commissioner Dallari's election as Chairman of the Board of County Commissioners earlier that day. He congratulated Lake Mary Commissioner Brender, on being elected Vice Chairman of the SCEA.

- (d) Election of Secretary-Treasurer (Lisa Spriggs, Seminole County Fiscal Services Director, is the incumbent; she has indicated her willingness to continue serving in this office.)

Chairman-Elect McLean acknowledged Lisa Spriggs' presence, noting she has indicated her willingness to continue serving as Secretary-Treasurer. He opened the floor for nominations. Commissioner Dallari made a motion that Lisa Spriggs continue serving as Secretary-Treasurer of the SCEA; Commissioner Brender seconded the motion; the motion carried unanimously

ITEM #6: INFORMATIONAL UPDATES AND DISCUSSION ITEMS

- (a) Updates from Florida's Turnpike Enterprise
 - o Tentative Work Program for Florida's Turnpike Enterprise
Handout: *"Florida's Turnpike Enterprise Tentative Five-Year Work Program"*
Overview 2009 Brochure with Insert, *"Turnpike Enterprise Work Program"*
 - o Status of Lake Jesup Toll Plaza Project
 - Alice Gilmartin, AICP, Government Affairs Officer
 - Craig Bostic, P.E., Project Manager, Lake Jesup Toll Plaza Project
 - Cheryl Doherty, P.E., Project Manager, SR-417 Widening Project

TENTATIVE WORK PROGRAM

Alice Gilmartin stated: For the record, I am Alice Gilmartin, Government Affairs Officer for Florida's Turnpike Enterprise; P.O. Box 613069, Ocoee, FL 34761. You have in your packet today a brochure and an insert.

Regarding the brochure: The brochure is something we put together annually highlighting our Tentative Work Program; it's an informational item. We have introduced our new mini-tag transponder; we encourage you to replace your old battery-operated transponder with the new mini-tag transponder, which does not require a battery. The cost is \$4.99; once you register with the Sun Pass Center, you automatically get the \$4.99 credited to your account. They can be purchased at Publix, at any Sun Pass Center, CVS Drug Stores, and online at www.SunPass.com; there is also an 800# on the web site that you can use to order the mini-tag transponder.

The brochure highlights our facilities; there is a map of all Turnpike roadways and information about open-road tolling. Craig Bostic, our Project Manager for the Lake Jesup Toll Plaza Reconstruction Project, will talk about over-the-road tolling. Also present today is Cheryl Doherty, Design Project Engineer for design of the SR-417 widening project. The brochure details how to read the Tentative Work Program in regards to years and different phases. The insert you have in front of you gives the description of the different projects in our Work Program, with a map.

To highlight some the projects in our Work Program: in Orange County there is an entry in regards to the widening of the Turnpike; we are wrapping up a major widening project on the Turnpike from 4 to 8 lanes that has begun at the interchange with the Beach Line and will go all the way to the Orange-Lake County Line, at a cost of almost \$360M dollars. A good many of our projects in Orange and Osceola Counties are what we call our safety and preservation projects -- guardrails, canal protection, etc. Regarding Seminole County, I wanted to come personally to the Authority as one of our sister agencies, to let you know we are in a situation at the Turnpike we have not been in in 30 years. Our revenues are down 7%; we don't receive any gas taxes; we fully work on the toll revenues we receive. Based on the fact that our toll revenues are down, we have had to take projects out of our Work Program. The current adopted Work Program is a \$4.9B Work Program; we have had to carve that down for 2010-2014 to a \$3.5B Work Program. We have had to delay construction of the 6-laning of SR-417 from the Orange County Line to SR-434. You probably are asking what justifications did we use for which capacity projects stayed in and which capacity projects had to move out. The capacity projects that stayed in were particularly the ones that had the worse volume-to-capacity or in laymen's terms, the worse congestion. The level of service on SR-417 at that time is still an acceptable level of service. That roadway had to move out. Cheryl Doherty is here to talk about continuing work; this project is not being shelved; but we wanted to let you know that we are continuing to work on this project even though we have to delay construction.

Cheryl Doherty stated:

For the record, my name is Cheryl Doherty, Turnpike Design Project Manager for 6-laning the Seminole Expressway. I am here to talk about what we have done and some of the activities we are currently moving forward with. The original PD&E Study for the 6-laning was approved in 1995; since then, we have completed the 8-lane PD&E Study for the Seminole Expressway from the Orange County Line to Rinehart Road. That was completed last summer; we are moving forward with final design for the 6-laning which starts at Orange County and ends at SR-434. Alice mentioned construction funding has been moved outside the Work Program; it is the Turnpike's position that we want to have a set of plans ready for the 6-laning, to advertise for construction when the money comes back in. Regarding the status of the 6-laning, we issued the Notice to Proceed for final design in September, so we are just beginning. The surveyors are collecting survey data; we are collecting geotechnical data and developing all the preliminary alignments and criteria that will be required for this job. In summary, we are moving forward with final design for the 6-laning and our goal is to be ready in the event the money moves back in.

Commissioner Carey stated: I notice you still have right-of-way in 2010; it was my understanding that when the road was originally designed and built, it was done so you could expand it to 6 lanes without having to acquire additional right-of-way. What is the additional right-of-way for?

Cheryl Doherty stated: We don't anticipate needing right-of-way given; with some of the more recent criteria, we are going to re-evaluate this particularly at the Aloma interchange. There may be some corner clips; but our goal is not to acquire right-of-way. We have it set aside in the event we need some of the corner clips.

Commissioner Carey asked if that would be more for off-and-on activities versus actually widening of the road? **Cheryl Doherty responded,** "correct."

Commissioner Carey stated: Since we don't have a side-by-side comparison about this, where were we before as far as construction, etc.; what slipped?

Alice Gilmartin stated: Originally, a year ago, it was in 2013 and we were very happy to move it up to 2012 last spring for construction. However, based on revenues, we are moving it out.

Commissioner Brender asked how far? **Alice Gilmartin stated:** It is pushed out beyond the Tentative Work Program; we expect the economic downturn to recover in 2010; we are assessing our toll revenues monthly and re-evaluating our estimates almost monthly.

Commissioner Carey stated: I'm looking for reassurance that when the economy turns around and the revenue starts to come up again, we have not lost any standing with our project; and that we not allow other things to slip in and take priority over it; we have re-prioritized on a regular basis. The big issue is peak travel time.

Alice Gilmartin stated: Peak travel time is still at a Level of Service B at this time. Over time it probably will degrade some; Level of Service B is an acceptable level of service. We will continually evaluate this, particularly the capacity projects; this is not the only capacity project that moved out; quite a few have moved out in the south.

Commissioner Dallari stated: You talked about the economy as the reason these projects are being pushed out which I can understand. But it's a direct correlation to gas prices; since gas prices are going down, what's the correlation if they go back up?

Alice Gilmartin stated: I'm not sure what the correlation is but our revenue estimates are down 7%.

STATUS OF LAKE JESUP TOLL PLAZA PROJECT

Craig Bostic, P.E. Project Manager, Lake Jesup Toll Plaza Project

Craig Bostic stated: The Lake Jesup Toll Plaza is just north of the lake; we have a project to convert that from an 8-lane island-booth type of toll plaza to an open-road express toll plaza. The benefits of this project will increase safety; provide high speed tolling at highway speeds of 60-70 mph; and provide full shoulders so there is an operational benefit to the Lake Jesup Toll Plaza and safety improvements for motorists. The Project was part of the PD&E Study done on SR-417. Once we are done with the widening, it will accommodate 8 express lanes and 4 cash lanes -- two (2) cash lanes on each side and mixed-used cash collection and coins. The express lanes as the project winds down will have 4 lanes going through the express lanes; it will stripe out the other 4 lanes until a future date when the widening comes through there. We are starting it up to get in there one time and with that project it will be built out sufficiently for the ultimate widening of the SR-417.

Project Schedule: We had our first construction contract day on November 3; we were delayed a little due to flooding caused by Tropical Storm Fay. We postponed the notice to the contractors to allow the waters to recede; the contractor that was successful in achieving the low bid is Southland. They have had good project experience with the Turnpike on other facilities on the Beach Line; we are looking forward to another successful project.

Project Details: The construction contract value is approximately \$31M; we also have our CEI staff here, Jacobs; they will be on the project site day-to-day managing and overseeing the contractor's quality throughout the duration of the contract. I would ask the CEI staff here today to please stand. Mark Cook is the staff person in the field to address concerns and questions about progress of the project. His address is 30 Keys Court, off the Ronald Reagan Boulevard Exit from SR-417. We started a little bit later than we hoped due to flood waters from Tropical Storm Fay; but we are shooting to open the express lanes in the winter of 2010. That would be a vast improvement over what's out there now; it will take traffic through the toll plaza; we're maintaining the same number of lanes, both northbound and southbound; but with the express lanes we will be able to get traffic through at a much higher speed, which hopefully will relieve some of the congestion.

Project completion: We are looking at spring of 2011, to be fully completed.

Commissioner Woodruff asked when would the road be operational?

Craig Bostic stated: We are trying to open the express lanes in the winter of 2010, just before Christmas is our current milestone date. We have a pretty good incentive on the contractor to meet that; we are hoping they are successful and we can all benefit from the improved traffic out there.

(b) Wekiva River Basin Commission Update from July 11, 2008 and November 5, 2008 Meetings - Gary Johnson, Executive Director of SCEA

Gary Johnson stated: The Wekive River Basin Commission continues to meet; they had two meetings since our last meeting. Largely the meetings have consisted of updates from State agencies on the progress of their various assignments associated with the Wekiva Parkway and property acquisitions. You will see some of that in Mr. Callahan's update under the next item. Progress continues to be made; acquisitions of the environmental lands key to the development of this project are proceeding.

Commissioner Carey stated: I would like to add we have a lot of people here today; a lot of people don't really know how we got to where we are today. When our presenter comes up to talk about the alignments, etc., maybe he could give a brief history about how the original basin group came together, what the purpose was, properties that were identified (there were 4 pieces of property identified), the corridor that was laid out, and all the legislation at the State level that got us to where we are today. A little history may help people understand why we are crossing the river where we are now.

Commissioner McLean agreed with Commissioner Carey's comments and stated: In our May meeting, Commissioner Brender requested and we talked about the history. We'll get the update from Mark Callahan.

(c) Wekiva Parkway Update - Mark Callahan, P.E., CH2M (PowerPoint Presentation)

Mark Callahan stated:

Thank you very much for the opportunity to present to the Board, to give you our latest update on the Wekiva Parkway Project Development and Environmental Study.

I would like to address Commissioner Carey's request. This map presents the basic area of the Wekiva Parkway. This is I-4 to the right side, here is US-441, Mt. Dora is here, Apopka is here, and the Wekiva Parkway preferred alternative is shown in the yellow background.

I always struggle with where to begin with the history of the Western Beltway. We could go back to 1970 when it was at Hiawassee. In 1989, the Florida Department of Transportation approved an environmental document for the Western Beltway Part B, that extended from US-441 a little further to the east from where we're looking at for the Wekiva Parkway, near Vick Road, on the west side of Apopka; went to the north and turned to the east into Lake County, very similar to what we have now with the Wekiva Parkway. Where it was different back then in 1989 was when you look at the old railroad grade in East Lake County, that alignment went down the railroad grade and crossed the river where the old railroad bridge was located and traversed from there along that rail line for all intents and purposes all the way to where we now have the SR-417 Interchange. That alignment was approved in 1989 by the Department; and let me couch that by saying it was prior to much of the land acquisition that has occurred in the Wekiva area, most notably it was the STS properties if I'm not mistaken and another property that I forget the name of. The Department of Natural Resources, now folded under the Department of Environmental Protection, back then through some early CARL (Conservation and Recreation Lands) program as I recall acquired many thousands of acres including most of the area where that railroad grade was located. During the course of the approved study in 1989, the Department of Natural Resources, now DEP, had a stated objection to the approved alignment from DOT in 1989 and actually was moving towards administrative action; but that was held up because the project did not enjoy financially feasible funding at that time. That's a little background on

the original alignment. Fast forward to the late nineties, the Orlando Orange County Expressway Authority was undertaking their Part A study which went from the Ocoee Turnpike area to Apopka, the part that's built today. When they were doing that study and updating their revenue forecast, they noticed a large amount of traffic coming from the Lake County side of US-441, essentially representing that Lake County was becoming increasingly a residential suburb of the jobs in the Orange and Seminole County areas, etc. With that, Orlando-Orange County decided they needed to look at that further; by this point, the Western Beltway had fallen off the Metropolitan Planning Organization's Long Range Transportation Plan. That occurred in the mid-nineties due to a lack of funding and also concerns of environmental impacts associated with the original alignment which was now in State hands. The Expressway Authority initiated a study looking at trying to address the demand they saw; did a feasibility study; concluded there might be some needs growing that might need to be taken care of; initiated a study; and through the course of that early study which looked at a facility that was just in Orange and Lake Counties, a lot of concerns were raised by property owners, business folks, environmental interests, as well as State land managers in and around there controlling those properties. With that, a group was assembled to work this out and essentially what came out was a cross-section of stakeholders as well as the road building agencies including representatives from the Department of Transportation, Expressway Authorities and various special interest groups. They approached then Governor Bush and presented the issues related to transportation, citing that it's bigger than transportation; it involves land use, water quality, water consumption, major springs, a very sensitive environment and recommended a holistic look. The Governor agreed and issued an Executive Order in 2002 or 2003, creating the Wekiva River Basin Task Force. This Task Force convened for 4-5 months, as I recall, developed a report that had 17 recommendations that included some direction as to where the Wekiva Parkway should go, and what the conditions, design criteria and guiding principles should be for the Wekiva Parkway. It also identified other issues as it relates to water quality, land use, comp plan re-assessments for many of the local governments; also purchase of conservation and protected areas was a part of the proposal. Unfortunately, when it went to the Legislature in 2003, some of the local governments that had not been on the Task Force objected to some of the legislation because they had not been party to the deliberations and rightfully so when you look back at that. The Legislation that had been proposed in 2003 did not pass the Legislature and resulted in the Governor ordering another try but be more inclusive. He established by Executive Order the Wekiva River Basin Area Coordinating Committee in 2003, which included a very comprehensive group of all local governments as well as representatives of landowners, business interests, environmental stakeholders, and State agencies, some of whom are here today. The Coordinating Committee went through a deliberation of 4-5 months reviewing the previous information that had been presented to the Task Force and updated information. They concluded with a report that included several recommendations with action items, and a how-to-get-this done type of approach. That emanated in legislation submitted in early 2004, which was deliberated through the session; a bill was passed and the Governor signed it in June 2004, at Wekiva Springs. That was to become the Wekiva Parkway and Protection Act. The legislation defines specific actions each agency had to undertake including DOT, OOCEA, Department of Environmental Protection; SJRWMD. Each of the Counties was assigned certain things to do; many of the cities within the study area were assigned things they had to do. The Act also created the Wekiva River Commission which Commissioner Carey sits on as the Seminole County representative; they meet quarterly; they are essentially an oversight group of the Act. At each meeting, each agency makes presentations and gives a status and update. The actions outlined in the Act have been proceeding pretty much on course; we have issues here and there as it relates to getting rules and statutes changed, etc. That's the basic background.

As it relates to this project, the Wekiva Parkway itself, the Act defined a few things. First, it defined 4 properties that needed to be considered for purchase, one being Seminole Woods which is north of SR-46; also the Wekiva River Mitigation Bank; a conservation easement has been purchased for that property already; the Neighborhood Lakes property which extends in Lake County and down into Orange County; that has been purchased already through a partnership of Lake and Orange Counties, the Water Management District, DEP, Expressway Authority, and DOT; last but not least, the Pine Plantations, most of which has been recently agreed to be purchased in partnership with several agencies. That's the status of land acquisition. Mr. Snyder is here today and his agency, OOCEA, has been serving as the third party agent for those land acquisitions. I am sure he can elaborate much more on the land acquisition process.

The Project Development and Environmental Study has been a joint effort, with OOCEA focused on the Orange County portions and the FDOT focused on the Lake and Seminole County portions. District Secretary Downs is here this afternoon; she has been working very closely with the study group and assigned her top staff to work with us almost on a daily basis as we have been working through the requirements of the Act, as well as marching through the PD&E Study and working with all the stakeholders.

Commissioner McLean stated: This is very helpful. You made the point this has been a process that has gone on in one way or another for almost 20 years and what we are seeing now is a result of 4-6 years of concentrated work in this regard for the Wekiva Parkway alternative.

Mark Callahan stated: There are a lot of pieces to it; a lot of folks have put in a lot of energy, a lot of them on their own time.

Commissioner Carey stated: One point I really want to make is that we had a different alignment at a different place and time and now that's gone. There is really only one place to cross the river that comes out of this report and that's where the bridge is today.

Mark Callahan stated: That was very clear through the deliberations of both the Task Force and the Coordinating Committee. As we went through those deliberations, we were helping on the staff side; it was very clear the agencies had concerns related to a crossing anywhere else because of the unique nature we have in the Wekiva environment; it was very clear almost from the outset that this is where it needs to cross.

Commissioner Carey stated: When it comes across into Seminole County, that has been well defined; not at the direction of any of us; but that is where we start to deal with it as this Board in trying to move this forward. A lot of people without knowing the history may think we picked this location; I just wanted to clear that up.

Mark Callahan stated:

What I would like to do today is review the preferred alternative which we presented to you a few times since we identified it and then review our activity since our May Board meeting with the SCEA, which has really been a focus on the proposals from the Wekiva Parkway Community Coalition. That will be the focus of today's discussion, and then touch on the next steps in the study schedule.

Regarding the recommended preferred alternative, the overall project is pretty much as we presented to you previously. Our main focus as it relates to the preferred alternative and to get to the public hearings, we have been working with the Federal Highway Administration and the State Historic Preservation Office on two historic structures in Orange County making sure we do the appropriate processing. This is a very important step when you are involved with Federal regulations, to get that just right. We recently sent information back to the Federal Highway Administration; we expect to hear back from them any day and then we will meet with staff at the State Historic Preservation Office and hopefully have the ability to move forward.

Regarding the Seminole County preferred alternative, no changes have been made since we last presented to you. The overall picture, focusing on Seminole County: we would cross the river at the SR-46 corridor where it is today; we would have one-way access roads on either side, with the parkway in the middle; just west of Orange Boulevard, the Wekiva Parkway would angle down to the south and east and then tie into an interchange where the current SR-417 interchanges with I-4; the concept includes a full interchange at International Parkway as well as ramp and access provisions along the SR-46 corridor where it's aligning coincidentally with that corridor.

We have done some imaging as it relates to the Wekiva Parkway, which gives you an idea of what it would look like. This is the view looking north; this is SR-46 at Glades View; you can see that would be the Wekiva Parkway here; and those access roads would be down here where folks could drive in and out and access either the Parkway or go along SR-46 to the east into Sanford. This is the view at the Capri Cove entrance; looking east towards Center Road, Capri Cove would be to the right. Here is a view looking north on Orange Boulevard, at Walden View Drive. This is along Wilson Road, looking west at Tall Trees, the south end of Tall Trees would be to our right behind these bushes and there are fences of the homes; and then you see the bridge crossing over. Looking west along SR-46 near Orange Avenue; this is essentially where the Wekiva Parkway veers off to the south and east out of the SR-46 corridor.

Activities Undertaken Since the Last Meeting: In June and July the Wekiva Parkway Community Coalition (WPCC), provided 8 alternatives which we took a look at during the June and July timeframe. We put together some notes; then we met with the WPCC at the FDOT offices and stepped through each of those alternatives. At that point it was clear the Coalition was only focused on one (1) alternative; the other 7 were no longer alternatives that met their needs. We refer to that alternative as Map G Alternative. In July and August, we proceeded based on information from the Coalition and started preparing traffic assessments and impact analyses of the Map G Alternative, which we will review for you. In September and October, we reviewed those with staff and most of the members of this Board individually; we had a meeting in October with the Community Coalition where we presented our findings.

Regarding Map G provided by the Coalition: The basic concept would be: take off on the SR-46 corridor just east of the river; veer to the north and east; it would touch additional portions of the lower Wekiva Park; traverse through the Yankee Lake properties, Seminole County's utilities area, and then curve a little more towards the north behind the Astor Farms development in an area that is a floodplain and pretty wet; then turn to the east on the north side of Astor Farms north of Lake Forest and south of the St. Johns River Estates. The proposal would fly over I-4, with no interchange, where the Port of Sanford facilities are, and north of the Bookertown area; and also fly over the CSX railway; then run just south of the railway and pick up near Martin Luther King Boulevard, or Bevier Road as it was called back

then, with an interchange at SR-46 or accessing SR-46 and then tie into SR-417. It's near the Goldsboro community; there are churches there as well.

As we looked at this alternative, I want to remind this group that back in 2005, we had a series of what we called conceptual alternatives; those initial concepts included three (3) alignments; two of those alignments were dropped early on due to recognized impacts to the wetlands. One of them, this magenta one, is very similar to what the Wekiva Parkway Community Coalition has asked us to look at. We did not look at these in great detail; there were concerns raised by County staff and the County related to these two, especially their impacts to the Yankee Lake Facility and to commitments made associated with the Wekiva River Protection Act in these wetlands. We looked at and took a little bit further this yellow alignment we brought to this Board in 2005. This Board indicated to us you had no interest in pursuing any alignments to the north at that time. This one had additional impacts as well. There are more homes relocated with this alignment than with the alignment to the south, which surprised us; but we were trying to find the best way to put it. There are more homes there than I expected.

That's how we moved forward with those northern alignments; but the magenta one is very similar to what the proposal is here. We have taken a much deeper look at it based on the comments. We have taken their map and applied our design criteria and geometry; I would like to step through some of the issues related to that. Again, we veer off the SR-46 corridor; we tried to minimize additional impacts to the lower Wekiva Preserve; although there are additional impacts to that facility. We also tried to stay out of the rapid infiltration basins in Yankee Lake; your Environmental Services folks have asked us to do what we can to avoid those issues. I want to note this magenta dash line here is the study area prescribed by the Wekiva Parkway and Protection Act; as you can see, significant portions of this alignment are outside that and of course that study area did not go east of I-4 either; that is something we are aware of. It goes through the Yankee Lake Facility; it gets into the Black Bear Wilderness Preserve, which is Seminole County land purchased for conservation/preservation and some recreational uses. It continues to the east, crosses I-4 and the CSX and runs along just south of the railroad and provides access to SR-46. I tried to tie it into SR-417, but there are complications with that, mainly due to the proximity of the SR-46A Interchange to where this interchange would tie in. The basic concept of this would be those folks wanting to use I-4 would presumably go around a loop and then access I-4. The first thing we did with this concept is look at the traffic. What does the traffic show us – what happens with this concept? The first thing we noticed is people are not going to really do this loop; what they are going to do is access the Wekiva Parkway, use the existing I-4/SR-46 Interchange and travel on SR-46 and get on that way. As we compared it to the preferred alternative, the traffic on SR-46 was much higher and burdensome and required at least 6-laning and an ultimate 8-laning in some pieces of SR-46. As we looked at that, we found it wasn't meeting the objective of the Wekiva Parkway which was to provide a beltway connection with a systems connection to the Interstate. With significant traffic impacts to SR-46 as well as the SR-46/I-4 Interchange, it really did not address that purpose by overloading SR-46. A lot of the Wekiva Parkway traffic would be using that portion of SR-46 because of the lack of access. We explored what could we do to this alternative to make it work, so it addresses the needs out there. We concluded we need to have some level of access with a Wekiva Parkway to Interstate 4; we incorporated an interchange that provided access only to and from the Volusia County side. Here you see that basic interchange. For all intents and purposes, the alignment here is the same; we also made some modifications to the SR-46 connection; we needed to clean up how SR-417 and this new alignment came in; given this essentially will become the beltway, that needs to be the main line for systems continuity issues and driver expectancy issues. With that we also had

to do changes to the concept at SR-46A. Those are the changes from the original alignment; we added ramps and made changes at SR-46 and the SR-417 connection.

In the traffic projections we found some interesting things, which after some thought make sense. We found there is a significant reduction in traffic just east of I-4 in front of the mall. By adding this connection with the parkway, SR-417, SR-46, traffic coming out of Sanford or going to Sanford will use that facility if they are going west; they are not going to be in that area which is heavily traveled today and is somewhat of an operational problem today; that is clearly one advantage of this concept. Although we will have some access to International Parkway with the ramps the Department is proceeding with separately, without the full interchange we saw a lot of traffic decreases as compared to the preferred alternative on International Parkway, another clear advantage to this concept. We saw increases in traffic on Orange Boulevard, some increases on SR-46 but not to the extent we saw in the earlier version that did not have access on I-4. We saw a reduction in traffic on this leg of SR-417 as you would expect. Those people wanting to go to Volusia County would no longer use this portion and go up SR-417; they would go up and do that near the river. Those are clear and distinct advantages we saw in the traffic circulation. I need to also mention reduced community impacts along the SR-46 corridor with this option, especially in the Lake Sylvan area, Capri Cove, and Tall Trees; there are some other homes in, around and between those, the Fellowship Church, Twelve Oaks, etc.. Those community impacts would be greatly reduced or would be nil so to speak except for the 6-laning of SR-46 that would be required; and then also the reduction in traffic on the SR-417, SR-46 and International Parkway.

We acknowledge with the proposed Map G Alignment, with adding the interchange in, huge increase in public land impacts and that would occur whether we have the interchange or not. Those public lands include the lower Wekiva Reserve as well as the Black Bear Wilderness Reserve; significant increases in the wetland impacts, most of that area north of the Yankee Lake facility is wetland and floodplains. There is a significant cost increase; essentially we are going to need to bridge most of the floodplain area because there isn't anywhere we can compensate for floodplain impacts. A bridging would be required; in coordinating with Seminole County staff, they have also indicated some concern related to the Wekiva Parkway Protection Act and how we can get the permitting done. We certainly could not do it if we were looking at filling in that area; even with bridging, there is some concern from your staff. Obviously we would have to work with the Department of Environmental Protection and the Water Management District. With the additional bridging, the interchange and everything associated with this project, it's a much longer project; the cost would be an additional \$800M, essentially doubling the cost for the Seminole County portion of the Wekiva Parkway. That's a big hit as it relates to the Map G Alternative. Further, we have some community impacts; those would include some churches, All Souls Catholic Church to the east of SR-46; it is adjacent to the Goldsboro community and just to the north of the Bookertown community. When you look at the commuter rail station that will be just to the east of where this alignment would come into SR-46, some of those areas identified for transit-oriented development would be impacted with this alignment. It is outside the study area defined in the Wekiva Parkway Protection Act; in order to move this forward we would have to work very closely with a series of stakeholders that I feel certain would have some concerns with that particular issue as well.

Summary of the impacts: we have prepared tables detailing impacts. We are looking at almost 300 acres more of total right-of-way required with this option; about 180 acres of additional public lands associated with this option; over 100 acres of wetland impacts; we have a decrease of 11 residential relocations because of the preferred alignment; we have 18 compared to this one with 7. As you look at the cost totals, we are dealing with about \$850M for the preferred alternative and over \$1.6B with the Map G Alternative, with the I-4 interchanges. We worked very closely with Noranne Downs and her staff on the Map G Alternative. It offers some advantages; however, compared to the preferred alternative, the greater impacts and the increased costs associated with this option certainly outweigh those advantages in the opinion of the Florida Department of Transportation. Therefore, the Department has indicated to us they do not want us to do any more work on the Map G Alternative. At this point we would consider it as we considered all the other alternatives we have prepared, which have been many, and would present that and document that as a part of our study process. With that, we would move forward with our recommended preferred alternative at this point.

Our next step would be to continue to work with the Federal Highway Administration and State Historic Preservation Office on outstanding issues I mentioned earlier; gain approval on the environmental assessment; and move to the public hearings; the earliest those could be is January. I am not sure January is the right date but that's what we're shooting for. On a separate track we have to gain approval for the interchange modification required on I-4 with the Wekiva Parkway; continue our coordination with stakeholders; finalize our documents and move to approvals. We still cannot give you a firm date on the public hearing; we need to address outstanding issues with the Federal Highway Administration; once we get that, we will have a firm and commit schedule and communicate that to this Board.

Commissioner McLean stated:

Just to hit some of the highlights of the Map G Alternative that we have been discussing the last few months, obviously we have a monetary challenge between \$800M and \$1.7B; we are talking a lot of money. You mentioned the environmental impacts; the fact that Map G does not have an interchange with I-4; the fact that we are outside the study area east of I-4 so we have challenges with our friends in Tallahassee as well as the property owners in that area to get that done. Would that be a fair assessment of most of the highlights? **Mr. Callahan stated** "that's fair".

Commissioner McLean stated: You mentioned the public hearing process. I realize we don't have firm dates; if I recall from our discussion in May, we were looking at 2-3 public hearings; would you give us an idea of how that would work and the number, duration, what would be discussed, etc?

Mark Callahan stated:

We have had a series of workshops throughout the project; we held a session in each of the counties; we would propose the public hearing would be similar but a more formal format. We would have an open house at the beginning of the public hearing where people could look at the recommendations, review the other alternatives; look at our reports and the available information; we would have staff available to discuss the issues and get further input; and then we would have a formal presentation where we would review the entire process and allow public comment and open testimony. We would probably need to limit that to a couple of minutes or so for each person; but we would intend to do that at each of the sessions in Orange, Lake and Seminole Counties. We are hopeful to have the Seminole County public hearing at the Sanford Civic Center; that site has been working fairly well so

far; I would hope that would be the location and that would be the format. We would expect a lot of input from the various stakeholders which we would gather; the comment period would stay open 10 days after the last session whichever one that is; we don't have the schedule set. At the close of the public hearing record, we would review all comments and prepare responses to each. There may be things that come up that would suggest we need to re-look at some things. We would do that as we get that input; we would come back to this Board, at either one of your regularly scheduled meetings or however the schedules work. We would work that out with you and your staff; present our findings – what we heard from the public at the public hearings, and indicate to you the DOT's recommendations as it relates to Seminole County and ask you for your input and thoughts on that. From there, we would proceed to finalize our documents and seek approvals on whatever actions we are looking to take.

Commissioner McLean stated:

That's the point I wanted you to make; I want to be sure that during the process the information being taken will be considered and legitimately studied to see if perhaps we missed something. We have gone through a long process; realizing that we feel at this point we have an alternative that makes sense from fiscal and logistical standpoints, what I don't want to have happen is to simply go through the motions with 2 or 3 public hearings to let people have their say and at the end of the day, it perceptually could be dismissed. You have addressed that if we get good information at the public hearing, something viable that makes sense, that information will be brought back to us. Is that fair?

Mark Callahan stated: That is fair to say and Secretary Downs has emphasized that to our study team. In fact she has assigned one of her top Directors, George Lovett, to work directly with us on the study; I can assure you that is the Department's intent and that will occur.

Commissioner McLean stated:

I'm interested in that approach happening and I speak for my colleagues; we want to make sure we exhaust every avenue we can before a definitive decision is made. Am I making that clear to you Mr. Callahan? **Mr. Callahan replied,** "Yes Sir".

Commissioner Carey stated:

The Department of Transportation has taken this very seriously. They took months to evaluate and work with the Wekiva Parkway Community Coalition. There have been other suggestions we have tried at various meetings. For example at one of the Wekiva Parkway meetings we talked about pushing it a little further to the north side of SR-46; the impacts of the State forest lands and a lot of other places, we absolutely were told no by the State; that was not going to happen; that we were not going to impact those lands. Things we have tried to do to shift this to lighten the impact have all been met with resistance from other parties involved. One of the alternatives we looked at when we got it down to 3, was going straight down SR-46 and intersecting at I-4; that was dismissed because of the land constraints. I have been getting a lot of calls and I have had a lot of meetings; yesterday I met with a lady from Capri Cove, and her question was, do we know or does the Department know what's going to happen with the Bill Heard Chevrolet land? Is that an alternative? Do you have any knowledge about that?

Mark Callahan stated:

The issues with the alternatives that ran completely along the SR-46 corridor and involve putting a systems interchange at I-4 on top of essentially the local access interchange, were really the technical issues which brought us to the conclusion they just did not work; they were more related to traffic. Although there are a lot of impacts associated with those alternatives; over 30% of our traffic that's accessing the Wekiva Parkway is interacting between SR-417 and the Wekiva Parkway; what we found is if we put the Wekiva Parkway interchange a mile or so to the north at SR-46, it was very difficult for us to work a system that allowed for that traffic to get where it wants to go. To the point that as we look at the concepts, that traffic started gravitating towards local roads and over burdening local roads which included International Parkway and Rinehart Road; we have a few problems there already in a couple of locations. That was really the issue that drove us away from the I-4/SR-46 concept and taking it along that corridor. There is a higher degree of impacts to the commercial development there too as you would expect but the real driver was the fact that it did not address the traffic that we are projecting.

Commissioner Brender asked whether all three public hearings would be held within the month of January? **Mark Callahan replied:** Yes. We would hope to do them all, if we can get a schedule.

Commissioner Brender asked what would be the expectation of coming back to this Board for additional information?

Mark Callahan stated: It would be at least a couple of months after the last hearing; we have a 10 day comment period; the record remains open after the last session; we need to deliberate on the comments; as suggested by the Chairman, there may be comments that require us to take a look at. Then we would draft responses and work with Secretary Downs and her staff on the comments we received. I think Secretary Downs would probably advise us to work with the Federal Highway Administration as well to make sure they are comfortable with where we are. At that point, we would say: here is what we presented; here is what we heard; here is what we changed depending on how that goes; and then seek your thoughts and input; if you need additional data, we would get that for you.

Commissioner Carey stated:

They have had several hundred comments in the last couple of months from the various communities; clearly there is interest and I think they have done a great job; thank you Secretary Downs for having your staff stay on top of this and address all the many issues.

Commissioner Dallari asked, whether, with the timeline articulated, the hearings would be held in the June timeframe? **Mark Callahan stated:** I would think so; I have to couch things by saying we still a little bit of work to do at Federal Highway Administration, I would say the timeframe would be June.

Commissioner Dallari stated:

In the slides that you showed us, I didn't see the enhanced buffers we spoke about at our last meeting and/or sound walls. Can you talk about those?

Mark Callahan stated: We have done our noise studies; there is one area that qualifies for sound walls; I believe that was in the Twelve Oaks area; the sound walls are not up there; as we did these initial visualizations, the Department asked us to do the basic concept and then as we work with this Board and others on additional things we need to add to that, we would do that.

Commissioner Dallari asked whether the SCEA could ask for additional buffers in depth and height? **Mark Callahan stated:** The DOT is certainly looking for your input.

Commissioner McLean stated: We also had the discussion in May about landscaping. That would be something we would want to discuss as we move further. **Mark Callahan** agreed.

Commissioner McLean stated: This is somewhat of an unusual situation; we don't usually look out in the audience and see this many folks in attendance; we don't see any empty seats; we appreciate you taking the time to come today. We'll ask Mr. Johnson, realizing we're going past the dinner hour and we want to be honest with your time, to give us further instructions.

Gary Johnson stated:

Along the lines of being involved and noticing a few people leaving the meeting, we have a sign-up sheet outside in the lobby. If you wish to comment or become part of the contact database, you only need to sign up on that sheet and that will become part of the overall comments that have been received on this project. You also have the opportunity to, as many have, enter your concerns and comments through a comment form on the OOCEA web site which is www.OOCEA.com; that comment form is still available. I believe the presentation we just saw is or will be on that web site. If you can't stay, you have the opportunity to become a part of the database, either by leaving your name on the sign-up sheet or entering a comment electronically directly to the OOCEA web site.

Commissioner McLean stated:

I would like to thank the many of you who have used the comment form. The idea of this process is we need participation from our citizenry; we appreciate each and every one's comments; I know I can speak for the Board, we are more than willing to listen to your comments, ideas and creativity; we appreciate that very much.

For those who have been here before, this is not a meeting where we typically take public input; but we have had a tradition with Commissioner Dallari and Commissioner Brender during his time as Chairman to allow input. These are unusual circumstances and we understand that; so we want to give some folks a chance to speak but I want to be sure we do it under very specified rules. We want to be honest with your time and also with the Board's time as well. If you are a representative of a particular association, I will give you six (6) minutes to speak. If you would like to speak as an individual not representing an association, you have three (3) minutes. We are not going to have repetition; if someone says something that you are in agreement with, and you are waving your sign in agreement, I don't want you to get up here and say exactly the same thing the last person said. If you do, I will ask you to sit down. I say this only to be fair to everyone in the room; we want the information; we want to hear from you; but we want to be respectful. I am asking all of you, as you have been up to now, to please be respectful to speakers and this Board. We don't have speaker forms because typically we would not take public input. But we are going to try to do that tonight because we want to hear from you. I have a listing of the folks who have asked to speak. Again, I suggest if you are hearing information that you are in agreement with, please don't come up and be repetitive; it's not in anyone's best interest; we will do our best to process the information we receive.

Chairman McLean called for Damon Chase. I know that he has been representing the WPCC. I give you six (6) minutes to hit the highlights for us; good to see you this afternoon.

Damon Chase stated: Thank you Mr. Chair and members of the Board; my name is Damon Chase; 250 International Parkway in Lake Mary; I am here on behalf of the Wekiva Parkway Community Coalition. I would like to thank CH2M HILL staff, DOT and everybody that's worked so hard; they have worked with us; there have been gaps in time when there was a lot on their plate; at times we had trouble getting information; but ultimately when we were able to meet with them, we felt they did a thorough job and addressed our concerns. We ultimately came back as you all know with a northern alternative that was discussed at length. We believe from a fiscal standpoint that's not viable; but because we just met with them the last week of October, we have not really had time to explore other ideas. We have very recently come up with some possibilities for other alternatives we would like to present, such as the original route that went down along the railroad line; we had some ideas to assuage the anxiety of the double crossing where we're going to lose the crossing at SR-46 anyway; we can stop SR-46 there, that way we only have the one crossing back with the railroad crossing. Those ideas we are just now starting to develop and would like to discuss with Mark and the rest of the folks; we ask if we could have time to come up with other alternatives; we don't need to commit to anything and I think that's kinda the tenor that I've heard here today; we don't have to make a decision right away, nobody is grabbing shovels and going out there to start digging. We were a little bit late and we relied to our detriment on comments made by the previous Boards; we have all discussed that. Things change and now we are in the situation where we have to deal with it; the road is coming through and we have to figure out the best way to bring it through; we need a little more time. We are asking you to remain open as you have been. We are asking all the folks in the white shirts that came out with the Wekiva Parkway Community Coalition to stand; I see Lake Forest is here and we've been reaching out to Lake Forest to help and to empathize with our situation. I am sure if one of those routes Mark has shown was coming through your community like its coming through ours, you would be pretty upset. We are asking you to work with us and help us come up with an idea that we can all come back and present that works for everybody. We are all Seminole County; it's all of our community; we need to figure out a way to do this; we appreciate as much leeway as we can get; I would defer the balance of my time to Dan Macaluso.

Chairman McLean cited Mr. Chase's remaining time as 3 minutes.

Dan Macaluso stated: Good afternoon; thank you for allowing me to address the Seminole County Expressway. I am Dan Macaluso, President of the Sylvan Lake Homeowners Asscoation and Executive Member of the Wekiva Parkway Community Coalition, which is represented by the white shirts that you see in the crowd and the banners, also by over 600 petitions that are signed to ask you to reject the RPA in Seminole County and about 100 or so PD&E study forms that you have been getting through the mail via our website. When I spoke to you at the last SCEA meeting on May 6 of this year, we called upon the SCEA to reject the Seminole County RPA and work with us to find an alternative that utilizes existing right-of-way and fulfills the characteristics of a parkway. At that time, the WPCC proposed 8 new alternatives as you were shown; you directed the PD&E Study Team, Mark Callahan and his group, to work with the WPCC to resolve these issues. We would like to take this time to thank Mark Callahan and his group, Brian Stanger, Jerry McCollum, Gary Johnson, George Lovett's group and Mary Brooks. They have been very helpful and their work is greatly appreciated. I am here to tell you that our issues and our concerns have not been resolved and they all still exist. Less than 6 years ago the BCC very publicly announced that there was no way an expressway would be bulldozed through our communities. Less than 5 years ago we were told we have nothing to worry about; that it is a long way away and we still have time; 3 years ago we were told there was no budget; less than two years ago we were informed of the RPA, a massive highway cutting the swath right through our

neighborhoods, schools, churches and businesses. Six months ago we were told the PD&E Study team would work with us to resolve our issues. We have heard as recently as 2 weeks ago that it doesn't matter what the previous Board members stated publicly; if this is so, then when does it matter? When do we start believing and trusting what is said and what we are told. Our right to live as we have chosen is not conditional and not dependent on the satisfaction of the desires of building a highway through it. The RPA was chosen first by cost, then by engineering, and followed by environmental justice. We, the constituency were left to fight for the scraps and the minor modifications. The RPA was designed and created at our expense, yet it's cost does not reflect this. Public projects such as this must serve those who pay and we are the ones paying. We are asking the SCEA to reject the proposed Seminole County preferred alternative proposed by the PD&E study team; we are asking that more time, as Mr. Chase stated, be given to find a better solution that meets all the requirements of a parkway as required by the Wekiva Parkway and Protection Act. It is our position that this alignment proposal is not suitable to go forward to a public hearing as proposed by FDOT. The choice is yours to make; the choice is still open and we hope you will consider it. Thank you for your time.

Commissioner Carey stated: Since this is not a public hearing and both of these gentlemen are representing a group, would you have your group raise their hand so we can identify the group you are associated with.

Mr. Macaluso called for a show of hands of those present from the WPCC.

Commissioner McLean stated: We appreciate very much you taking the time out of your schedules to come out. Again, I caution everyone to not be repetitious. If you feel what has been said speaks for you, please do a quick ditto and we will move on to the next person; we want to be honest with everyone's time.

Commissioner called for Dave Marini, Preserve at Astor Farms. I assume you are speaking for your Homeowners Association? You have up to six (6) minutes; if you can make your points in less time, that would be fine.

Dave Marini acknowledged that he represents the Astor Farms Homeowners Association, and stated the following: A lot of what I want to say is included in my letter, which I will pass along copies for the record, to state our opposition to the proposed G Alternate Route: We are coming in a little late to the process; originally when the northern route was proposed, it was going to come over Maryland Avenue. When that was squashed, we were out of the picture a little bit. With this new proposal, we felt we had to state our opinion. Astor Farms is about 275 homes located just north of SR-46, off Orange Avenue. Our community on the back side abuts against the Black Bear Preserve that would be impacted by the G Alternative. Although we are not necessarily adamant about what the proposal has to be, we want to make sure you knew we had extreme opposition to the G Alternative; obviously it's going to affect our community; the environmental areas that are there for protection are going to be disturbed. You have our letter; our stated opposition is there. Based on the comments we heard tonight, it doesn't look very feasible anyway; so I'll leave it at that.

Commissioner McLean thanked Mr. Marini for his input.

Commissioner McLean called the next speaker, Jean Brady Ciullo, Capri Cove Homeowners Association. He asked if she were representing the HOA and she replied, "Yes I am; we are part of the Wekiva Parkway Community Coalition."

Commissioner McLean stated: You have up to six (6) minutes; but I ask you to not be repetitious; if you have new information to present to us, we would love to hear it.

Jean Brady Ciullo stated: Good afternoon my name is Jean Ciullo [pronounced chello]. I am President of the Capri Cove HOA; my home address is 204 Capri Cove Place in Sanford, which falls in Commissioner Carey's District #5; I'd like to take this opportunity to clarify Capri Cove's position on the preferred alternative route for the Wekiva Parkway's bypass in Seminole County. Make no mistake, despite the fact the preferred alternative route was pushed back based on our input, we are still adamantly opposed to the preferred alternative route being recommended to the Commission by CH2M HILL. The reality for residents of Capri Cove is that we will have a super highway only a few hundred feet from our backyards. If this seems like an exaggeration, I encourage you to take a second look at the ground level renderings. Capri Cove is in the background of a very imposing highway, 26 feet high as it cuts through the back yard of my neighbors Scott and Sandy Edwards. During the May 6 meeting, there was a lot of discussion around concessions about landscaping and noise abatement. One of my big concerns is we apparently would not qualify for any noise abatement based on the input from Mr. Callahan. As far as the landscaping goes, Commissioner Carey had mentioned there would probably be some landscaping in the medians, etc. I would suggest to you that's probably not something we would see or even be able to enjoy from Capri Cove. The residents of Capri Cove are not unreasonable in our expectations; we understand the Wekiva Parkway SR-46 bypass is needed; we believe there is enough compelling evidence to support our concern that the preferred alternative route will diminish the enjoyment of residents being able to use their property. This is exactly what Commissioner McLean had cautioned against during the last meeting. Surely with all of these millions of dollars in engineering talent, we can come up with a better alternative; so I too reiterate what you have heard, let's give this some more time; let's get more input and have more discussion. Thank You.

Commissioner McLean called Dr. Ira Schwartzberg

Dr. Ira Schwartzberg – Lake Forest Master Community Association

Good afternoon Mr. Chairman and Board members; I'm Dr. Ira Schwartzberg, President of the Lake Forest Homeowners Association; Lake Forest is a community of over 700 occupied residences and is in favor of the preferred alternative southern route for the Wekiva Parkway in Seminole County. We believe this will provide the most direct route and is a route that will have the least impact on the environment, businesses, and residents of the area. We remain opposed to SR-46 being expanded to run to the expressway. We believe traffic down the middle of the developing business and residential area between Orange Boulevard and I-4 will some day impact our downtown; the southern route connecting directly to the present end point of SR-417 will not only reduce the congestion of I-4 but will keep all through traffic including all trucks from Tampa off our so-called main street. It is our opinion the proposed northern route will increase traffic volumes as mentioned by Mark and congestion on SR-46 west of I-4; increase traffic volumes and congestion at the I-4/SR-46 intersection; almost double the cost of the project; delay construction even further than it has been. It will have a significant greater environmental impact on the proposed boundaries outside of the approved recommended environmentally-sensitive areas; it will provide a bottle neck, which we don't want, for traffic going from Orlando to the north and east, since there is no adequate exit; as a consequence, the traffic is routed via SR-46. We do not support the northern options as presented. To sum it up, if I may borrow or plagiarize from today's Orlando Sentinel editorial page and I'm quoting, "the authority's officials would do better to do what's best for the entire County and region and that is to support the already approved route for the Wekiva Parkway". Since Commissioner Carey asked to see who was

present from the other group, I ask the residents of Lake Forest to please stand and be recognized; that concludes my remarks.

Commissioner McLean thanked the group for taking the time to attend the meeting.

Commissioner McLean called for Charlie Shaw, of the Wekiva Parkway Community Coalition, and asked whether he would be making statements different than those made by Dan Macaluso, Damon Chase and Jean Ciullo

Mr. Shaw stated he had two small points to make; **Commissioner McLean** gave him permission to do so.

Charlie Shaw stated: I'm also a resident of Sylvan Lake Reserve. The 2 points I want to make speak to points Commissioners Dallari and Brender raised during this meeting and also refer to the May 6 meeting regarding buffers and landscaping. Commissioner Dallari, did you mean sound buffers or landscaped buffers from the standpoint of sloping?

Commissioner Dallari stated: I was actually talking about both; even though they may not be warranted, I believe it is within the purview of this Commission to ask for them.

Charlie Shaw stated: I believe Mr. Callahan was addressing sound buffers in his response; we are concerned, and this came up in the May meeting too, that would require additional taking of homes obviously if we were to use Mr. Snyder's threading the needle approach, which equals walls basically going through the communities and to have a parkway look as required by the Wekiva Parkway Protection Act with sloping, something like we see on Rinehart Road where the parkway crosses, gradual slopes that will provide sound barriers as well as aesthetic improvements to the parkway. During the threading the needle portion of the path, the southeast sloping of the road back down towards the I-4 connection would be very problematic; this would greatly raise the cost of the parkway. If we did that, we might have to make 2 comparisons when we go to make cost comparisons; it's duplicitous to on one route strictly comply with environmental and other concerns cost-wise and not the construction to mediate that; whereas on the other route that impacts our communities to conveniently ignore it and build a wall through the communities and have that impact. The other point I want to make is administrative; for folks using the comment form, I recommend they go to the SC.WPCC web site and use the automated form there; it doesn't have to be mailed or e-mailed as you would have to do if you used the one on the OOCEA web site; it also goes directly to the Commissioners via e-mail; the one on the OOCEA site only goes to the PD&E study team, which compiles them, distills them and provides comments and summaries at the end.

Commissioner McLean stated: Well done on 2 items we had not spoken about; thank you.

Commissioner McLean called Charles Lee, from the Audubon Society; he advised he had up to 6 minutes, unless he could make his points in a shorter time period.

Charles Lee stated: I am Charles Lee: Director of Advocacy, Audubon of Florida; my address is 1101 Audubon Way; Maitland, FL I am however, a Seminole County resident, I live right down the road from Commissioner Van Der Weide in Sabal Point. Mr. Chairman, members of the Expressway Authority, these are always difficult decisions; this is a difficult decision that has a long and very well studied path; we believe that the preferred alternative does thread the needle in an appropriate way and carefully balances the impacts on neighborhoods and the environment. Obviously there are impacts any time you build a

road; I think it is absolutely remarkable that this needle can be threaded with only 18 properties actually being taken by the process of building this road. I can recall having been in Orlando quite awhile; when the east-west expressway was built through Orlando, we were talking not about 18 homes being directly affected; we were talking literally hundreds of people being, if you will, taken from their homes. That result has been avoided here and I think it has been avoided through the skill of the Expressway Authority and the DOT. As you move from the direct location of the path, the impacts are obviously there as a matter of opinion; but they become less discernible; they move from the hard to the very subjective; to run a road through this area, you are going to have some of those subjective impacts. Just commenting for a second on alternative G; we believe the wetland impacts are not permissible; the mitigation costs of alternative G on wetlands alone probably is going to make that \$800M cost figure appear to be conservative; I think it's going to be worse than that. To build an interchange at the location proposed with I-4 requires that you replicate the brand new St. Johns River Bridge that was just completed over the river for I-4; we know what the construction costs of that were; costs for alternatives such as those suggested in this meeting today would be immense.; the idea of going to the south and picking up on that old railroad right-of-way alignment again, are interesting to talk about but I can assure you if you got to seriously talking about them, there would be a room in front of you that would be full of people in colored shirts, but you would get different people in the room, the chances of going to that right-of-way along the railroad of the old railroad grade, you would probably be looking at impacts on a lot greater than 18 properties directly; you would probably end up with many more different shirts in the room expressing their opinions. Bottom line, we believe the environmental reasons for supporting the preferred alignment are sound and we think as we move through the process we will probably be there and would encourage you to keep this process moving to complete the result. Thank you.

Commissioner McLean called for Keith Schue, of the Nature Conservancy

Mr. Schue stated: I am here but Charles Lee just stole all my thunder; so ditto.

Commissioner McLean called for **Jessica Recksiedler**, who acknowledged she is speaking for herself and the Berington Club Homeowners Association as a Board Member, and also as a member of the WPCC.

Jessica Recksiedler stated: The preferred alternative goes through communities and near Wilson Elementary School, which is my child's school. A lot of parents are concerned about having a community elementary school. The County and State, from all the background I heard, have had the benefit of over 20 years of information, studies, etc.; but unfortunately during those 20 years, we have had communities develop in the same property that you are considering. After all this time where things were approved; things were studied; things were done, you allowed communities and schools to be developed that are now being affected. We have only been involved for the last 6 months. Basically, along with the Berington Club Association, who I am representing as well as the WPCC, we are also asking for more time because we haven't had the benefit of time to develop and do the same studies and have the proper ramifications of our impacts presented to the Board to have a preferred alternative that can make sense for everyone.

Commissioner McLean thanked Ms. Recksiedler for her input.

Commissioner Carey stated: One comment, just because a lot of people think we have the right to preserve these rights-of-way, if that's what we are planning to do; it used to be that you could reserve right-of-way; you could make sure there was no development in

those areas where roadways were planned; right now we are planning our roadway system for 2025 and 2030; these things are planned years in advance; the Legislature said you couldn't reserve right-of-way any more because you were taking someone's property rights away from them. We are no longer allowed to reserve right-of-way; that's why we can't stop a development from going in; it's a complex situation; a lot of people have said to me why didn't they just reserve the right-of-way where they wanted to put this road; unfortunately, the law doesn't allow for that.

Commissioner Van Der Weide stated: I was going to wait until we got to the end; I want to congratulate everybody involved here; it's been a very professional hearing; we have been in some hearings where we have filled the chambers that quite frankly weren't very professional. I can see we have a lot of professional people here and I want you to know the Commissioners respect that. You all have personal interests and personal concerns; if I were in your situation, I would have the same thing; it's not over with yet; if something comes up through this process that makes sense that they haven't seen, I am sure they will address it at that time.

Commissioner McLean stated: That's a very good point. As we are having discussions, we are not going to take questions from the outside; the folks that asked to speak, have spoken and we are going to wrap this up. We respect what you folks are trying to do; we want to give you every opportunity to have your voice heard. As you heard from Mr. Callahan, that's going to occur starting in January. I know Mark will be communicating that information. I think I can safely say that this Board will take any reasonable alternative to see if there is anything we can do beyond what we have done. If we come to a place where there are no other alternatives to consider, decisions will need to be made. We are not making those decisions tonight; but at some point we will have to deal with those the best we can at that point.

Tom Valenti requested to speak because he didn't get a chance to speak at the last meeting; Commissioner McLean gave him two (2) minutes.

Tom Valenti stated: My name is Tom Valenti; I am the owner of Twelve Oaks RV Resort. The way the road is configured now, the preferred alternative route comes into the park, cuts off my water supply and front entrance; it takes out the recreation hall, swimming pool and all other facilities, electric, propane station, everything. I would have to close the park down to reconfigure it and the tenants would have to move out. I have an extremely simple solution I would like to suggest; I would like to meet with Mr. Callahan and request that you direct Mr. Callahan to meet with me so I can explain it to him. It's very simple; it won't cost them anything; and he won't have to condemn my property.

Commissioner McLean stated: That seems like a pretty interesting proposal; Mr. Callahan, will you meet with Mr. Valenti?

Mark Callahan stated: Mr. Chairman: I have met with Mr. Valenti before and I would be glad to meet with him again.

Commissioner McLean stated: That's all I can ask; thank you very much. I appreciate everyone's time and interest.

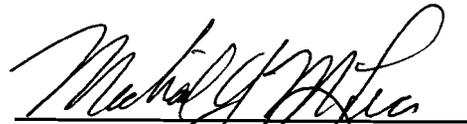
END OF REGULAR BUSINESS AGENDA

ITEM #7: ADJOURNMENT

There being no further business at this time, the meeting was adjourned at 5:40 P.M.



W. Gary Johnson
Executive Director



Michael J. McLean
Chairman

Approved: 05-12-09

/sb

Attachments:

1. "Florida's Turnpike Enterprise Tentative Five-Year Work Program Overview 2009" Brochure with Insert, "Turnpike Enterprise Tentative Work Program"
2. Wekiva Parkway Project Update - PowerPoint Presentation Dated November 18,, 2008
3. Listing of Citizens Requesting to Speak
4. November 28, 2008, SCEA Board Meeting Sign-In Sheets (8 pages)
5. November 18, 2008, Letter from David Marini, HOA President, The Preserve at Astor Farms to the Seminole County Board of Commissioners and Seminole County Expressway Authority Regarding the Wekiva Parkway
6. November 18, 2008, Memorandum from Daniel W. Macaluso, President, Sylvan Lake Reserve Homeowners Association, and Wekiva Parkway Community Coalition Executive Member to the Seminole County Expressway Authority
Subject: The Wekiva Parkway in Seminole County