

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

May 6, 2008
4:00 P.M.
MINUTES

MEMBERS PRESENT:

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

MEMBER ABSENT:

Commissioner Carlton Henley

STAFF PRESENT:

Gary Johnson, P.E., Executive Director
Joe Forte, Deputy County Manager
Sabrina O'Bryan, Assistant County Manager
Guy Minter, Deputy County Attorney, SCEA Counsel
Jerry McCollum, P.E., County Engineer
Antoine Khoury, P.E., Public Works-Engineering Division
Pam Hastings, Manager, Public Works-Administration Division
Alison Stettner, Planning & Development Department
Tony Matthews, Planning & Development Department
Susan Vernon-Devlin, Director, Community Information Department
Sheralyn Brinson, Administrative Assistant, SCEA Recording Secretary

GUESTS PRESENT:

George Lovett, Director of Transportation Development,
Florida Department of Transportation
Frank Hickson, Florida Department of Transportation
Brian Stanger, Florida Department of Transportation
Mark Callahan, P.E., CH2M HILL, Wekiva Parkway Project PD&E Study Manager

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 Van Der Weide. The pledge was led by Commissioner Carey.

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

ITEM #3: APPROVAL OF MINUTES OF NOVEMBER 13, 2007 MEETING

Upon motion by Commissioner Brender and second by Commissioner Carey, the November 13, 2007, Minutes were approved unanimously.

ITEM #4: INFORMATIONAL UPDATES AND DISCUSSION ITEMS**(a) Wekiva River Basin Commission Update from February 27, 2008 Meeting
Gary Johnson, P.E., SCEA Executive Director****Gary Johnson stated:**

This is a very brief update and I invite Commissioner Carey to add any comments she may have. The conversation continues to be dominated over the science of the septic tank situation which is of great interest to some of the folks in the audience. At the last meeting of the Commission, the Secretary of Transportation, Stephanie Kopelousos, and Senator Constantine were present; both have made commitments to push harder on funding for this project over time. That seems to still be an active debate in the Department as well as the Legislature; it was encouraging to have that conversation at the Wekiva River Basin Commission. The majority of the discussion still is in the area of septic tanks and the contribution, or lack thereof depending on who you speak with, to pollution of the springs within the study area.

Commissioner Carey stated:

The Legislature took up the Department of Health's ability to write rules; there is no scientific evidence that septics are the problem. It shows there is 6-7%; we continue to have ongoing discussions at the Wekiva River Basin Commission meetings. A meeting is scheduled for next month.

(b) Wekiva Parkway

**Mark Callahan, P.E., CH2M HILL, Wekiva Parkway PD&E Study Project Manager
Enclosure: Wekiva Parkway PowerPoint Presentation**

Mark Callahan stated:

Today I want to give you a brief update of what we've been doing; review the purpose and need for the project; review the recommended preferred alternative that we presented to you at our last meeting, and activities we have been doing since your December meeting; and then review the study schedule.

Purpose and Need. The three primary reasons why we are moving forward with this project or looking at this project: (1) to complete the Orlando Metropolitan Beltway System; (2) as traffic volumes on SR-46 continue to increase, the safety problems on SR-46 in West Seminole and East Lake Counties have increased and this road has become a major focus for the Department of Transportation to try to get a safer facility out there; and, (3) last but not least given the nature of the corridor especially around the Wekiva River, the project is to enhance the wildlife habitat connectivity in the Wekiva Ocala Greenway and reduce vehicle wildlife conflicts. Those are the three major purposes for the project.

Review of the Overall Project. Here is the preferred alternative we have defined for all three counties. In Orange County it starts just east of Zellwood Station down at US-441; heads to the north; the Wekiva Parkway itself turns to the east as it enters into Lake County, crosses the Wekiva River along the SR-46 corridor and ties into I-4 at the SR-417 location; we have the SR-46 realignment on the west side which branches off in northwest Orange County; heads into Lake County and ties in at US-441 and SR-46.

Here you see a little larger view of the Seminole County Project, starting at the river on the left side and I-4 clearly noted on the right side.

Getting into a little more detail along the SR-46 corridor, we are looking at one-way access roads along this portion of the corridor; as we go further to the east, the Wekiva Parkway itself will drop to the south and east to tie into I-4 at SR-417 with this alternative. We are also proposing the 6-laning of SR-46 east of that location as well.

This is the typical section along the SR-46 corridor from the river to where the Wekiva Parkway transitions off the SR-46 corridor. There are one-way access roads outside the Wekiva Parkway to provide local access; there is a 4-lane section there; the next slide shows a 6-lane Wekiva Parkway. Similarly for the portion of the project as it transitions off SR-46, we are looking at the more normal expressway typical section – 300 feet of right-of-way; this is the 4-lane and the 6-lane is next.

What Have We Been Doing? We have been pretty busy. We made our presentation to the Wekiva River Basin Commission in February. We have been focusing on preparation of a lot of documents -- engineering and environmental documents. We are finalizing most of the reviews of that as we are getting comments from the Department of Transportation and Expressway Authority. Those documents will be added to our website to allow folks a chance to see them. We have been doing quite a bit of coordination with a lot of State agencies primarily but also with the Federal Highway Administration. We have been working closely with the Department of Environmental Protection as well as Game and Fish and the State Historic Preservation Office as it relates to impacts to the park lands. We have a couple of historic resources in Orange County that we are working on very closely with those agencies. As we get our documents together, we are reviewing them with the Federal Highway Administration. We have a new Area Engineer with Federal Highway Administration in this District and we need to bring them up to date and give them a briefing on the project and work with them as we move these documents forward.

We have also been doing some community meetings; most notably, we have been meeting with the Sylvan Glades residents. Last week we had a meeting with the coalition who I believe you will be hearing from today. This coalition includes the Sylvan Lakes neighborhoods as well as Tall Trees and Capri Cove, among others. They clearly have some concerns as it relates to the proposed location of the preferred alternative.

Study Schedule: We have been looking toward a public hearing in the July timeframe. As we are working with the Federal Highway Administration, mainly on some of the historic issues, getting the procedures down with the State Historic Preservation Office and Federal Highway Administration, it is taking a little bit longer than we had hoped. I believe the public hearing will slip into late summer but we are still focused on trying to get it to public hearing as soon as possible to gain that input. We will keep your staff apprised as to where we stand with that schedule and brief you at your next meeting or whenever it is appropriate.

Commissioner Dallari asked how many public hearings would be held?

Mark Callahan stated:

We would consider one public hearing but we will have it at three (3) locations on different nights -- one in Seminole County, I'm pretty sure it would be at the Sanford Civic Center unless there is a problem with that facility; one in Lake County, probably at the Receptions Hall where we had it previously; and one in Orange County; we are still looking at locations in Orange County. We will have a session in each County; we will have the entire project available for review at each meeting; but we will be focusing on County-specific matters in particular at each location.

Commissioner Dallari asked whether official decisions would be made following the public hearings?

Mark Callahan stated:

After the public hearing, we would have a comment period of ten (10) days following the last session and then the formal comment period would be closed. Then we would need to go through every comment received on the project. Many times we have changes to make based on that input. With that input, we would revise our documents as needed and coordinate with the SCEA as well as Lake County and the Orange County Expressway Authority; and then go to the Federal Highway Administration. There will be approximately 3-4 months after the public hearing where a lot of that will be going on and then the final decision would be made.

Commissioner Carey stated:

In looking at the study schedule, at the end of this year is four years we have actually been studying this corridor as to where this road will align. The process just seems like we can never get it moving fast enough to keep up with the demand and the need.

Mark Callahan stated:

I am ready to get this project to public hearing but as you know, especially with involvement of the Federal Highway Administration, there are some processes that have to be carefully followed and they deliberate with FDOT on these decisions; that is where we are now. But for the historic issues, we would be much further along in terms of looking at a hearing in July.

Commissioner Carey asked whether there is any language in the Federal Transportation Bill that's being worked on now to help with this project?

Mark Callahan stated:

At this point, I am not aware of any. I know there is some interest in having support for this project in there but I would defer to others if they have any knowledge of that.

Commissioner Carey stated:

I know it has been discussed a number of times and efforts made to get it in the transportation bills; I will be in Washington next week and wanted to know whether there is something I need to take up while there.

Mark Callahan stated there seems to be interest on the part of our Federal elected officials.

Commissioner McLean stated:

Obviously we have folks here who have interest in having some flexibility to the preferred alternative. I would like for you to clarify the process and how much flexibility there would be in the process. After taking input and according to the input, potentially alternatives to what we are looking at today could be considered. I am not saying it will be but could be. Would you make that point very plain particularly to the folks sitting right behind you?

Mark Callahan stated:

That is correct. I think Mr. McCollum and Mr. Johnson can back me up on this. These projects aren't really set in stone until construction is done; things happen. With that, we will continue to work with all the stakeholders out there, look at their concerns and look at any further ideas that may be out there to see if we can make this even a better project.

Commissioner Carey stated:

One of the things that came up at the Wekiva Basin Commission was the idea of pushing this project further to the north once it came into Seminole County on the State-owned lands and potentially some of the County-owned lands and swinging it much further out to the north. I know that at that time when you reported back to us at the Committee, obviously our environmental friends weren't very interested in us looking at that as an option; but I was wondering if there was any further discussion about being able to utilize some of the property in Seminole County once you cross the Wekiva where the State owns all the property along the north side of SR-46 and Yankee Lake wraps around there and comes in.

Mark Callahan stated:

We have had several sessions with the Department of Environmental Protection that essentially owns and manages the lower Wekiva State Preserve as you are aware. I believe it would be safe for me to say, and I don't believe we have it in writing at this point, but I believe we could get it in writing from them, that they would not accept any alignment that cut through their property. It would create, as it relates to the Federal process, significant hardships for us in terms of processing, mainly because of Section 4F which is parks and conservation lands. Federal requirements on that are very strict. Because of the consensus that has been built around the project now, we have a lot of impacts to those State-owned lands. We have been coordinating with those agencies and they have actually written us letters saying this project impacts us but we believe the benefits of the project outweigh those impacts. I don't believe we would get that with some of the others.

Commissioner Carey stated:

We had this discussion at the Wekiva Basin Commission, but the public that's here today did not have the benefit of hearing what some of the answers were that we received from the Department of Environmental Protection stating they would be adamantly opposed to the idea of us cutting through there. That's why I wanted you to state it here for this particular group so they know we have looked at some of the recommendations that I've actually gotten from some of the residents out there saying why don't you go through this land or that land and do this or do that. I wanted to get this on the record here.

Commissioner Van Der Weide stated:

On the bottom of the study schedule, you show public involvement from the first quarter of 2005 all the way up to the 4th quarter of 2008, solid line. Can you expound on that – what do you mean by public involvement? The people I'm talking to are complaining they weren't involved.

Mark Callahan stated:

We have been to 200 meetings through the process of the study; we have visited with many of these neighborhoods that are here tonight: Tall Trees, Capri Cove, Sylvan Glades. I understand that perhaps they feel like they have not been involved in the process but we continue to come out and talk to folks or have them come to our offices. We post notices of these meetings; I can assure you that we make ourselves available pretty much within a day or two or even less in some cases to respond to people's questions and concerns and will continue to do that throughout the duration of the project. Actually the public involvement line probably could extend back to 2002 when the original Task Force was started.

Commissioner Van Der Weide stated:

What people are telling me is the environmental community has priority and what they say is priority consideration and what the residents want is secondary. Is that the premise we've been operating under?

Mark Callahan stated:

No sir. We are looking at each of those issues together: environmental, social, economic, and cultural. The Wekiva Parkway and Protection Act itself provided specific law and language that we must follow which requires us to do certain environmental protections, those being primarily in Lake County. But we again have to balance all of these impacts.

Commissioner Van Der Weide stated:

I just wanted to bring this out; some people are thinking that their wishes come secondary to environmental issues. I did not sit on the Task Force; we had one or two Commission members on the Task Force at one time or another. It is a State project, right?

Mark Callahan replied "Yes".

Commissioner McLean stated:

Whatever ends up happening here, whatever alignment is taken up, obviously one thing that's going to be very important is to try to protect whatever residences, businesses and other organizations that happen to be relatively near that alignment. I'm thinking of two things in particular -- one is some sort of barrier particularly for noise and the second some sort of appropriate landscaping for aesthetic purposes. Hopefully they are looking at something as pleasing as we could possibly get. Has that been a discussion topic in your community meetings and would it be helpful for this Authority to state specifics in those areas to work from?

Mark Callahan stated:

We recently completed the noise report and it is on the website; we follow prescribed procedures outlined by the Federal Highway Administration as well as the Florida Department of Transportation for those studies in the area. In Seminole County there is one area that meets the criteria for noise walls -- the 12 Oaks RV Resort area. The other areas based on the analysis and the alignment we have now do not meet the criteria mainly the economic criteria that is applied to determine whether noise walls meet economic feasibility tests. That has been looked at in terms of the aesthetics of the roadway. The Department of Transportation is committed to do what they can as it relates to aesthetics on these roadways. I won't say that we have a design or any plans at this point as to what those would look like or what those types of facilities would involve.

Commissioner McLean stated:

When you say economic feasibility, are we saying that there could be noise to a level that could be disturbing but the dollars don't add up? Explain the economic feasibility.

Mark Callahan stated:

There clearly are noise impacts based on the Federal and State criteria with this project and within Seminole County. That being said, when we look at noise impacts we take receptors using our term, but which in all of Seminole County I believe are homes. We look at the cost of a wall that would be required to reduce the noise levels about 5 decibels or greater. We divide the cost of the wall by the number of homes that are benefitted; if that number is less than \$42K per benefitted receptor, it would meet the economic criteria; if it's above that number, then it would not.

Commissioner McLean stated:

Regardless of where that alignment ends up, I personally would like to see that we look for opportunities to be able to make whatever projections we have for our residents, our businesses, organizations as much as possible. I realize we have standards but we also have the realities of what people are going to have to deal with that will be different than the environment they have now, that they bought into, that they reasonably expected; so I would ask you as we go through this process to move in that direction and every opportunity we have to be able to do that to make the economic case to stretch that envelope as far as we can.

Commissioner Woodruff asked what question would the SCEA Board be asked to vote on after the public hearings?

Mark Callahan stated:

What I would suggest is that after the public hearing, we would take some time to look at all the comments and probably respond to most of the major comments; we will respond to all of them within a period. And then come to this Board and present to you the input we received and what our thoughts are as it relates to some of that input, as it relates to potential changes to the alignment or changes to some of the characteristics of the project or whatever they might be; and then seek your direction.

Commissioner Dallari stated:

At the end of the day, this Board is going to be the one to make the decision on the alignment.

Mark Callahan stated:

We're not at that point; we clearly have more input before we get to that point.

Commissioner Woodruff asked:

Does this Board have any ability to impose any additional requirements with regard to noise or landscaping or anything like that?

Mark Callahan stated:

I would like to defer that question to the DOT. I am confident the DOT would do everything they could to work with this Board on the project.

George Lovett, stated they (DOT) could make that commitment.

Commissioner Woodruff stated:

Ultimately, I'm hearing you say it's a State project.

Mark Callahan stated: The DOT is overseeing the Lake and County portions of this project and we are seeking Federal Highway approval as well so there would be a Federal level of involvement.

Commissioner Carey stated:

As we go through this process, we have had a number of requests from different residential developments along I-4 for example, when SR-417 came through. Requests came in for sound walls and some of those type things. What happens with sound walls is they deflect the sound somewhere else; it may be a little further out than right there immediately at it. The DOT has been pretty specific about what their criteria is. My experience with them has been they are not real flexible about that because it gets to a point where it does not make any sense. Either it doesn't work to do what people are looking for it to do. I live a mile west of I-4 and depending on how the wind is blowing I can hear it just as plain as if I were sitting right on the side of it. I am sure that a lot of you who live in that area experience the same situation. Some nights are extremely quiet and some nights are pretty noisy. I am glad to hear that DOT is going to continue to work with us as they have on every project we have had to deal with them on. Bringing a road through an area that is developed is never an easy task. For the benefit of the traveling public and all of us included in that, sometimes you have to make those tough choices; but we are looking forward to it. I personally am looking forward to the public hearings so that we can hear all of the public testimony you will receive at that hearing.

Commissioner Brender stated:

Can you go back in history a little bit? One of the concerns brought up in an earlier meeting with the coalition behind you was the early resolutions coming from the Task Force regarding placement of the road; the fact that it would not be a toll road; there were all kinds of resolutions adopted back in 1998, 2001 and then subsequent changes to that. Can you give us a little history on the morphing of this project and how we came to this point, where we are now, where the preferred alignment brings us southeast to hook up to SR-417, and the importance of the east-west traffic flows and give us a little background on that?

Mark Callahan stated:

The first significant study on this portion of the Western Beltway was done in the late eighties. In Seminole County, it followed the old railroad line which was a crossing where the trail is now. It would come into I-4 where SR-417 is located today. Several things happened after that study was approved: (1) the Department at that time had laws that allowed them to reserve right-of-way. Those laws were found to be unconstitutional; consequently they were not able to reserve that right-of-way and subsequent to that the State under the Coral Land Acquisition purchased pieces of the property where that alignment went through. They no longer thought that was a good alignment. The Federal Highway Administration through Federal Law required the Financially Feasible Long-Range plan to be financially feasible and the Western Beltway was not one of the top priorities in the early nineties. There were a lot of other priorities, some of which have been built since. The Western Beltway was actually pulled off the Long Range Transportation Plan. At that point there was thinking that it would never happen. That gets us to about the mid-nineties.

Fast forward to 2000. I believe it might have been Congressman Keller who said we need to think about whether we really want to complete this beltway. It's needed; SR-46 traffic was increasing; safety record on SR-46 was deteriorating. That led a push to consider the possibility for a beltway system. I can't recount exactly what was happening in Seminole County but I can tell you what I know from some of the hearings. The Expressway Authority was doing a separate project that they called their western extension which is really looking to tie into Lake County; it wasn't really going to be the remainder of the beltway. Through some environmental concerns that were raised as well as a lot of the property owners in that area, then Governor Jeb Bush signed an Executive Order in 2002 to create the Wekiva Basin Area Task Force. This Task Force convened in late 2002. Then Commissioner Daryl McLain was on that Task Force. During the course of that Task Force proceedings in late 2002, I am not sure if it was the Seminole County Commission or SCEA passed a resolution indicating that they did not want an expressway or beltway in Seminole County; they thought it should go up towards SR-44 and cross the river into Volusia County. The deliberations of that Task Force continued and the end product of that Task Force was essentially a corridor not unlike what we are looking at today. That Task Force report was finalized; legislation was proposed based on that Task Force which failed because many of the local governments, cities, were not involved in the deliberations of that Task Force.

The Governor then in 2003 appointed a Coordinating Committee to get everybody involved; the same types of deliberations occurred. In the beginning of 2004 they issued their final report which essentially established a specific corridor. Legislation was developed, the Wekiva Parkway and Protection Act, which had many requirements not only related to the road but the septic tank issue that you talked about earlier and other things, comp plan amendments, etc. They established a corridor that essentially said we need to look at the Wekiva Parkway and move it forward and this is the corridor that needs to go within. Our starting point for this study is that law as well as several other things in that law including acquisition of lands, how many interchanges and where the interchanges can and cannot be located, etc. That's when we started the study.

Commissioner Carey stated:

I think there were some actions that the County Commission took; I don't know if they did it as the SCEA or the County Commission; I recall they said they wanted a limited access highway through Seminole County; there were several things the previous Board identified.

Jerry McCollum stated:

At the time they asked for a controlled access; the limited access was more like I-4 or a traditional expressway. The Board had asked for a controlled access which basically is what Mark has presented to you today; most of this is controlled access.

The other thing Mark mentioned that is important is the corridor he talked about that was being looked at from a 2004 recommendation, one that Commissioner Carey mentioned also. It basically went north to the river to Lake Monroe and came down to SR-417. That was the swath that was being looked at. It was pretty straightforward once you cross the river at the Wekiva River. If you proceeded eastward it opened up and went to Lake Monroe and also to SR-417 on the south.

Commissioner Brender:

I want to make sure people are aware that this project has morphed; it has changed with traffic counts, with your arrival which is the actual study. The whole intent is we want to build a road that's efficient and benefits the motoring public. We don't want to put it in a place where it's not going to do anybody any good. As I understand it, the traffic counts, the east-west flow and the importance of meeting up with SR-417 and that sort of thing were established fairly early on in this process.

Commissioner Dallari asked if there were any other questions; there were none.

(b) Municipal Representatives' Terms

Pam Hastings stated:

Chairman, Commissioners, I am happy to report that today on the County Commission Consent Agenda, there was confirmation of the Cities' unanimous nomination of Commissioner Brender to serve another two-year term on the Expressway Authority. That brings the Commission up to date in terms of its complete seated membership up through January 2009 at which point Commissioner Woodruff's term would be up.

Commissioner Dallari asked if there were any questions; there were none.

ITEM #5: NEW BUSINESS

- (a) Approval of Resolution for the Authority's FY 08/09 Annual Budget (Enclosure)
Upon Motion by Commissioner Carey and second by Commissioner Brender, the Authority's FY 08/09 Annual Budget was approved unanimously.

Commissioner Carey stated: I thought this was a very good budget presented for us; our total expenses of \$750 is very conservative in these times

ITEM #6: OTHER BUSINESS – Taken Out of Order**(b) SCEA Member Reports**

There were no member reports.

(a) Chairman's Report**Commissioner Dallari stated:**

We have two groups that would like to speak to us and I would like to give them six (6) minutes apiece. The first one is Charles Shaw; one person from the group is permitted to speak.

Dan Macaluso came forward and stated:

My name is Dan Macaluso; 6675 Sylvan Woods Drive; The Glades, Sylvan Lake Reserve, I'm the HOA President.

Commissioner Dallari reiterated there would only be one person speaking for the group.

Dan Macaluso stated:

We actually have three people to speak; we should be under 6 minutes.

Commissioner Dallari consented as long as they stayed within 6 minutes.

Dan Macaluso stated:

Good afternoon and thank you for allowing me to speak and address the Seminole County Expressway Authority. I am Dan Macaluso, President of Sylvan Lake Reserve or The Glades on Sylvan Lake, HOA President and member of the Wekiva Parkway Committee Coalition (WPCC). The WPCC consists of concerned Seminole County residents with homes, businesses, churches, schools and recreational facilities located in close proximity to the planned parkway route, the preferred alternative that is being recommended to the SCEA by CH2M HILL.

The WPCC was formed initially from a Sylvan Lake Reserve initiative to gather information, assess impacts, review parkway alternatives, to reach out to others, and determine if they were as equally concerned and objectionable as we were to the preferred alternative. The response we have gotten has been loud and clear. Do not thread the needle with this alternative through our neighborhoods, businesses, churches, schools and recreational facilities. While community information meetings have been conducted, we believe our concerns have not been fully heard by or communicated to our elected officials. In particular we feel the level of our dissatisfaction and mistrust and anger brought about by the preferred alternative recommendation and the process by which it has been reached has not been communicated well at all through the PD&E Study process. The decision to approve

the study corridor in Seminole County was imposed upon us; it was done so at almost the exact time as the Seminole County Commissioners were signing a resolution, distributing a press release and giving quotes to newspapers stating the exact opposite was going to happen. The words that we read and heard were, the Seminole County Commission opposes any toll route or expressway facility that crosses the Wekiva River into Seminole County. That's resolution 2002-R188; and there is no way Seminole County is going to allow them to bulldoze through existing communities, Commissioner Daryl McLain. What we read and heard was not ambiguous; it was very clear; it was our elected officials representing the constituents, their homes and what they bought into and invested their life savings on. We purchased our homes with the understanding of a much different place from the planned parkway.

We believe the seeming acquiescence of the Board of County Commissioners to the 2003 Wekiva Basin Area Task Force recommendation to route the connector through Seminole County and directly through our neighborhoods, businesses, churches, schools and recreational facilities was a breach of faith with its citizens and a breaking of trust from what our elected officials had said and publicly committed to in the past. This preferred alternative favors the environmentalists' agenda and future high tax revenues at the expense of existing homeowners, businesses, churches, schools and recreational facilities. Now as existing residents, we are being asked to choose the least-worst tweakable option. Options that do not meet the definition of a parkway, do not favor the use of existing rights-of-way and are in direct conflict with the best interest of the local communities. We believe there are other alternatives that successfully protect the interests of all parties equally, satisfy the parkway definition and make better use of existing rights-of-way. We have proposed some of these alternatives and documented this information in detail when we met with each of you over the past six weeks and are formally submitting these alternatives for your record and your consideration today.

We are asking the SCEA to reject the preferred alternative proposed by CH2M HILL. We also strongly encourage the SCEA to direct CH2M HILL to work more closely with the residents on an equal footing with the other parties, to be much more proactive in soliciting and fully and fairly reporting public comments especially when it does not support the approved solution. And to instead propose a solution that both fulfills the requirements of the original Executive Order 02-259 which also protects the rural character of our neighborhoods, maintains a parkway appearance and does not divide our neighborhoods and communities forever. Doing this will renew the faith and trust that we expect, that we need in our elected representatives. Thank you for your support and action.

Commissioner Dallari noted the group had 4 minutes remaining.

Charlie Shaw stated:

Good afternoon Commissioners. I also thank you for the opportunity to appear before you this afternoon. I'm Charlie Shaw, a member of the Wekiva Parkway Community Coalition Executive Committee and I'm also a homeowner in Sylvan Lake Reserve. Additionally I serve as the Coalition's web master and have done a majority of the research into the evolution of the proposed expressway in Seminole County on behalf of the Coalition. In our separate meetings with each of you over the past several weeks, we have gathered a general impression that there was some surprise as to the extent and depth of the community backlash against the proposed alignment; and that this was not what you were hearing through the PD&E Study process reports. In my

research into the minutes of the past SCEA meetings, we knew this to be the case. This fundamental flaw in the process is one of the primary reasons that led us to form the coalition. We wanted to take charge of the public communications process as it affects citizens in the coalition area and provide you with an improved and more accurate view of the public concern. We also wanted to better convey the tone and depth of emotion of that concern which was not and is not being captured through the PD&E study process reports. Basically it was our intention to provide a structured way to give the impacted communities a voice and a means of influencing the process which is threatening their way of life. We did so because we felt left out of having any meaningful input to the Task Force committees, commissions, supplemented by the State and are still over weighted by environmentalists and Orange County Orlando special interest groups. I would like to briefly highlight some of the coalition initiatives and perhaps there is some information-age ideas which can be a topic in future studies to make public input more meaningful and visible. We formed the Executive Committee. We established a coalition website; on that website is extensive research on the history of the parkway proposal; we established an issues blog and discussion forum. We automated the PD&E Study Public Comment Form so it doesn't have to be mailed postal mail or faxed in to receive public comment which we think is detrimental to the process itself.

Commissioner Dallari noted the group had spoken for more than 9 minutes.

Charlie Shaw stated:

In closing we feel the process of gathering meaningful public input and giving due weight to the concerns of both individual citizens in the community is flawed. As a result inappropriate decisions based on faulty or incomplete information may have been made as part of the process from its inception in 2002 to the present. It is not too late to recover from these areas, to correct the process and to reject this extreme proposal which threatens the communities in one of the most scenic areas of Seminole County. Thanks for your support and action. I'd be happy to answer any questions if you have any.

Commissioner Dallari called for questions.

Commissioner Carey stated:

There have been a number of meetings here in Seminole County about the Expressway Authority's proposal. Did your homeowners association and your groups attend? I know that folks from Capri Cove and Tall Trees and a lot of the other groups that are now a part of this other group are involved. I'm curious because I had calls from folks in those communities that say what's going on; we've worked through all of this; we feel we have a good outcome and now there are people coming back saying that we don't. Did the people that are a part of your organization go to the public hearings? There were a number of them.

Charlie Shaw stated that this particular organization was formed this past December.

Commissioner Carey asked: Did you as individual members and residents where you live attend? This discussion has been going on now for a long time.

Charlie Shaw stated:

A good place to start is when the SCEA met in a special meeting in February 2003 at Sylvan Lake Park; a couple of you folk were there then. That was done at the Board of County Commissioners December meeting to go ahead and do that; and we had some input there but we were assured by Commissioner McLain then even though this vote which was the opposite of the resolution that was made in December to not let it happen in Seminole County. In January, one month later, Commissioner McLain voted basically for that corridor to be present in Seminole County with a complete flip-flop. The minutes unfortunately of that last meeting of the Task Force, were not taken, were not recorded and are not available. The next meeting happened in February – the public hearing. At that time we were assured by Commissioner McLain that the Authority had exclusive authority to determine a final alignment. Now we find out that's probably not really the case; that's what the public was told. Since then we have attended the public informational meetings that have been held by CH2M HILL as well as additional meetings where they came down and briefed the community. I would characterize those meetings as generally here's what's happening, do you have any questions? It was not posed to the public psychologically that you have an opportunity to change this if you don't like it.

Commissioner Carey stated:

They did make some changes and they met with Capri Cove residents; they met with Tall Trees residents. We have two members who still serve on this County Commission Board who probably were on the Board at that time but you have other new members here; so we're dealing with this process from where it was when we got here in 2004.

Commissioner Dallari called for the Lake Forest residents who asked for equal time.

Dr. Ira Schwartzberg stated:

Good afternoon Commissioners. I am Dr. Ira Schwartzberg, President of the Lake Forest Master Community Association; I live at 5336 Lake Bluff Terrace in Sanford.

I would like to spend a few moments stating the position of our HOA relative to this subject matter, namely the parkway. The Association has closely monitored and participated in the numerous meetings and efforts of the Commission and its external consultants, CH2M HILL. We support the recommendations for the preferred southern route. Our rationale is based on the following elements. First of all, we believe the preferred route provides a fast, convenient connection to the SR-417 expressway, minimizing additional congestion on I-4 if it connected further north. Although the impact to local homes and businesses is considerable, the southern route provides a lesser influence than the SR-46 alternative. One just has to take a short drive on SR-46 from the intersection of Orange Boulevard to Oregon Avenue to realize the rapid growth of both residential and businesses that remain ongoing even with our slowdown in the economy. In conclusion, I'd just like to do one additional thing. Could I ask the residents of Lake Forrest to please stand to be recognized.

Commissioner Dallari reminded Dr. Schwartzberg that this is a public meeting, but not a public input meeting.

Dr. Schwartzberg stated he wanted to clarify that there were two groups present. He thanked the Authority for the opportunity to speak.

Commissioner Dallari asked Mark Callahan:

I assume the rest of the Board will agree with me on this; if they disagree, please interrupt me. I would think that any and all input you get in a public hearing or in a non-public hearing environment would be taken to heart in trying to tweak this road alignment and actually trying to massage it and/or take all their concerns to heart; correct?

Mr. Callahan replied "Yes sir".

Commissioner Dallari stated:

Commissioner Michael McLean spoke about the sound issues and also landscaping. Will you be taking that to heart as well in trying to figure out how we can work with all these associated communities and residents to try and make sure those concerns are addressed?

Mark Callahan replied, "Yes sir."

Commissioner Carey stated:

In that vein, if you look at the typical sections that were presented during Mr. Callahan's presentations, there is landscaping in the medians; there is landscaping on both sides of the frontage roads; granted it's not going to be lushly landscaped like your home would be but I think the fact that it is proposed to be landscaped ... If you look at SR-417, the landscaping they have along the medians and the embankments, etc., the expressway has done a great job in trying to make it aesthetically pleasing.

Commissioner Dallari stated:

I am not disputing that but a lot of times in these handouts it doesn't really represent truly what the plan will eventually be.

Commissioner Carey stated:

I understand that but it also shows you that there is landscaping intended because if you look at when it goes to the 6-lane section, the landscape in the median disappears. People are focusing on 4-lanes, 6-lanes and they are not really looking maybe at what that presentation is. If there is no landscaping proposed, I promise you the typical section would not show any landscaping proposed.

Commissioner McLean stated:

Mr. Callahan, we want to be sure we state that we have an expectation to work as best we can, understanding the history that had some bumps and bruises, thanks to Commissioner Brender asking about it, we've had some challenges with it; I don't think anyone would argue that. Whether we get into a debate of what was said and when it was said and why it was said, we are here and we are in the midst of a process and we want to be sure we make it clear that two of the items that I believe are important to this authority are: as best we can be sure that we increase the enjoyment or at least not diminish the enjoyment of residents to be able to use their property because of noise and not have the aesthetics of their property and their surrounding neighborhoods lessened by this project. Would that be fair to say, Mr. Chairman?

Commissioner Dallari stated:

That's one of the aspects; but I want to make sure that all issues that are brought to you and your company's attention are seriously considered; and we're not just giving people lip service.

Mark Callahan stated that it would be.

Commissioner Carey stated:

To Mark's credit, I have to say as the District Commissioner out there and having listened to a lot of the residents out there, I think that Mark's team has been very responsive to go and meet with those residents on short notice and like you said pretty much as called.

Commissioner Dallari stated: I'm not accusing that he is not doing that; I just want to make sure that it happens.

Commissioner Carey stated: I'm confident that it will happen; they have shown that is what they have in fact done in the past.

Commissioner Dallari asked if there were any other concerns and issues?

None were expressed. Commissioner Dallari thanked Mr. Callahan for his input.

END OF REGULAR BUSINESS AGENDA

ITEM #7: ADJOURNMENT

There being no further business at this time, the meeting was adjourned at 4:55 P.M.



W. Gary Johnson
Executive Director



Bob Dallari
Chairman

Approved: 11/18/08

/sb

Enclosures:
Wekiva Parkway PowerPoint Presentation
Resolution for the Authority's FY 08/09 Annual Budget